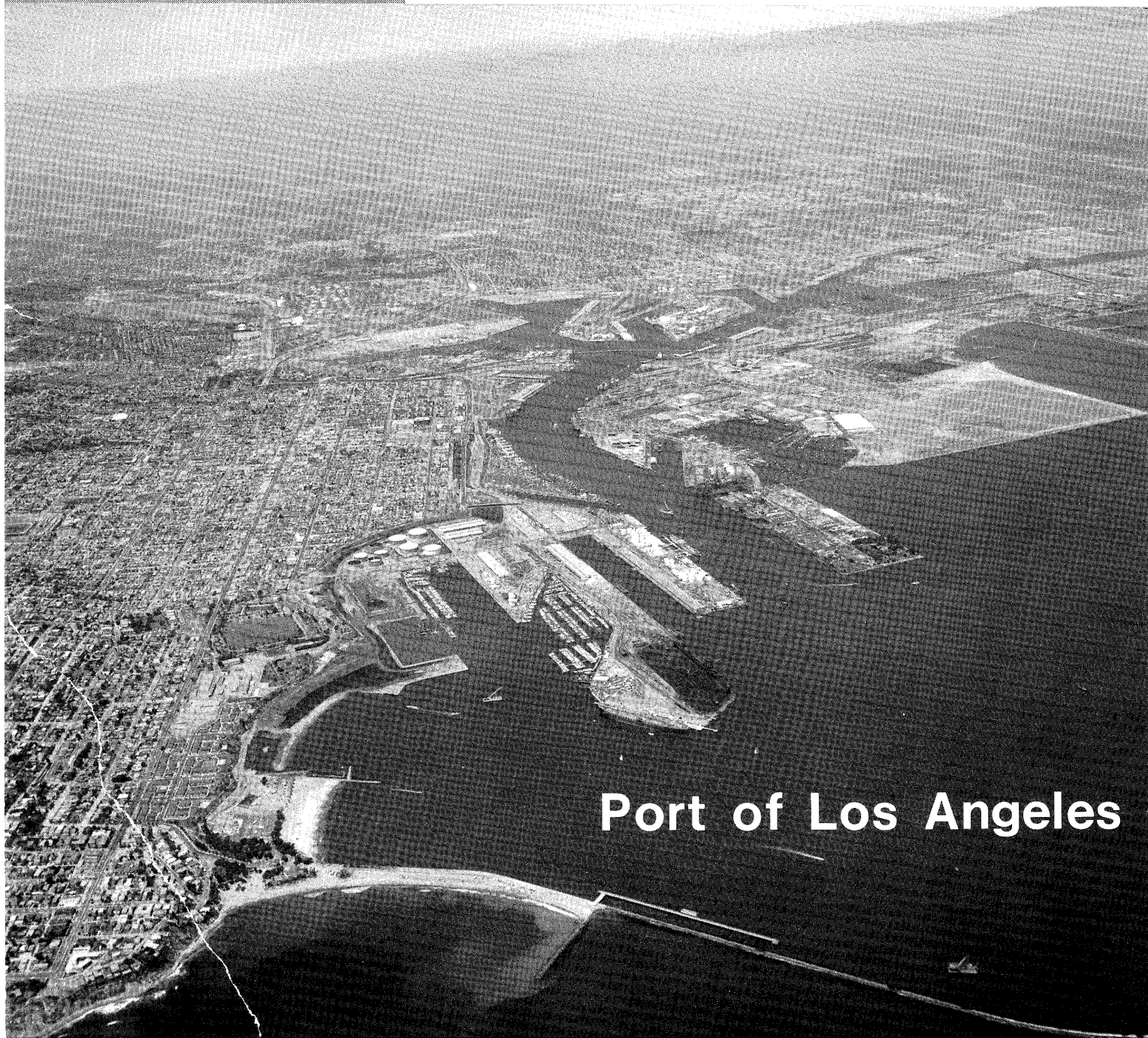


# PORTS *and* HARBORS

December, 1986 Vol. 31, No.12



**Port of Los Angeles**

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

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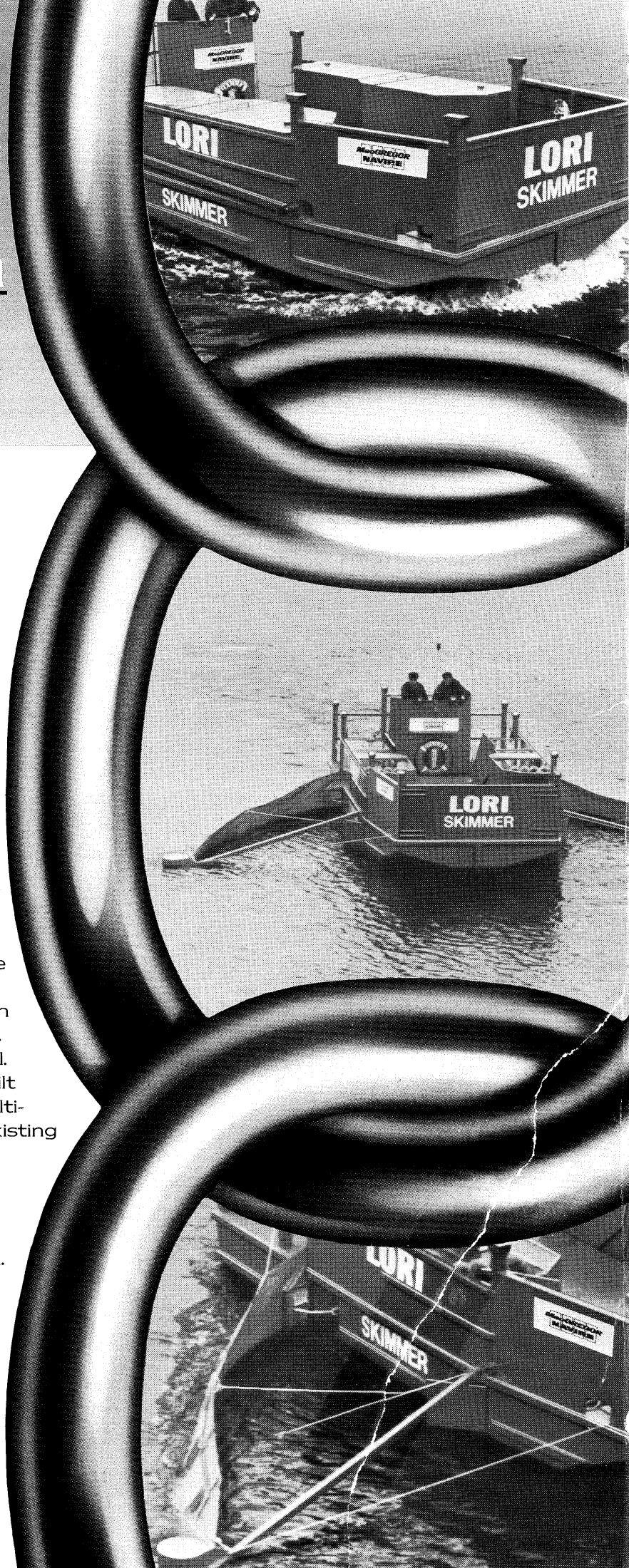
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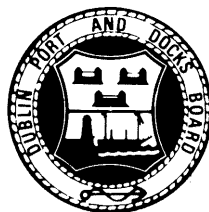
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**December, 1986 Vol.31, No.12**

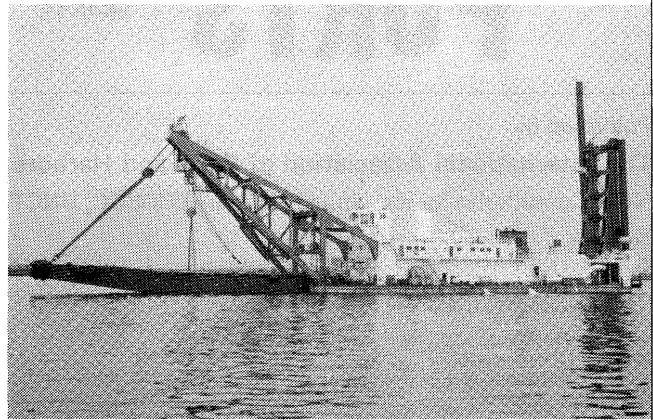
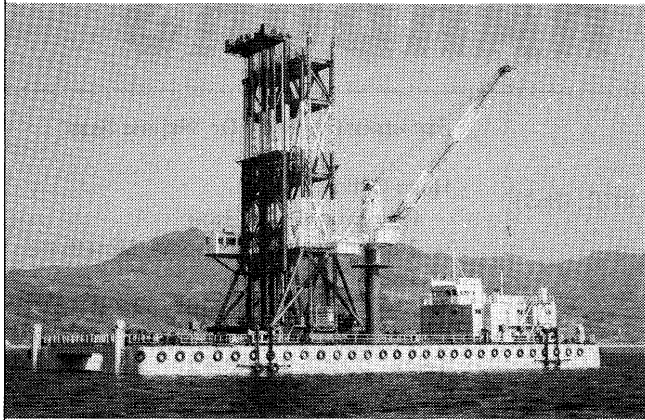
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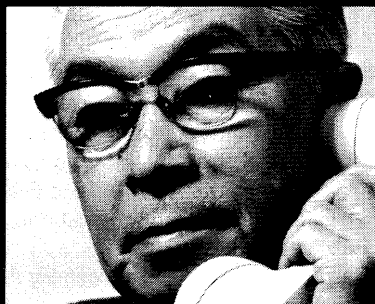
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# IAPH announcements and news

## IPD Fund: Contribution Report — A pause in donations received US\$12,000 still needed

In contrast with the increasing number of donations to the IPD Fund reported in recent months, this issue records zero growth in the total amount. The Secretary General and

the Chairman of the International Port Development Committee, Mr. Kruk (Port of Rotterdam), appeal to all members to give the matter their continued support. The amount received in contributions and the sum pledged total US\$58,562 against US\$70,000 which was our original target, thus leaving the amount of US\$11,438 yet to be raised.

### CONTRIBUTIONS TO THE SPECIAL FUND

(As of November 10, 1986) (in US\$) (\*: Pledged)

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| Australia                          |       | Shimizu Construction Co., Ltd.    | 250    |
| Port of Melbourne                  | 1,000 | Tokyo Port Terminal Corp.         | 500    |
| Maritime Services Board of NSW     | 250   | Toyama Prefecture                 | 250    |
| Benin                              |       | Toyo Construction Co., Ltd.       | 250    |
| Port Autonome de Cotonou           | 250   | Yokohama Port Terminal Corp.      | 500    |
| Canada                             |       | City of Osaka                     | 3,371  |
| Fraser River Harbour Commission    | 300   | Jordan                            |        |
| Port Alberni Harbour Commission    | 200   | Ports Corporation                 | 1,000  |
| Port of Halifax                    | 750   | Korea                             |        |
| Port of Montreal                   | 1,000 | Korea Dredging Corporation        | 200    |
| Port of Vancouver                  | 500   | Korea Maritime & Port Adm'tion    | 3,000* |
| Ports Canada                       | 2,000 | Malaysia                          |        |
| Cyprus                             |       | Kelang Port                       | 200    |
| Cyprus Ports Authority             | 500   | Johor Port Authority              | 100    |
| Denmark                            |       | Rajang Port Authority             | 100    |
| Port of Copenhagen                 | 350   | Mauritius                         |        |
| Germany (West)                     |       | Mauritius Marine Authority        | 1,000  |
| Port of Hamburg                    | 3,086 | Netherlands                       |        |
| Ghana                              |       | Delfzijl/Eemshaven Port Auth.     | 250*   |
| Ghana Ports Authority              | 500   | Port of Amsterdam                 | 1,000  |
| Indonesia                          |       | Port of Rotterdam                 | 3,000  |
| Public Port Corporation I          | 200   | Shipping & Maritime Directorate   | 720*   |
| Public Port Corporation II         | 200   | New Zealand                       |        |
| Iran                               |       | Harbours Assn. of NZ & 9 harbours | 2,000  |
| Ports & Shipping Organization      | 1,000 | Nigeria                           |        |
| Japan                              |       | Nigerian Ports Authority          | 500    |
| City of Kobe                       | 3,756 | Oman                              |        |
| Daito Kogyo Co., Ltd.              | 1,000 | Port Services Corporation         | 500    |
| Japan Port & Harbor Association    | 303   | Papua New Guinea                  |        |
| Japan Port Consultants Association | 210   | Papua New Guinea Harbours Board   | 200    |
| Japan Warehousing Association      | 250   | Taiwan, ROC                       |        |
| Japanese Shipowners' Association   | 250   | Hualien Harbor Bureau             | 200    |
| Kawasaki City                      | 1,252 | Thailand                          |        |
| Kitakyushu Port & Harbor Bureau    | 2,502 | Port Authority of Thailand        | 100    |
| Kobe Port Development Corp.        | 641   | U.K.                              |        |
| Mr. Susumu Maeda                   | 20    | Associated British Ports          | 3,000  |
| Mr. Toru Akiyama                   | 500   | Belfast Harbour Commissioners     | 300    |
| Nagoya Container Berth Co., Ltd.   | 500   | Clyde Port Authority              | 1,000  |
| Nagoya Port Authority              | 3,125 | Peter Fraenkel Int'l Ltd.         | 100    |
| Nakagawa Corrosion Protecting K.K. | 250   | Port of London                    | 750    |
| Niigata Prefecture                 | 250   | U.S.A.                            |        |
| Osaka Prefecture                   | 500   | Port Authority of NY & NJ         | 1,000  |
| Osaka Terminal Corporation         | 646   | Port of Houston                   | 1,000  |
| Pacific Consultants Int'l          | 630   | Port of Tacoma                    | 1,000  |
| Penta-Ocean Construction K.K.      | 1,000 | S. Carolina State Ports Authority | 500    |
| Rinkai Construction Co., Ltd.      | 250   | Zaire                             |        |
| Saeki Kensetsu Kogyo Co., Ltd.     | 250   | Office National des Transports    | 550    |

## **IAPH sends three observers to the First Session of Joint Intergovernmental Group of Experts on Maritime Liens and Mortgages, Geneva, 1-12 December 1986**

Dr. Hajime Sato, IAPH Secretary General, recently sent a letter to Mr. K.K.S. Dadzie, Secretary-General of UNCTAD, with a copy to the Secretary-General of the IMO, informing him of the names of IAPH observers at the First Session of a Joint Intergovernmental Group of Experts on Maritime Liens and Mortgages and Related Subjects, which will be held from 1 to 12 December 1986 at the Palais des Nations, Geneva.

Upon receipt of notification of this event from UNCTAD, Secretary General Sato sought the advice of Mr. Paul Valls, Director General, Port of Bordeaux, and Chairman of the IAPH Committee on Legal Protection of Port Interests (CLPPI), as to the steps to be taken by IAPH concerning this meeting. Mr. Valls thought that, in view of the importance of the subject to Port Authorities, it is essential that IAPH should be well represented at this meeting in order to fully explain the IAPH viewpoint, expressed in the position paper which was submitted to both UNCTAD and to the IMO in July this year. Through Mr. Valls' arrangements the following individuals have agreed to take part in the Geneva meeting as IAPH observers:

Mr. C.B. Kruk, IAPH Liaison Officer with UNCTAD and Chairman of the IAPH Committee on International Port Development (Head, Technical and Managerial Port Assistance Office, External and Commercial Affairs, Port of Rotterdam);

Mr. A.J. Smith, IAPH Liaison Officer with the IMO (Secretary, British Ports Authority); and

Mr. Andre Pages, Member of the IAPH Committee on Legal Protection of Port Interests (Representative of the Port of Bordeaux for IAPH affairs).

Of the above IAPH representatives, Mr. Valls comments "Andre Pages has studied this subject in depth and could, perhaps, be termed our 'IAPH expert' on the subject, which is why his presence in Geneva throughout the session week will be so useful to IAPH liaison with the IMO and UNCTAD." According to Mr. Valls, Mr. A.J. Smith will be available on the 9th and 10th December, with Mr. Kruk being present on the 11th and 12th December.

In accordance with the UNCTAD notification, under the terms of reference of the Joint Intergovernmental Group of Experts, as endorsed by the Trade and Development Board of UNCTAD and the Council of the IMO, the Group will:

"Examine the subject of maritime liens and mortgages, including the possible consideration of:

- (a) the review of the maritime liens and mortgages Conventions and related enforcement procedures, such as arrest;
- (b) the presentation of model laws or guidelines on maritime liens, mortgages and related enforcement procedures, such as arrest;
- (c) the feasibility of an international registry of maritime liens and mortgages."

The reports on the Geneva session to be made by our observers will be featured in this journal as soon as such information is received at the Tokyo Head Office.

## **Measures to prevent Unlawful Acts against Passengers and Crews on Passenger Ships — IMO acknowledges receipt of IAPH Paper**

Mr. J.L. Thompson, Navigation Section, International Maritime Organization (IMO), in his letter dated 24 September 1986, has acknowledged the receipt of the IAPH views on Measures to prevent Unlawful Acts against Passengers, which were earlier submitted to the IMO. The letter from the IMO is reproduced here.

Dear Dr. Sato:

On behalf of the Secretary-General I acknowledge receipt of your letter of 27 August 1986 (ref. CLPPI-15-86) and attached document concerning measures to prevent unlawful acts against passengers and crews on passenger ships.

This document arrived too late for formal circulation to the fifty-third session of the Maritime Safety Committee. However, it was circulated to and taken into account by the Working Group which was established to consider this matter.

Yours sincerely,

(Signed)

J.L. Thompson  
Navigation Section

## **Mr. Kruk reports on the activities of CIPD**

A newsletter dated 25 September 1986, reporting the latest situation concerning the work of the Committee on International Port Development (CIPD), has recently been received from the Committee Chairman, Mr. C.B. Kruk of the Port of Rotterdam. For the benefit of all members, the items covered in the newsletter are reproduced here.

### **1. Membership**

Mr. John Black of the Port of London Authority has informed me that he will no longer be able to remain a member of CIPD due to his retirement from his current employment. Furthermore, Mr. Jacques Dubois of the Port Autonome du Havre has been assigned to another position and has been replaced by Mr. Jean Smagghe who, due to a heavy workload, has appointed Mr. Jean-Pierre Lannou, well known to all of us, as his substitute.

Finally I have been informed that Mr. Bakilana has been promoted to general manager of the Tanzania Railway Authority. No substitute has been brought to my attention as yet.

### **2. 57 + scheme**

It is with pleasure that I can inform you that two recently retired port experts from Rotterdam stevedoring companies will depart for Ghana at the end of September for a period of two months. I shall report on their work upon their return.

### **3. Essay competition**

The following members have been invited to join me to form the essay competition panel and have been so kind as to accept their nomination:

Mr. Joseph Bayada

Mr. Gustaaf de Monie

Mr. Eric Williamson  
Mr. David George  
Mr. Jean-Pierre Lannou.

By the closing date, altogether 29 essays had been received via the Tokyo Head Office and mailed to the panel members.

#### 4. Bursaries

The flow of bursary requests is constant.

#### 5. Monograph scheme

The final draft of the monograph on terminal pavement to be supplied by the Cyprus Port Authority has been sent around for comments and is now in the final stage of production. Some others are in preparation.

#### 6. Liaison with UNCTAD

In December a very important meeting will take place of the IMO and UNCTAD Joint Committee of Experts on the Revising of the Convention on Maritime Liens and Mortgages of IMO and UNCTAD. It has in principle been decided, due to the importance of this convention to IAPH, that our organization will be represented by Mr. Alex Smith, Mr. Andre Pages and myself in succession.

#### 7. Preparation of Seoul Conference

Further to my letter of 23-4-1986, I am happy to inform you that Mr. Seyoum Tagegn-Work, secretary general of the Port Management Association of East and Southern Africa, has in principle agreed to act as a speaker, next to Mr. Barry Cable, on the subject of International Port Development.

#### 8. The role of IAPH in relation to International Organizations.

A small committee consisting of Messrs. Jacque Dubois, Paul Valls, Alex Smith and myself is presently preparing a first draft on this subject, to be presented to IAPH.

### **Chairman Hayes reports on the PACOM London Meeting — Ways of building awareness of ports among young people discussed**

Mr. R.N. Hayes, General Manager, Dublin Port and Docks Board, and Chairman of the IAPH Committee on Public Affairs (PACOM), wrote to the Secretary General on 10th October, reporting PACOM's meeting held in London on 2nd October 1986. The minutes of the meeting received from Mr. Hayes are reproduced hereunder.

Among other things dealt with at the meeting, Chairman Hayes draws our special attention to the subject: "Improving schoolchildren's knowledge of ports and shipping". It was felt that many ports, particularly those in the U.S.A. must have a considerable quantity and variety of material for children, students and schools.

In line with this idea, the Committee felt that a successful display would be an interesting and efficient way of exchanging information and that the forthcoming Seoul Conference would be the ideal occasion to have such a display. Accordingly, the Tokyo Secretariat is now making the final arrangements with SEPRECO (Seoul Conference

Organizing Committee) on how the display should be organized. As soon as the general guidelines are agreed upon by the organizer, this journal will feature an announcement requesting member ports to provide suitable material for the Conference and outlining the procedure for doing this.

With reference to the "Do-it-yourself kit" project, there have been changes in the cost involved and a fee of \$3,500 Australian has finally been quoted by Coopers + Lybrand W.D. Scott, the consultants in Australia, who undertook the original Community Attitude Survey for the Committee. The funding for this final stage of the work has been approved by the Finance Committee Chairman Mr. Fred Gingell, and the remittance has been arranged by the Tokyo Head Office through the office of Mr. Griff Page, General Manager, Port of Launceston, Australia, who has been liaising with the consultants for the Committee.

### **Minutes of Meeting on Public Affairs Committee (PACOM)**

#### Date of Meeting

— October 2nd 1985

#### Location

— London — Ireland House, 150 New Bond Street.

#### Present

|            |                      |              |
|------------|----------------------|--------------|
| — Chairman | — R.N. Hayes         | (Dublin)     |
| V/Chairman | — W.C.N. van Horssen | (Rotterdam)  |
|            | — Mogens Munk        | (Copenhagen) |

#### Apologies

|                        |                        |
|------------------------|------------------------|
| — Mr. G.B. Gudmundsson | (Reykjavik)            |
| — Mr. Bob Calis        | (Fraser River Harbour) |
| — Mr. Glenn V. Hughes  | (Port of Los Angeles)  |
| — Mr. R.P. Snodgrass   | (Taranaki Harbour)     |
| — Mr. L.T. Padman      | (Townsville Harbour)   |
| — Mr. F.M. Williams    | (Bay of Plenty)        |
| — Mr. Griff Page       | (Port of Launceston)   |

At the opening of the meeting the Chairman read a telex message of greeting and encouragement from Tokyo sent by the Secretary General, Dr. Sato. This was much appreciated by those present.

The attached agenda was adopted.

#### **Item (1)** Consideration of minutes of PACOM meeting held in Auckland:

The minutes of the PACOM meeting held in Auckland were noted and it was agreed that special thanks was due to Mr. Griff Page for his work in Auckland and for his endeavours in following up various matters since then.

#### **Item (2)** Review of outcome of contact with the ports of Newcastle, Brisbane and Townsville:

The experience gained and the advantages accruing to the ports of Newcastle, Brisbane and Townsville were noted with satisfaction. A short summary in this regard will follow.

#### **Item (3)** Review of progress on "Do-it-yourself kit" for Community Attitude Survey:

An extended telex message received from Griff Page was considered. It was agreed to accept the proposals.

It was noted that the Consultant's fee related to the "Do-it-yourself kit" had increased to \$3,500 Australian, which is \$500 in excess of the level of approval given by Chairman Gingell of the Finance Committee.

It was agreed to seek approval of this greater sum and the details of suggested contents and the appendices were approved.

Consultants should be asked to provide the final draft to the Chairman in good time to have it circulated to Committee members for comment before it is forwarded to I.A.P.H. for printing.

**Item (4)** Review of progress on "Economic Impact Studies" project:

The report related to "Economic Impact Studies" was noted. A progress report will be submitted in due course at the next committee meeting in Seoul.

**Item (5)** Consideration of the IAPH Secretary General's letter dated July 4, 1986 (re: New subjects to be covered by Technical Committees):

The letter from the Secretary General dated July 4th, was headed "New subjects to be covered by the Technical Committees".

It was agreed that item "a", "b" "c" and "i" were of interest to PACOM and should be included in the work programme.

**"a" – What to do with dredged materials (in the context of pollution, etc.)**

It was agreed that this was a matter related to PACOM insofar as the community relations aspect was concerned.

Willem van Horssen stated that the Port of Rotterdam had considerable experience in this regard and he agreed to prepare a short report in the form of a case study. He agreed further to have his report prepared in time to be circulated with the papers for the Seoul conference.

It was agreed that members of PACOM would be asked to consider if any of their ports had had experience enabling them to submit additional "case studies". These could be edited and co-related by the Chairman and published in PACOM's report to the Seoul conference.

**"b" – Ports and environmental protection**

The committee agreed that there was a substantial element of community and public relations involved in this item, each port having separate problems directly related to the materials handled or processed in the port area. It was agreed that committee members should consider this item and that the matter would be considered again in Seoul.

**"c" – Stocktaking vis-a-vis the internationally valid regulations on the transportation of dangerous goods**

The committee felt that this was essentially a technical problem but felt that progress in rationalizing international, national and local regulations would be of assistance subsequently when community relations problems arose and local communities were being assured of their safety.

**"i" – Improving schoolchildren's knowledge of ports and shipping**

The committee felt that this was a theme on which much work could be done and felt that PACOM was the correct committee to do it.

The short report indicating Dublin's activities was noted and Willem van Horssen submitted a children's "colouring book" and a children's "cut-outbook" that had been used with success in Rotterdam.

It was felt that many ports, particularly those in the U.S.A., must have a considerable quantity and variety of material for children, for students and for schools.

It was felt that we should explore the possibility of having a display of such material mounted at the Seoul conference, with each item being referenced as to how it could be used, copied etc. and licensing or copyright problems explained.

The Committee felt that a successful display would be an interesting and efficient way of exchanging information. Committee members were asked to co-operate in submitting material from their own and from adjacent ports.

The Chairman agreed to seek the co-operation of the Secretary General in having a notice included in "Ports and Harbors" announcing such a display and requesting member ports to bring suitable material to Seoul. Permission to proceed would also be required from the conference organizing committee.

It was felt that such a display could be a great success if member ports co-operate and bring suitable material.

**Item (6)** Confirmation of letter to Chairmen of appropriate Technical Committees (re: MARPOL, Dangerous Goods and Dredging):

The Chairman confirmed that he had written as proposed to fellow chairmen dealing with MARPOL, Dangerous Goods and Dredging offering assistance from PACOM. No response had been received to date.

**Item (7)** Arrangements for meeting in Seoul:

The time and place of the PACOM meeting in Seoul was noted and it was suggested that if the organizing committee made any change committee members should be notified of it at once so that they could change their travel arrangements. (Such a change was made in Hamburg with disastrous consequences for the work of the committee).

**Item (8)** Any other business:

Under the heading of "any other business", Willem van Horssen pointed out the absence on our committee of any representative of the ports on the eastern seaboard of the U.S. and that there was only a single representative from the western seaboard of the the U.S. He pointed out further that the US ports must, because of their size and development, have considerable experience and knowledge in our field.

It was agreed that the Chairman would seek permission from I.A.P.H. and from the Port Authority of New York/ New Jersey to co-opt the help of a senior person from their public affairs department.

The Chairman thanked those who attended for their efforts and their contribution, and the Committee again acknowledged the help of Griff Page in Tasmania.

## **IAPH Membership Directory 1987 completed**

The Tokyo Head Office announces the recent completion of the 1987 edition of the IAPH Membership Directory. The new edition was sent to each member in the second week of November.

The Directory features the names and positions of member ports' officials as well as the volume of cargo handled at the respective ports. Only IAPH members are eligible to receive this publication. Should any member require more copies, they can be obtained upon application to the Tokyo Head Office.



Efforts were made during the proofreading stage to incorporate as many alterations received after the closing date as possible. However, information which it was not possible to include in the Directory will be published in the "Membership Notes" column of the appropriate issue of "Ports and Harbors".

## **Second Vice-President McJunkin visits the Tokyo Head Office**

On the afternoon of October 4, 1986, Mr. J.M. McJunkin, Executive Director, the Port of Long Beach, and the Second Vice-President of IAPH, visited the Head Office and was received by Secretary General Sato and his staff. Mr. McJunkin was briefed by the Secretariat staff on the current activities of the Association including the state of preparations for the Seoul Conference. During the meeting, Mr. McJunkin, who has been appointed as Chairman of the ad hoc group of experts for reviewing the Association's journal "Ports and Harbors", commented that he appreciates the efforts made by the Secretariat editorial staff towards the production of "Ports and Harbors" and that he and the other members of this newly created ad hoc group would spare no efforts in finding a viable course for the future of the journal.

Mr. McJunkin was en route to China as a member of a trade mission from the Port of Long Beach.

## **Visitors**

- On October 21, 1986, Prof. Marc J. Hershman, Institute of Marine Studies, College of Ocean and Fishery Sciences, University of Washington, Mr. Alan R. Pendleton, Executive Director, San Francisco Bay Conservation and Development Commission, and Mr. David A.C. Carroll, Environmental and Developmental Liaison, Office of the Mayor, City of Baltimore, visited the Head Office and met Dr. Hajime Sato, Secretary General, and his staff to discuss the current situation and future directions of port development in Japan. On October 24 the party visited the ports of Tokyo and Yokohama, going on to the facilities at Osaka and Kobe on October 27, to observe the on-going port development projects at those ports.

The three experts in the field of coastal zone development were visiting Japan to give lectures at a Symposium on Coastal Zone Development in the U.S.A. and Japan, held in Tokyo on October 22 and 23 and organized by the Coastal Development Institute of Technology, Tokyo, a semi public advisory institution for coastal development, including port development, in Japan.

- On October 27, 1986, Mr. Stephen Matthews, Associate Editor, "Containerisation International" magazine, visited the Head Office and met Mr. R. Kondoh to discuss the current situation of container ports in Japan. Containerisation International magazine is a specialized business journal, issued by a London based publisher. A companion Yearbook of the same title is also published.
- On October 28, 1986, Mr. David K. Tasic, Director, Port Sales & Marketing, and Mr. T. Watanabe, Director, Far East, Maryland Port Administration, visited the Head Office and met Mr. Rinnosuke Kondoh, Under Secretary. Mr. Tasic, accompanied by Mr. J.M. Bafford,

National Accounts Representative of Maryland Port Administration, was on a trade development mission to Asia including Japan, Singapore, Thailand and Korea. On October 29 they visited the Port of Nagoya, with which the Port of Baltimore has a sister port affiliation.

- On October 30, 1986, at a press conference in Tokyo, Mr. Klaus-Dieter Fischer, Port of Hamburg's Marketing and Public Relations Association, mentioned that the Hamburg would register record tonnage in container traffic in 1986 and would keep its ranking of being within the top 10 container ports in the world, when a comparison was made with the corresponding figures for the first three quarters of 1985. In his remarks, he commented that the roles played by the data systems known as DAKOSY and CONTRADIS were of great significance in this success. He indicated that it was likely in the near future that the flow of information would become more vital and essential than the flow of cargo itself.

## **Membership Notes:**

### **New Members:**

#### **Regular Member:**

##### **Kelang Container Terminal SDN.BHD.**

P.O. Box 234, Port Kelang 42009, Selangor, Malaysia

Office Phone: (03) – 3686991

Telex: MA 36373/36377

(Mr. Abdul Samad Mohamed, General Manager)

#### **Associate Members:**

##### **Mammoet Shipping B.V. (Class A)**

Westerdocks Dijk 40, 1013 AE, Amsterdam, The Netherlands

Office Phone: 020-5573300

Telex: 13681

(Mr. B.J. Bekker, Managing Director)

##### **International Maritime Transport Academy (Class D)**

Postbus 137 1780 AC DEN HELDER

Office Phone: 02230-14880

Telex: 57072

(Mr. J. Ross, Chairman)

#### **Changes:**

##### **Port of London Authority:**

As of 15 September 1986, the offices of the Chairman, the Chief Executive, River, Director of Administration, Director of Finance and Secretary's Department are located at:

Europe House, World Trade Centre, London E1 9AA, U.K.

Telephone 01-481 8484 Telex 941 3062 PLALON G

Fax 01-481 0313 (Group 3)

##### **Port of Singapore Authority:**

Effective 1 October 1986, the official titles of General Manager, Mr. Wong Hung Khim (The First Vice-President of IAPH), and the Deputy General Manager, Mr. Goon Kok Loon, have been changed to Executive Director and Deputy Executive Director respectively.

##### **Abu Dhabi Seaport Authority:**

According to a telex of 22 October 1986, Mr. Hadeef Mohammed Houfan Al-Mansouri has taken over as Under Secretary from H.E. Sager Bin Saif Al-Meheirbi.

# Report on the business of IMO

By Mr. A.J. Smith

## The Maritime Safety Committee

The fifty-third session of the Maritime Safety Committee was held at IMO Headquarters from 8 – 17 September 1986 under the Chairmanship of Mr. Emil Jansen (Norway).

Sixty-one Member States attended the session, three representatives from the United Nations Specialised Agencies, six observers from inter-governmental organizations and twenty-one observers from non-governmental organisations, including IAPH.

The agenda item to which particular importance had been attached by IAPH dealt with measures to prevent unlawful acts against passengers and crews on board ships. That forms the subject of a separate report.

The agenda content was, as is customary, varied and full but, of course, largely ship-related. There were a number of matters, however, which were of particular interest to ports and these are noted in the following paragraphs.

### Reports of Sub-Committees

The range of Sub-Committee reports submitted for consideration by the Maritime Safety Committee were generally approved and recommended action taken was appropriate.

#### Safety of Navigation

Electronic chart display systems continue to be the subject of further study with a target completion date, 1989. Until then, users of such equipment are asked to treat the information provided by them with caution.

#### Fire Protection

The issue of MSC circular 373 amending standards for the design, testing and location of devices to prevent the passage of flames into cargo tanks in all tankers was approved for future circulation after the next MSC session and consideration of an expected addendum.

IAPH is at present considering safety provisions applicable to ships converted to floating reception facilities for waste products. It is therefore important to note that MSC has set down the following principles for the Fire Protection Sub-Committee's work on this subject:

1. When the vessel is permanently moored, the requirements of the port State should be adhered to.
2. When the vessel undertakes short voyages, or voyages in exceptional circumstances, as prescribed in regulation I/4(a) of SOLAS, the requirements of the SOLAS Convention and those of the flag and port State involved should be complied with, as appropriate.
3. Where the regular operations of the vessel as a reception facility include international voyages under its own power, the vessel should comply with the requirements of the SOLAS Convention.

#### Ship Design and Equipment

Consideration is being given to the problems of maintaining uniform and high standards where there is delegation to other parties of functions normally carried out by "Responsible Authorities" on surveys, inspections and maintenance programmes of ships.

#### Containers and Cargoes

It is generally acknowledged that IMO is solely responsible for the safety, in general, of all containers except those used in air transport, and in all aspects of container transport.

Administrations have been asked to notify other administrations when defective containers are in transit.

### 1988 Conference to modify SOLAS and Load Line Conventions

Preparations for the Conference are well in hand. Composite texts of Draft Protocols are under consideration and should be finalized before the next meeting. It was decided that prior to the 1988 Conference there should be a meeting of the GSI group held in conjunction with the session of the Committee in early 1988, with interpretation, so that all countries could participate in the preparation of the final documents for the conference.

### Harmonization of Reporting Requirements

The Safety of Navigation and Carriage of Dangerous Goods Sub-Committees have been asked to review current documents, circulars and publications relating to reporting systems and guidelines for reporting incidents to meet the requirements of a draft Assembly resolution on harmonization.

### Inland Transport

The MSC took note of and was encouraged by the conclusion of an ECE Group of Experts that there was no need to develop a formal recommendation at European level for additional requirements to be complied with by sea-going vessels which are already in compliance with relevant IMO conventions and classification societies' rules and regulations, when sporadically navigating inland waters.

Developments will continue to be monitored.

### Seminars

Increasing interest is being shown in the range of seminars, symposia, conferences and other meetings taking place on maritime-related subjects financially supported by donor Governments, UNDP and other agencies.

A comprehensive listing of these will be prepared for future MSC meetings.

### Work Programmes

IAPH is already broadly aware of the work programmes of MSC and its Sub-Committees. These are always subject to review and amendment, however, and IAPH Committees should aim to keep them under review. The latest work programmes will therefore be sent to the relevant Committee Chairmen.

This meeting was also able to allocate one of its meeting weeks in 1987 to the Facilitation Committee.

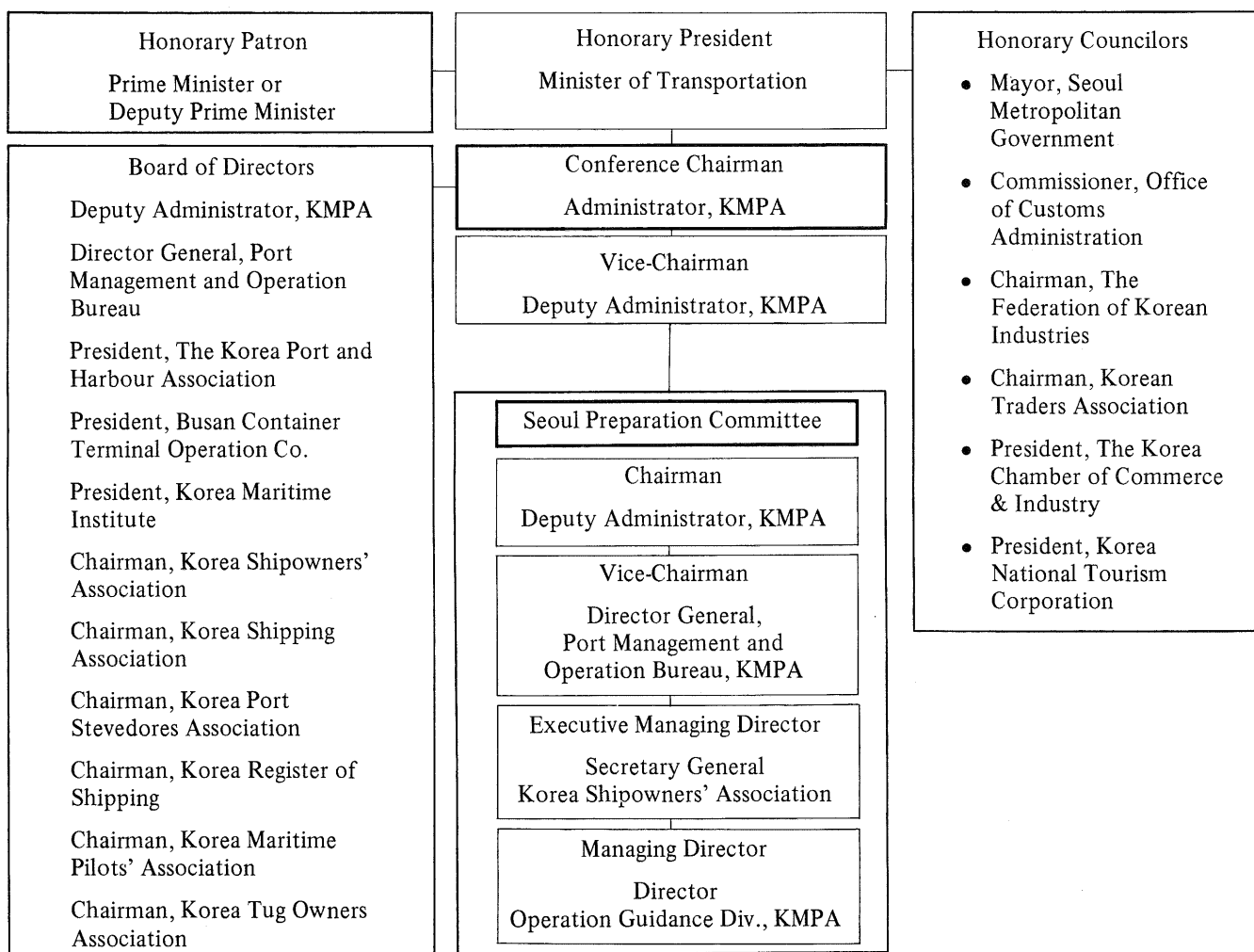
### International Maritime Prize 1985

IAPH members will be delighted to note the award of the 1985 Prize to Mr. Per Eriksson, Sweden. He is very well known and highly respected for his work in the Swedish

(Continued at bottom of next page)

# Korea Maritime and Port Administration & the City of Seoul welcome you to the 15th IAPH Conference! Your hosts look forward to seeing you April 25 – May 2, 1987!

## The 15th IAPH Conference Organizing Committee



— IMO report —  
(Continued from page 12)

National Administration and, internationally through his IMO activities. His familiarity with port concerns has ensured that these were not overlooked in arriving at conclusions to be implemented internationally.

### Next Session

The Maritime Safety Committee's 54th session will be held from 27 April to 1 May 1987.



## 15th IAPH Conference

April 25-May 2, 1987  
Seoul, Korea

### CONFERENCE THEME

"Ports Looking into the 21st Century"

## Application Form for the Seoul Conference circulated

SEPRECO (Seoul Conference Preparation Committee) has recently circulated the application form for the forthcoming Conference of IAPH to all Association members and non-members in port-related businesses. The application form is accompanied by a letter from Mr. Cheung, Yeun-Sei, Conference Chairman, together with a colorful booklet featuring Korea's major tourist spots. Our host is looking forward to receiving the completed application form from as many people as possible. For the benefit of our members and readers, Mr. Cheung's letter and the application forms are reproduced hereunder.



Dear Sirs,

As the Conference Chairman of the 15th IAPH Conference, I am very pleased to invite all the IAPH members and port-related people from all over the world to the forthcoming Conference in Seoul.

With the Conference only 6 months away, it is my great pleasure to inform you that Seoul Preparation Committee has been efficiently carrying out all the preparations as scheduled for the successful performance of the historic event.

I would like to take this opportunity to express my heartfelt thanks to all the IAPH members for their sincere and positive responses to our R.S.V.P. cards sent to them last June as part of our preparatory works for the Conference.

My cordial appreciation also goes to those people who showed their great interest in and extended their generous support for our preparations for the Conference. I am confident this will greatly contribute to the successful completion of the Seoul Conference to the complete satisfaction of all the participants.

We are sending you the Application Form for the Conference registration along with other related materials. We should highly appreciate your kindness to fill out this form and send it to SEPRECO at your earliest convenience.

I would like to remind you that we are doing everything we can to make your stay in Korea as memorable and enjoyable as possible by providing you with an opportunity to have a first-hand observation of Korea with a long historical tradition of 5,000 years. We will also show you around the capital city of Seoul which has successfully completed the '86 Asian Games and will host the '88 Olympic Games.

Eagerly anticipating your continued cooperation for and your active participation in the Conference, I look forward to seeing you in Seoul.

Sincerely Yours,

A handwritten signature in dark ink, appearing to read 'Y. S. Cheung'. The signature is fluid and cursive, written in a professional style.

Cheung, Yeun-Sei  
Conference Chairman



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## IAPH Seoul Conference Preparation Committee

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### INSTRUCTIONS FOR APPLICATION FORM

*Please fill in and return the enclosed application form as earliest as possible. All registrations, cancellations and alterations should be communicated to;*

The 15th IAPH Conference  
Seoul Preparation Committee (SEPRECO)  
5th Fl., Kwang-il Bldg.  
315-1, Hyoje-dong, Jongro-ku  
Seoul 110, Korea  
TEL. : (02) 762-0713  
TELEX: SEPRECO K33139

#### 1. REGISTRATION FEE

##### **\*\* Payment of Registration Fee**

Please pay your registration fee by bank transfer to the indicated account No. or enclose a certified bank check payable to SEPRECO. Please do not forget to indicate the name of the person attending the Conference.

##### **\*\* Cancellation of Registration Fee**

Registered Conference Delegates unable to attend the Conference either will be entitled to receive or will be denied a refund of the Conference Registration Fee as follows:

- For cancellation received by March 15, 1987: Refund of full Registration Fee, less 5% for administrative cost
- For cancellation received after March 15, 1987: No refund

A written notice of cancellation should be sent by registered airmail to SEPRECO at the above-mentioned address. Please specify the name, address and registration number.

#### 2. ACCOMMODATIONS

##### **\*\* Hotel Reservation**

Deadline for reservations; March 15, 1987

The following 4 hotels have been blocked for the Conference Participants.

| Hotel           | No. of Rooms Blocked | Remarks                                 |
|-----------------|----------------------|-----------------------------------------|
| Hotel Lotte     | 400 Rooms            | Conference Hotel                        |
| Chosun Hotel    | 25 "                 | 5 minutes' walk to<br>Conference Hotel  |
| Koreana Hotel   | 50 "                 | 10 minutes' walk to<br>Conference Hotel |
| New Seoul Hotel | 30 "                 | 10 minutes' walk to<br>Conference Hotel |

The quoted prices (per room/night) do not include breakfast and service charge. Taxes on room charges and taxes on food and beverages consumed in hotels where the guest is staying are not applicable to foreign visitors. Prices are subject to change after this date.

Hotel assignments will be made on a first-come, first-served basis. Hotel reservations are to be completed on the enclosed application form and can be guaranteed only upon receipt of a deposit of U.S.\$120 per room. The participants will be sent a confirmation card for hotel reservation with other registration. This confirmation card must be presented upon arrival at the hotel. Then the rest of the hotel costs shall be paid directly to the hotel by the participants.

**\*\* Payment of Hotel Reservation**

Please pay a sum of the deposit required to secure the hotel reservation for the participants into the same bank account as indicated for the payment of total amount. Please be sure to include the name of the Conference participants.

**\*\* Cancellation of Hotel Reservation**

All changes and cancellations must be communicated to SEPRECO by March 20, 1987 and thereafter directly to the hotel.

- In the event of No-show: No refund
- For cancellation received by March 31, 1987: Refund of full deposit
- For cancellation received after March 31, 1987: No refund

**3. POST CONFERENCE TOUR**

**\*\* Tour Reservation**

Please register by filling out and returning to SEPRECO the application form by March 15, 1987 at the latest. Reservation with the payment of all charges is to be made no later than this date. Some tours will be available to participants after their arrival in Seoul, but vacancies cannot be guaranteed without advance reservations.

All tours will be conducted with a minimum of 15 persons. Official travel agents are entitled to cancel the tours if this minimum is not met. The full amount will then be refunded.

**\*\* Cancellation of Tour Reservation**

Confirmation of the reservation must be made at least one day prior to the specified tour date at the Hotel Lotte Tour Desk by presenting the confirmation card of application. If confirmation is not made, the registration shall be cancelled. If you decide to attend one of the Post-Conference Tour programs, please be sure to book your hotel accommodation for an additional night at the Tour Desk. In case participants are prevented from taking part in the reserved tour program, they either will be entitled to receive or will be denied a refund of the sum paid for the tour reservation as follows:

- For cancellation made 24 hours prior to the tour date; Full Refund, less 5% for handling charge
- For cancellation made on or after the tour date; No refund

**\*\* Liability**

Official travel agents reserve the right to change the tour program if such changes should become necessary for any reason. The agents shall not be held responsible for any loss, injury or damage as to any person or property if its cause is attributable to customers or firms providing the means of transportation or other services. The agents are responsible for such loss, injury or damage only if it is caused by their own fault.

**4. PAYMENT OF THE TOTAL AMOUNT**

*Please pay the total amount in U.S. currency either by Bank Transfer to the indicated account No. or by a Bank Check payable to:*

The 15th IAPH Conference  
Seoul Preparation Committee (SEPRECO)  
Account No.: 325-1-037809  
Cho Hung Bank Seoul Head Office  
14, 1-ka, Namdaemun-ro, Chung-ku (CPO Box 2997)  
Seoul 100, Korea

Please do not forget to indicate the name of the person attending the Conference. Personal checks cannot be accepted. We will confirm your Registration, Hotel reservation and Post Conference Tour reservation after the full amount has been received at the latest by March 15, 1987. In this connection, you are advised to bring a copy of the bank remittance form.

Any outstanding credit will be refunded in the form of a check which must be cashed at our bank counter before the Conference ends on May 2, 1987 after which its validity expires.



## The 15th IAPH Conference

Seoul Preparation Committee  
315-1, Hyeje-dong, Jongro-ku, Seoul 110, Korea  
Tel.: 762-0713  
Telex: SEPRECO K33139

# APPLICATION FORM

*\*Please type or print in block letters and indicate the appropriate space with a cross.*

### 1. DELEGATE

|                                                |                      |             |
|------------------------------------------------|----------------------|-------------|
| Family Name<br>(Dr. Mr. Mrs. Miss)             | First Name           | Middle Name |
| Organization                                   | Address<br>(Country) |             |
| Title                                          | Telephone            | Telex       |
| Date of Birth<br>Date / Month / Year           | Sex<br>Male Female   |             |
| Nationality                                    | Passport No.         |             |
| Language Spoken English French Japanese Korean |                      |             |

### 2. ACCOMPANYING PERSON(S) (NON DELEGATE)

| Family Name (Mr. Mrs. Miss) | First Name | Middle Name | Relation |
|-----------------------------|------------|-------------|----------|
| A.                          |            |             |          |
| B.                          |            |             |          |
| C.                          |            |             |          |

### 3. REGISTRATION FEE

- ☐ Regular Member .....US\$550  
☐ Honorary Member .....US\$ 0  
☐ Founder Honorary Member ....US\$ 0  
☐ Associate Member (Class A-D) US\$715  
☐ Associate Member (Class E) ...US\$550  
☐ Life Supporting Member .....US\$550  
☐ Temporary Member .....US\$550  
☐ Non Member ..... US\$880

US\$ \_\_\_\_\_

### 4. HOTEL RESERVATION

| Hotel           | Single | Twin/Double | 1st Choice | 2nd Choice |
|-----------------|--------|-------------|------------|------------|
| Hotel Lotte     | \$90   | \$90        |            |            |
| Chosun Hotel    | \$92   | \$92        |            |            |
| Koreana Hotel   | \$80   | \$80        |            |            |
| New Seoul Hotel | \$44   | \$67        |            |            |

*\*Please write the room type which you want in choice blanks.*

Check-in: Date\_\_\_\_ Month\_\_\_\_ Check-out: Date\_\_\_\_ Month\_\_\_\_

Deposit US\$ 120 × Room(s) = US\$ \_\_\_\_\_

No reservation is required, since hotel accommodations for me(us) will be taken care of by

\_\_\_\_\_ at \_\_\_\_\_  
(Name of Travel Agent) (Name of Hotel)

### 5. WORKING SESSIONS

*(Please indicate with a cross, which sessions you wish to attend)*

- ☐ I. Presentation 1: On Finance and Management  
Presentation 2: On Operation, Labour and Logistics  
14:30-17:30 April 27  
☐ II. Presentation 3: On Competition and Coordination  
Presentation 4: On Community and Environment  
09:00-12:00 April 28  
☐ III. Korean Port Development  
14:00-17:00 April 28  
☐ IV. International Port Development  
08:30-11:30 April 30  
☐ V. Bull Session for Port Managers with the Chairmen  
and Members of Technical Committees  
13:30-15:00 April 30  
☐ VI. Presentations on "World Business Perspectives"  
08:30-11:30 April 30

\*Desired Groups of Working Sessions No. I & II

| Name of Group Leaders      | W.S.<br>No. I | W.S.<br>No. II |
|----------------------------|---------------|----------------|
| Group A: Mr. J.H. McJunkin |               |                |
| Group B: Mr. R.P. Leach    |               |                |
| Group C: Mr. J. Dubois     |               |                |
| Group D: Mr. P. Okundi     |               |                |

## 6. RECEPTIONS

| Date & Time         | Program                                        | Will Participate | Number of Persons |
|---------------------|------------------------------------------------|------------------|-------------------|
| 18:30-20:00 Apr. 26 | Cocktail Reception (by IAPH Secretary General) |                  |                   |
| 12:00-14:00 Apr. 27 | Luncheon                                       |                  |                   |
| 19:00-22:00 Apr. 27 | Welcome Dinner (by Conference Chairman)        |                  |                   |
| 12:00-14:00 Apr. 28 | Luncheon                                       |                  |                   |
| 11:30-13:00 Apr. 30 | Luncheon                                       |                  |                   |
| 19:30-21:30 Apr. 30 | Reception                                      |                  |                   |
| 20:00-22:30 May 1   | Farewell Dinner (by Conference Chairman)       |                  |                   |

## 7. OBSERVATION TOUR

| Date & Time         | Program                              | Will Participate | Number of Persons |
|---------------------|--------------------------------------|------------------|-------------------|
| 09:00-16:00 Apr. 29 | Incheon Port and Korean Folk Village |                  |                   |
| 15:30-18:30 Apr. 30 | City Tour (Kyungbok Palace & Museum) |                  |                   |

## 8. LADIES PROGRAM

| Date & Time         | Program                              | Will Participate | Number of Persons |
|---------------------|--------------------------------------|------------------|-------------------|
| 14:30-17:30 Apr. 27 | Introduction of Korean Culture       |                  |                   |
| 09:00-11:30 Apr. 28 | Jindo Fur Factory Visit              |                  |                   |
| 14:30-17:00 Apr. 28 | Changdok Palace & Secret Garden Tour |                  |                   |
| 15:30-18:30 Apr. 30 | City Tour (Kyungbok Palace & Museum) |                  |                   |
| 09:30-12:00 May 1   | Itaewon Shopping                     |                  |                   |

## 9. POST CONFERENCE TOUR *(Please indicate the room type which you want)*

| Date    | Program              | Fare Per Person                                                           | Number of Persons | Total |
|---------|----------------------|---------------------------------------------------------------------------|-------------------|-------|
| May 2-3 | Cheju Island Tour    | <input type="checkbox"/> Twin \$230 <input type="checkbox"/> Single \$270 |                   | \$    |
| May 2-4 | Kyongju & Ulsan Tour | <input type="checkbox"/> Twin \$200 <input type="checkbox"/> Single \$250 |                   | \$    |

## 10. ARRIVAL AND DEPARTURE SCHEDULE

Arrival : Date \_\_\_\_\_ Month \_\_\_\_\_ Time \_\_\_\_\_ h \_\_\_\_\_ m Flight Number \_\_\_\_\_ Airport \_\_\_\_\_  
 Departure: Date \_\_\_\_\_ Month \_\_\_\_\_ Time \_\_\_\_\_ h \_\_\_\_\_ m Flight Number \_\_\_\_\_ Airport \_\_\_\_\_

## 11. PAYMENT

Total Amount of Remittance

•Registration Fee US\$ \_\_\_\_\_

•Hotel Reservation US\$ \_\_\_\_\_

•Post Conference Tour US\$ \_\_\_\_\_

**Total US\$ \_\_\_\_\_**

\*Please note that all payment should be made in US\$ by bank transfer to

The 15th IAPH Conference  
 Seoul Preparation Committee (SEPRECO)  
 Account No. 325-1-037809  
 Cho Hung Bank Seoul Head Office

\_\_\_\_\_ on \_\_\_\_\_  
 (Name of Your Bank) (Date of Remittance) (Signature)

\*Please return the original form with the certificate of remittance (or its copy) to the Seoul Preparation Committee not later than March 15, 1987, and retain a copy for your reference.

\*If you need more copies of the form, a xerox copy may also be used.



# Towards Clean Harbour Sediment in 2002

**By Kick Jurriëns**  
**Head Legal Department**  
**Rotterdam Municipal Port**  
**Management**



(Reproduced from the author's lecture delivered in London)

### Introduction

Rotterdam owes its position as the largest harbour in the world to a great extent to its strategic position at the mouth of the River Rhine going into the North Sea. It is a junction for flows of traffic between the 40 million inhabitants of the Rhine basin with their industry and the rest of the world.

Apart from ships and cargoes the Rhine carries silt-sediment, which is deposited in the estuary at points where the current is not strong — the port of Rotterdam.

Rotterdam therefore also reaps the bitter fruits of lying at the end of a river which is used as a sewer by the same 40 million people, the towns in which they live and their industry.

Through the pollution of the Rhine water, the harbour silt is so polluted that special provisions costing millions of guilders have to be built to dump it.

The cost is too high, and according to Rotterdam's plans, in 2002, when all the silt dumps are full, the silt must be so clean that it can be dumped again into the North Sea. We simply cannot afford the costs of new dumping sites when the one to be available in 1987 is full in 2002.

### Present situation

To keep the harbours and river at the proper depth, about 23 million m<sup>3</sup> of silt has to be dredged annually in the Rotterdam region. 13 million m<sup>3</sup> have been brought in from the sea by the tide, so-called grade I silt from the western harbours up to Rozenburg. Grade III silt is deposited in the eastern harbours, erosion silt from the Rhine, mainly polluted by up-stream industrial and municipal discharging. In the transition area between the western and eastern harbours, grade II silt is deposited, which is a mixture of grades I and III.

Rotterdam has to deal with approximately 7 million of the approximately 10 million m<sup>3</sup> grade II/III silt. As river authorities, the Rijkswaterstaat (Department of ways and communications of the State of the Netherlands) is responsible for the remaining 3 million m<sup>3</sup>.

Apart from this, there is still the problem of local badly polluted grade IV silt (Geulhaven, Chemiehaven, 2nd Petroleumhaven, docks).

Grade I silt is returned to where it came from, namely

the North Sea. Until recently, Grade II silt was dumped in the sea. Changed ideas have led to this being prohibited since January 1st of this year. Sea dumpings are now forbidden by the State of the Netherlands on the basis of a national law, based on both the London and Oslo dumping conventions.

Until recently, grade III silt was popular for raising the level of ground, for example for building houses. Now, however, there is not a single municipal council to be found prepared to provide areas for dumping river silt. This is the more so because of several sensational pollution scandals, be it however that these scandals have no connection whatsoever with silt dumpings.

One thing is certain: the economic interests of the harbour are so great that it is clear that the harbour has to be kept at the correct depth.

Rotterdam and the river authorities together have made a number of provisions for dumping the dredged silt. At the moment, grade II/III silt is being dumped in the "Badkuip," the Bathtub, a temporary location on the Maasvlakte. The cost of this is approximately Dfl. 50 million. It is expected that from 1987 the so-called "Slufter" can be used. The Slufter is an artificial peninsular that will be made to the southwest of the Maasvlakte in the North Sea, costing approximately Dfl. 230 million. It looks as if Rotterdam will have to pay about half of this.

A special dumping area for the seriously polluted grade IV silt will be created on the northeast side of the Maasvlakte. This site will be called "Papegaaiëbek" — parrot's peak. However, the grade IV problem is something apart from the project being discussed here.

### Dredging policy

Quite apart from environmental objections against this type of dumping area, because of the extremely high costs, particularly of the Slufter, Rotterdam feels that the Slufter project is an operation that should not be repeated.

Purifying the pollution at source is the policy laid down for this. This should be completed in 2002, the year that the Slufter, according to the present prognosis, will be full. The clean silt must then be able to be dumped into the sea without any objections under the various conventions, the EEC regulations and the national law. The North Sea is after all, the natural destination of river silt. Large scale use of the silt, for example for water works, the ceramic industry or for agricultural purposes is another option. The possibility of re-use, on a large scale is, however, not being taken very seriously at the moment and is therefore not discussed here.

If purifying the pollution at source has not succeeded sufficiently by 2002, then the polluters responsible should pay for a new Slufter themselves. We believe in the "polluter pays" principle. It is quite unreasonable that a city like Rotterdam should have to pay such astronomical amounts

just because it happens to lie on the lower course of the sewer called the Rhine.

For your information, when I speak about pollution damage I speak about the costs caused by pollution, insofar as these costs exceed the costs of normal maintenance dredging with dumping at sea.

Of course, the best solution would be for the problem of the polluted silt to be solved in international consultation among all the Rhine States concerned. It is indeed true that the quality of the Rhine water has improved considerably in recent years. The percentage of hazardous substances, particularly heavy metals for instance, has considerably decreased.

However, despite remarkable results achieved by international diplomatic negotiations regarding the quality of the Rhine water, Rotterdam has chosen its own direct approach, sidestepping international consultations, because the Rotterdam problem of the polluted Rhine silt, we feel strongly, cannot be solved in time — i.e. by 2002 at the latest — by international negotiation. There are too many international regulations and different interests that influence or have influenced the problem from all different angles.

Examples of international legislation involved are the earlier mentioned treaties of Oslo and London of 1972 prevent pollution of the sea, the treaty of Paris to prevent pollution of the sea from the land (1974) and the treaty of Bonn, 29 April 1963, concerning the International Committee for the Protection of the Rhine against Pollution (IRC), "The Bonn Rhine Chemicals Treaty of 1976" for protection of the Rhine against chemical pollution and the EEC environmental legislation.

Fifteen years seems like a long time, but it is not. If all the harmful discharging were to stop at this very moment, then it would still be a number of years before clean river silt arrived at Rotterdam. The purification of the pollution must be realized soon and this can only be done if Rotterdam goes directly to the dischargers of harmful substances, bypassing all the national and international authorities, official bodies, conventions, national legislation and whatever else.

It can, alas, be ruled out that through international consultations, within say five to ten years, the quality of the Rhine water would improve to such an extent that the Rotterdam silt would be clean enough to be dumped into the North Sea without any objections in 2002.

In the first place, the treaties of London and Oslo still do not provide for any quality norms which silt has to comply with before being dumped in the sea. The National Act ruling Pollution of Sea Water: the North Sea Water Act, which is based on these treaties, is not clear on this either. Furthermore, thinking about the relation between the quality of the surface water and the quality of the silt is comparatively new. The agreement regarding the protection of the Rhine against chemical pollution only mentions a number of the uses of Rhine water such as for fishing, swimming, drinking and recreation, but does not mention the importance of good quality silt. In the IRC the relation between the quality of water and that of silt was only put forward officially in 1984 (the same applies to the ministers conference of Bonn, Oct. 8) and the EEC only accepted the problem of the chemical pollution of silt this year as a community problem.

At the moment, there is no question of co-ordinating international policy on the silt problem regarding the sur-

face water of the Rhine and the desired level of protection of the marine environment of the North Sea. The same applies to co-ordination between the Clean Water Act and the North Sea Water Act at a national level in Holland (or else).

Laying down quality requirements for silt to be dumped in the sea can only be possible if there is a proper scientific (eco-toxicological) investigation, and even if an investigation of this nature has been started the results will not be available for years. International decision making and the processing of the results in international legislation will take years as well.

It must furthermore be mentioned that there is a draft EEC directive which in fact forbids all silt dumpings in the North Sea.

#### Plan of action

The starting point of our plan of action is, that in the first place, great efforts must be made to achieve a good dialogue with the dischargers of harmful substances to reach a solution of the problem by means of purifying agreements.

It is very much in Rotterdam's interests to have a good relationship with the up-stream industries. They are all clients of the harbour.

If, however, it should appear that the desired results can not be reached through friendly co-operation with the polluters, then Rotterdam will have to try and force the re-organisation she wishes, and if all this does not work, a second Slufter will have to be paid for by the polluters of the Rhine water on the basis of the "polluter pays" principle.

The Plan of Action provides for a technical and a legal investigation together with P.R. activities. The technical investigation is planned in three phases to be carried out by the ICWS (International Center for Water Studies), assisted by WL (Hydraulics Laboratory) of Delft, the University of Amsterdam, and the Stichting Reinwater (Pure Water Foundation).

Since the 1st of January this year the first phase has been put into practice. Two survey vessels have just finished taking samples over the whole Rhine basin in Germany, France and Switzerland, including seven tributaries, in order to identify the dischargers of heavy metals, such as cadmium, lead, chrome, copper and zinc. The results will be made known in the first quarter of 1986. At the same time the quantitative methods have been tested, methods which will be necessary during phases 2 and 3 if they are applied.

Discussions with the co-ordinating organizations from industry have been commenced and all the authorities concerned have been informed.

A German P.R. office will organize public relations in Germany. All departments connected with the project will be kept fully informed of the progress. There is a great deal of positive publicity in the newspapers, on the radio and TV. We have even won the environment protection award of the Rhine City of Krefeld.

Also during phase I an investigation will be made into the legal position of Rotterdam with regard to the polluters, by the legal faculty of Erasmus University, led by Prof. J.M. van Dunné in a team with Kernkamp & De Vries, a lawyers office engaged by the municipal council together with the legal department of the Port of Rotterdam. Questions such as the competent court, choice of law, collective liability, product liability reversed burden of proof,

US and German law will be studied intensively.

It is of course so that no binding international treaties exist according to which member states have the obligation to consider environmental interests in other countries.

However, such obligation has been defined in international and, recently, in national case law.

See: Trail Smelter Case 11/3/41 (Canada-USA/(UN international tribunal), Corfou Case 9/4/49 (International Court of Justice); Lake Lanou, 1957 (UN international tribunal); Potassium Mines, 1982 (tribunal administratif-Strasbourg).

In the decisions in these cases it was held that "under the principles of international law no state has the right to use, or to permit the use of its territory in such a manner as to cause injury to the territory of another or the property of persons therein, . . ."

In this connection it is of considerable importance that the competent Rotterdam Court recently, in the so-called Rhine Water Procedure of the Reinwater Stichting with several Westland market gardeners against the French Potassium Mines, ruled that on the grounds of the unwritten law of nations it is forbidden to cause damage of any extent to the co-users of one and the same international waterway, and that therefore the Potassium Mines were ordered to pay damages.

Partly in order to speed up the process of laying down the requirements silt dumped in the sea must meet, a number of Crown procedures have been started against the State of the Netherlands, in which objections have been made to the State's refusal to grant exemption in the framework of the North Sea Water Act for dumping categories II/III silt in the sea.

To ensure the policy of the State concerning the Clean Water Act is attuned to silt quality on a national level, at

the moment every new licence under this act in the Rotterdam area is examined by specialists from the Public Works Department of Rotterdam, to judge the effects with regard to the quality of the dredgings.

In discussions with the State, attempts have been made on a national level to reach a co-ordinated Clean Water Act/North Sea Water Act policy on the problems of silting.

Together with industry, pressure will be exercised on an international level to achieve firm quality standards for silt at sea and to be able to reach emission standards derived from this for discharging into the Rhine.

After the first phase finishes at the end of 1986, taking into consideration the reactions received, it will be decided whether or not phases 2 and 3 should be carried out. These phases should be used almost exclusively to provide proof in any possible procedures against the polluters. The emissions will then be known (identification has taken place in phase 1) and in phases 2 and 3 tests will be made on the adsorption and desorption processes of substances floating in the surface water, sedimentation in resuspension processes and the factors influencing these.

A computer model will be developed by the Hydraulics Laboratory which will describe the interactions of pollutants with and their transportation by floating substances.

This means that after the end of the 3rd phase Rotterdam will be able to point out the causal connection between each emission and the consequences of it for the quality of the harbour silt.

The costs of the investigation at this moment are estimated at about Dfl. 10 million. It is really worthwhile for Rotterdam to achieve an acceptable level of river pollution.

(Continued on next page bottom)

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OFFICES THROUGHOUT THE WORLD AND AT LLOYD'S

# Statement of corporate purpose and objectives: Taranaki Harbours Board

(Extract from "Annual Report 1985, Taranaki Harbours Board")

## Introduction

The Taranaki Harbours Board has developed and confirmed its Corporate Purpose and specific supporting Objectives by which it will conduct its affairs and meet its responsibilities to the business community and society. Appreciation and understanding of the Board's Purpose and Objectives by all port users, others whom we conduct our affairs with, our staff and the community, will contribute to success in the achievement of our endeavours.

## Corporate Purpose

To provide and operate through excellence of performance efficient and safe port facilities and services to the requirements and benefit of all port users and ultimately the community which we serve.

## Specific Objectives

### (I) PORT USERS

- To recognise the changing needs and requirements of port users and to provide a capability to meet those changing needs and requirements.
- To ensure in the provision of such capability that the price and quality of facilities and services provided for the benefit of port users is consistent with their needs and requirements.
- To be active in promoting goodwill with, and maintaining the support of, port users through good relations.

### (II) PORT OPERATIONS

- To ensure that all port operations are performed in an efficient, safe and secure manner.
- To promote the improved efficiency of cargo handling and the efficient receipt and delivery of cargo.
- To minimise real annual maintenance and operating costs consistent with the provision of adequate port facilities and services.
- To improve operating efficiency by regular review of methods and procedures.

### (III) PORT DEVELOPMENT AND TRADE

- To maintain long term development planning indicating the likely future direction and extent of port activities.
- To maintain and improve the competitive position of Port Taranaki in New Zealand and international

trade.

- To plan and provide port facilities and services in the promotion, development and facilitation of trade through the port to further economic growth and associated employment opportunities within the port region and nation.
- To ensure that port land is developed for port-related activities and purposes.

### (IV) FINANCE

- To maintain independent financial viability
- To set and maintain a stable level of dues and charges for the use of port facilities and services to reflect the costs incurred in their provision and to limit or minimise, wherever practicable, cross subsidisation.
- To maintain, wherever possible and practicable, a minimum level of uncommitted financial reserves equivalent to six weeks total cash expenditure during the current financial year.
- To regularly review accounting and financial reporting practices in the measurement and assessment of operating performance and financial viability.

### (V) PERSONNEL AND INDUSTRIAL RELATIONS

- To provide effective communication between management and employees.
- To ensure that employees have an overall appreciation of the objectives, plans and activities of the Board.
- To encourage a high standard of work performance by involvement and training, and the best use of the talents and potential skills of employees.
- To provide employees with promotion opportunities wherever possible in order to realise their full potential and to fairly reward them for their efforts and achievement.
- To maintain a safety policy that will ensure a safe working environment and the minimisation of work-related accidents and injuries.

### (VI) COMMUNITY AND SOCIAL RESPONSIBILITIES

- To recognise the current and future needs of the community and to ensure that these are fully understood and given proper consideration in the objectives, plans, development and activities of the Board.
- To improve and maintain community awareness of the economic and social impact and benefit of the port by dissemination and discussion of planning, development, financial and operational information; subject to the observance of confidentiality proper to the protection of the business of the Board and the interests of its port users.
- To be responsible in the use and conservation of our environment and to ensure that necessary social and environmental considerations are included in the assessment of port development and operations.

## Conclusion

The Board and its Management believe that acceptance of these specific objectives supported by their observance in the conduct of the affairs and business of the port will ensure successful achievement of the Board's Corporate Purpose.

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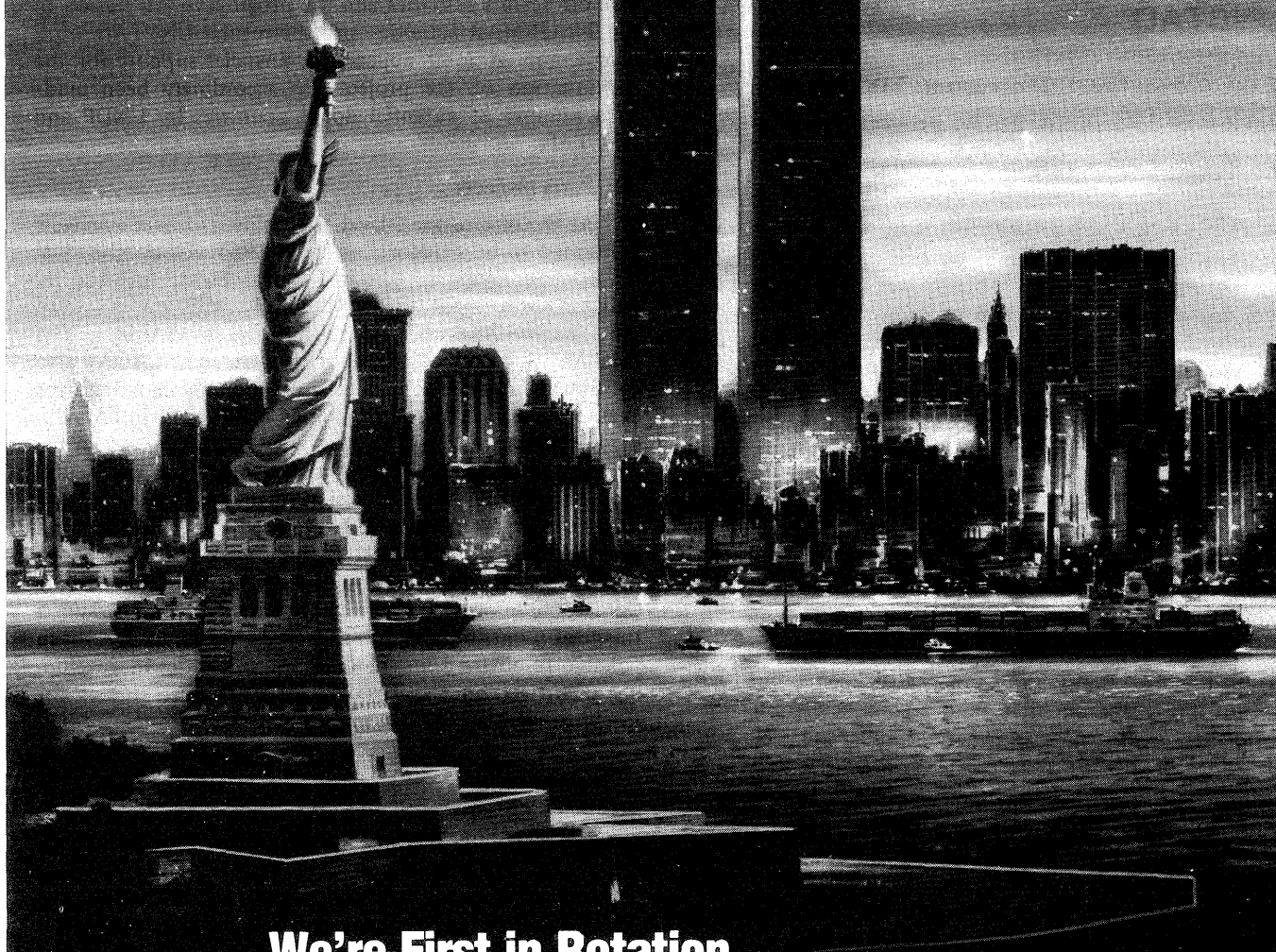
(Continued from page 21)

The dischargers on the River Rhine cannot continue to shift the burden of the great problem of the pollution of the water and silt on to Rotterdam, simply because it happens to be situated at the mouth of the river. They will either have to prevent the pollution or, in the most extreme case, contribute to the costs of dumping the polluted silt.

There is a close economic relationship between Rotterdam as a harbour and the industries in the hinterland, particularly along the Rhine. This should be a good basis for solving the problem together.



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# International maritime information:

## World port news:

### Technical co-operation activities of UNCTAD

(Extracts from UNCTAD document: TD/B/WP/47)

#### Review of 1985 activities by programme area

##### A. Maritime and multimodal transport

##### 1. The TRAINMAR programme

31. The programme "Training development in the field of maritime transport" (TRAINMAR) was launched in 1979, applying in the shipping and ports sector a training approach already successfully implemented in other fields and based on the decentralized production of training materials, training of trainers and co-operation among the participating training institutions according to a prescribed system and a common methodology. A mid-term review of this programme concluded that most of the initially envisaged objectives had been satisfactorily achieved and TRAINMAR had made considerable progress.

32. At the end of 1985, 20 port or shipping training centres were associated with TRAINMAR. 21 courses had been developed, of which 10 were in the field of ports, 4 in the field of shipping, 3 in multimodal transport and 4 in training technology. Some 350 trainers had been trained with TRAINMAR methodologies and techniques, from which more than 2,000 managers benefited under the programme in 1985.

33. The programme carries out its activities at the inter-regional, regional and national levels. A central support team is responsible for overall co-ordination and participation in the production and delivery of training courses. Wherever feasible, the functions of the central support team are decentralized to the regional focal points.

34. The financing for the programme is derived from a variety of sources. UNDP is financing the central support team through an interregional project, with additional inputs from regional projects for Asia and the Pacific, Arab States and Africa (in the latter case through an IMO-executed project) and from national projects (financed from Guatemalan and Malaysian country IPFs). Two country projects (one in Mexico and the other in Morocco) have been largely financed by their respective Governments' contributions on a cost-sharing basis. Another country project (Tunisia) is funded from the training component of a World Bank loan.

35. The future of this programme will depend, to a large extent, on the establishment of its central component on a more permanent basis to further develop the network and to co-ordinate and monitor its activities. The extension of this programme until the end of 1987 was based on a five-year plan (1986–1990), which was elaborated in consultation with UNDP. This plan included the development of

regional networks, the decentralization of the central support team's activities and the progressive integration of the TRAINMAR activities into the regular UNCTAD work programme. A joint appeal for financial support for the continuation of the project has accordingly been made to a number of potential donor countries by UNDP and UNCTAD.

##### 2. Ports projects

36. At the interregional level, the training of port managers continued to be a major activity in 1985. An interregional seminar on container terminal management, financed by Belgium, was again organized jointly with the Antwerp Port Engineering and Consulting Agency (APEC). The Swedish International Development Agency (SIDA) also continued to finance a series of training activities, for example assistance to port training institutions in developing countries, the training of instructors specializing in the training of middle managers in port operation and equipment management, the provision of training specialists and lecturers to port training institutes and the production and distribution of audio-visual training packages for the dissemination in several languages of the UNCTAD/SIDA Course on Improving Ports Performance (IPP). Through a financial contribution by the Netherlands, it has been possible to advise a number of port authorities in developing countries on the use of UNCTAD port studies for training purposes.

37. At the country level, assistance was provided in 1985 to the following countries: Djibouti, in matters relating to the operation of a new container terminal; the Democratic People's Republic of Korea, on development of port facilities (completed); India, on development of the National Institute of Port Management; Oman, for the training of senior/middle-level port managers and for the commercial promotion of national port facilities (completed); the Philippines, for the operation of the new container terminal in the port of Manila and for the introduction of modern management techniques and related training of staff, and Sri Lanka, for the establishment of a fully equipped port training institute for all categories of port personnel and the implementation of management procedures and training for the operation of the new container terminal. A new project for Malta will assist in the establishment of an efficient management and operational system at the Marsaxlokk transshipment container terminal, to be carried out in 1986.

##### 3. Shipping projects

38. Through a regional project, a coastal shipping consultant completed a feasibility study for the establishment of a coastal service along the West African coast to service intra-regional and interregional trade. Further assistance

(Continued on page 26)

## Development of international seaborne trade: UNCTAD

(Extracts from "Review of maritime transport 1985: Report by the secretariat of UNCTAD")

As shown in table 1, according to preliminary estimates, the total volume of international seaborne trade decreased slightly in 1985 after a significant rise in 1984. It amounted to 3.33 billion tons, which represents a 1 per cent decline from the level of the previous year.

Table 2 shows world seaborne trade by types of cargo, in terms of ton-miles. Total 1985 ton-miles decreased by 1.5 per cent as compared to the level of 1984.

**Table 2 World seaborne trade by types of cargo, 1970 and 1980–1985**  
(Billions of ton-miles)

| Year | Crude oil | Oil product | Iron ore | Coal  | Grain <sup>a)</sup> | Other cargo | Total trade |
|------|-----------|-------------|----------|-------|---------------------|-------------|-------------|
| 1970 | 5,597     | 890         | 1,093    | 481   | 475                 | 2,118       | 10,654      |
| 1980 | 8,385     | 1,020       | 1,613    | 952   | 1,087               | 3,720       | 16,777      |
| 1981 | 7,371     | 1,000       | 1,508    | 1,120 | 1,131               | 3,710       | 15,840      |
| 1982 | 5,212     | 1,070       | 1,443    | 1,094 | 1,120               | 3,560       | 13,499      |
| 1983 | 4,478     | 1,080       | 1,320    | 1,057 | 1,135               | 3,510       | 12,580      |
| 1984 | 4,450     | 1,140       | 1,631    | 1,270 | 1,157               | 3,720       | 13,368      |
| 1985 | 4,320     | 1,120       | 1,610    | 1,320 | 1,040               | 3,750       | 13,160      |

Source: Fearnley, Review 1985 (Oslo).

<sup>a)</sup> Including wheat, maize, barley, oats, rye, sorghum and soya beans.

The distribution of world seaborne trade by goods loaded/unloaded, broad commodity classifications and country groupings is given in table 3. Globally, dry cargoes represented 56.2 per cent of the loaded goods in 1984, while crude oil as the single largest cargo group comprised 32 per cent. Comparable country grouping data indicate that in 1985 developing countries generated 47.7 per cent of all goods loaded and 25.8 per cent of all goods unloaded, while developed market-economy countries accounted for 44.2 per cent of all goods loaded and 68 per cent of all goods unloaded.

**Table 3 World seaborne trade in 1970, 1983, 1984 and 1985 (est.)<sup>a</sup>**  
(Millions of tons and percentages of world total)

| Country group                                  | Year | Goods loaded                                          |          |           |                 | Goods unloaded |          |           |                 |
|------------------------------------------------|------|-------------------------------------------------------|----------|-----------|-----------------|----------------|----------|-----------|-----------------|
|                                                |      | Petroleum                                             |          | Dry cargo | Total all goods | Petroleum      |          | Dry cargo | Total all goods |
|                                                |      | Crude                                                 | Products |           |                 | Crude          | Products |           |                 |
| World total                                    |      | (Trade in millions of tons)                           |          |           |                 |                |          |           |                 |
|                                                | 1970 | 1,110                                                 | 330      | 1,165     | 2,605           | 1,101          | 302      | 1,127     | 2,530           |
|                                                | 1983 | 1,069                                                 | 392      | 1,770     | 3,231           | 1,133          | 349      | 1,830     | 3,312           |
|                                                | 1984 | 1,079                                                 | 399      | 1,886     | 3,364           | 1,166          | 371      | 1,928     | 3,465           |
|                                                | 1985 | 1,065                                                 | 394      | 1,871     | 3,330           | 1,152          | 367      | 1,914     | 3,433           |
| World total                                    |      | (Percentage share of each category of goods in total) |          |           |                 |                |          |           |                 |
|                                                | 1970 | 42.6                                                  | 12.7     | 44.7      | 100.0           | 43.5           | 11.9     | 44.6      | 100.0           |
|                                                | 1983 | 33.1                                                  | 12.1     | 54.8      | 100.0           | 34.2           | 10.5     | 55.3      | 100.0           |
|                                                | 1984 | 32.1                                                  | 11.8     | 56.1      | 100.0           | 33.6           | 10.7     | 55.7      | 100.0           |
|                                                | 1985 | 32.0                                                  | 11.8     | 56.2      | 100.0           | 33.6           | 10.7     | 55.7      | 100.0           |
| Developed market – economy countries           |      | (Percentage share of trade by groups of countries)    |          |           |                 |                |          |           |                 |
|                                                | 1970 | 2.0                                                   | 27.1     | 60.0      | 31.1            | 80.4           | 79.6     | 79.5      | 79.9            |
|                                                | 1983 | 10.7                                                  | 27.6     | 66.0      | 43.1            | 69.9           | 75.8     | 63.0      | 66.7            |
|                                                | 1984 | 11.1                                                  | 28.1     | 65.8      | 43.8            | 71.1           | 77.5     | 63.5      | 67.6            |
|                                                | 1985 | 11.6                                                  | 28.4     | 66.0      | 44.2            | 71.7           | 78.0     | 63.8      | 68.0            |
| Socialist countries of Eastern Europe and Asia | 1970 | 3.4                                                   | 8.0      | 8.1       | 6.1             | 1.7            | 1.1      | 5.8       | 3.5             |
|                                                | 1983 | 8.4                                                   | 16.3     | 6.3       | 8.2             | 3.6            | 0.7      | 8.6       | 6.1             |
|                                                | 1984 | 8.4                                                   | 16.0     | 6.4       | 8.2             | 3.6            | 0.8      | 8.8       | 6.2             |
|                                                | 1985 | 8.3                                                   | 16.0     | 6.3       | 8.1             | 3.6            | 0.8      | 8.8       | 6.2             |

Source: UNCTAD data bank.

<sup>a)</sup> See note <sup>a)</sup> to table 1.

**Table 1 Development of international seaborne trade,<sup>a)</sup> 1970 and 1980–1985**  
(Estimates of goods loaded)

| Tanker cargo       |                     |                                                                 | Dry cargo           |                                                                 |                                                     |                                                                 | Total<br>(all goods) |                                                                 |
|--------------------|---------------------|-----------------------------------------------------------------|---------------------|-----------------------------------------------------------------|-----------------------------------------------------|-----------------------------------------------------------------|----------------------|-----------------------------------------------------------------|
|                    |                     |                                                                 | Total               |                                                                 | Of which:<br>main bulk<br>commodities <sup>b)</sup> |                                                                 |                      |                                                                 |
| Year               | Millions<br>of tons | Percentage<br>increase/<br>decrease<br>over<br>previous<br>year | Millions<br>of tons | Percentage<br>increase/<br>decrease<br>over<br>previous<br>year | Millions<br>of tons                                 | Percentage<br>increase/<br>decrease<br>over<br>previous<br>year | Millions<br>of tons  | Percentage<br>increase/<br>decrease<br>over<br>previous<br>year |
| 1970               | 1,440               | 13.1                                                            | 1,165               | 13.0                                                            | 488                                                 | 16.0                                                            | 2,605                | 13.0                                                            |
| 1980               | 1,871               | −6.6                                                            | 1,833               | 3.3                                                             | 796                                                 | 4.5                                                             | 3,704                | −2.0                                                            |
| 1981               | 1,693               | −9.5                                                            | 1,866               | 1.8                                                             | 806                                                 | 1.3                                                             | 3,559                | −3.9                                                            |
| 1982               | 1,480               | −12.6                                                           | 1,793               | −3.9                                                            | 759                                                 | −5.8                                                            | 3,273                | −8.0                                                            |
| 1983               | 1,461               | −1.4                                                            | 1,770               | −1.3                                                            | 732                                                 | −3.7                                                            | 3,231                | −1.3                                                            |
| 1984               | 1,478               | 1.2                                                             | 1,886               | 6.5                                                             | 833                                                 | 13.8                                                            | 3,364                | 4.1                                                             |
| 1985 <sup>c)</sup> | 1,459               | −1.3                                                            | 1,871               | −0.8                                                            | 826                                                 | −0.8                                                            | 3,330                | −1.0                                                            |

Sources: (i) For tanker cargo, total dry cargo and all goods, base data were communicated to the UNCTAD secretariat by the United Nations Statistical Office. Owing to possible subsequent revisions or other factors, these detailed data may differ marginally from the aggregated figures reported in the United Nations, Monthly Bulletin of Statistics, January issues.  
(ii) For main bulk commodities: Fearnleys, World Bulk Trades 1984 (Oslo), and Review 1985.

<sup>a)</sup> Including international cargoes loaded at ports of the Great Lakes and St. Lawrence system for unloading at ports of the same system, but excluding such traffic in main bulk commodities.

<sup>b)</sup> Iron ore, grain, coal, bauxite/alumina and phosphate.

<sup>c)</sup> UNCTAD preliminary estimates.

(Continued from page 24)

### **Technical co-operation activities of UNCTAD**

was provided in 1985 to the Secretariat of the Ministerial Conference of West and Central African States on Maritime Transport through the provision of consultancy services in an effort to foster subregional co-operation in maritime and multimodal transport.

39. Both Côte d'Ivoire and Mauritius received assistance in freight rate negotiations. Under a cost-sharing arrangement, a feasibility study was undertaken for Oman for its national shipping line.

40. At the country level, further assistance was provided to the national flag carrier (COBENAM) in Benin with respect to the acquisition of a larger share of the container market. Port statistics and maintenance services were also organized in Zaïre.

41. The use of the on-the-job training technique has been a new initiative. Five trainees from China received on-the-job training at the computer departments of two ports and three shipping companies outside China. Given the success of the Chinese study tour, UNDP has agreed to finance a study to determine the feasibility of establishing a larger-scale project, "Pilot on-the-job Training in Shipping and Ports" (JOBMAR), starting in 1986.

#### **4. Multimodal transport**

42. Through the ongoing regional project in West Africa, a number of francophone countries are being assisted on a long-term basis by a multimodal transport economist. A workshop was held in Abidjan and another in Blantyre in 1985 within the framework of the ongoing regional project in Africa, and three others are contemplated in 1986. These workshops trained senior government officials and senior executives from transport companies and deal with the new transport technology of multimodal transport and suggest ways and means for developing countries to participate on an equal footing.

#### **5. Integrated projects**

43. The implementation of two country projects continued in 1985: (i) "Assistance to maritime transport and the creation of a port authority" for Equatorial Guinea, which was extended through consultancy services and training; further assistance might be required in view of the adherence of Equatorial Guinea to UDEAC; (ii) "Etudes, organisation, gestion maritimes et portuaires" for Côte d'Ivoire, for which the main focus has been assistance to the Institut de Documentation de Recherches et d'Etudes Maritimes (IDREM).

44. More details on the maritime subprogramme of UNCTAD technical co-operation activities will be provided in the documents "The UNCTAD Programme of technical assistance and training in shipping, ports and multimodal transport" (TD/B/C.4/300 and UNCTAD/ST/SHIP/2), which is to be submitted to the Committee on Shipping at its twelfth session in 1986.

## **ILO Publishes study on "New cargo-handling techniques: Implications for port employment and skills"**

In the past 15 years, rapid technological development has caused some remarkable changes in most of the world's ports. The new study, recently published by the International Labour Office, was commissioned to Professor A.D. Couper to show the effect of these changes on labour legislation, industrial relations and training of port personnel. The study was carried out by means of literature searches and interviews. It further incorporates the replies to a survey of almost 100 developed and developing country ports.

Many developments in cargo-handling include the growth of unitisation and containerisation and the introduction of computer automated systems, information technology and robotics. The study examines the impact of these and other factors on port employment and skills, as well as on social relationships and working conditions in ports. It then investigates the progress of labour-management negotiations in response to the new technology, and port worker training, including the part played by international agencies. Finally, an attempt is made to predict future trends and to outline some of the options available to ports.

Aimed at consultants, port planners, managers and trainers, workers' representatives and port personnel in general, this study should help to improve some aspects of port management, especially in developing countries, which are at widely different stages of development.

Published in the English language, the study can be obtained at the price of 30 Swiss francs through major booksellers or local ILO offices in many countries, or direct from ILO Publications, International Labour Office, 4, route des Morillons, CH-1211 Geneva 22, Switzerland.

## **Port Administration and Operation**

### **Featuring On-Site Inspections of the Port of New York/New Jersey**

**March 16–April 3, 1987 at the World Trade Center in New York**

#### **Program**

The program begins in the participant's home country where he or she identifies an administrative or operational problem in one of the country's ports. It continues in New York with intensive study, on-site observations and workshops through which the problem is put into focus and possible solutions developed. The solutions are then discussed with experts in the field and prepared for presentation in the participant's home country. The program is structured as follows:

#### **1. Conceptual Lectures**

##### **Port Operations**

- Port Security
- Pilotage/Tugboat Operation
- Aids to Navigation/Channel Dredging and Maintenance

- Harbor and Waterfront Construction
- Safety Inspection of Vessels in Port
- Vessel Health Inspection/Quarantine
- Cargo Inspection and Fumigation Requirements
- Pier Security
- Cargo Security
- Pier Operations, Including Cargo Handling Methods and Equipment for:
  - Break Bulk General Cargo
  - Containers and Ro/Ro
  - LASH
  - Bulk Cargoes — Petroleum; Dry Bults; Chemical Bults; LNG & PNG
- Computer Operations
- Public Warehousing and Storage Reprocessing and Transformation
- U.S. Customs operations and procedures for vessel entry, testing, and contraband search and control.

#### **Port Administration**

- Planning and Organization
  - Port Planning
  - Organization of the Port Authority
  - Port Construction and Maintenance
- Labor Relations
- Port Finance
- Personnel Management and Practices
  - Port Authority
  - Waterfront
- Port Promotion and Marketing Services
- Economic Planning and Development
- Management Development; Leadership Skills/Motivation and Productivity

## **2. Experiential Learning**

#### **On-Site Observations and Inspections**

- Participate in a Port Orientation Program with port industry representatives, including helicopter inspection of facilities.
- At U.S. Coast Guard headquarters on Governor's Island inspect vessel traffic control methods and procedures and examine procedures used for maintenance of buoys, ranges and lighthouses.
- Inspect on-site procedures and all cargo boarding techniques together with equipment used in the Port of New York and New Jersey.
- Inspect a chemical operation in the Port that handles liquid bulk.

#### **Simulations**

- Participate at United States Merchant Marine Academy at Kings Point, computer-aided operations research facility (CAORF), in electronic simulations of navigation, meteorology and oceanography.

## **3. Workshops and Consultations**

Workshops and consultations are to help participants develop solutions to their specific port problems, based on the information they have accumulated during the first two weeks of the program. Consultations will be held with staff members of the World Trade Institute, executives of the Port Authority of New York and New Jersey, and other shipping industry specialists.

## **4. Participant Presentations**

Oral presentations of their completed problem-solving projects help participants to organize their ideas and to sharpen their presentational skills. These presentations will be instructive, enjoyable and an appropriate culmination of the program.

#### **Lecturers, Workshop Leaders, On-Site Observation Hosts**

Executives of the following organizations, among others, will participate in this program as lecturers, leaders and hosts:

The World Trade Institute  
 The Port Authority of New York and New Jersey  
 The New York Waterfront Commission  
 The International Longshoremen's Association  
 The Sandy Hook and Interport Pilots' Associations  
 The U.S. Coast Guard  
 Tugboat Operating Companies  
 Docking Pilots  
 U.S. Army Corps of Engineers  
 U.S. Customs Service  
 U.S. Department of Commerce  
 U.S. Department of Agriculture  
 U.S. Department of Transportation  
 Various Terminal Operators  
 Department of Ports and Terminals — City of NY  
 Steamship & Stevedoring Companies  
 Petroleum Industry Representatives

#### **Language**

The program will be conducted in English. Participants should possess the ability to speak, understand and read English. The World Trade Institute has a language school in which participants may enroll, for an additional fee, to improve their proficiency in English.

#### **Cost of Participation**

Tuition: U.S. \$3,500. This fee covers registration, classroom sessions, visitations and all meeting materials. It does not include international transportation or living expenses.

#### **Enrollment Limitation**

To permit individual attention, enrollment is limited to 25 persons.

Vincent Seglior, Manager — International Training  
 The World Trade Institute/One World Trade Center,  
 55W/New York, NY 10048, U.S.A.  
 ITT Telex: 427346 NYANDNJ  
 WUI Telex: 620518 PANYNJ  
 Cable: WORLDTRADE NEWYORK  
 Phone: (212) 466-3175

# THE GLOBAL CHALLENGE

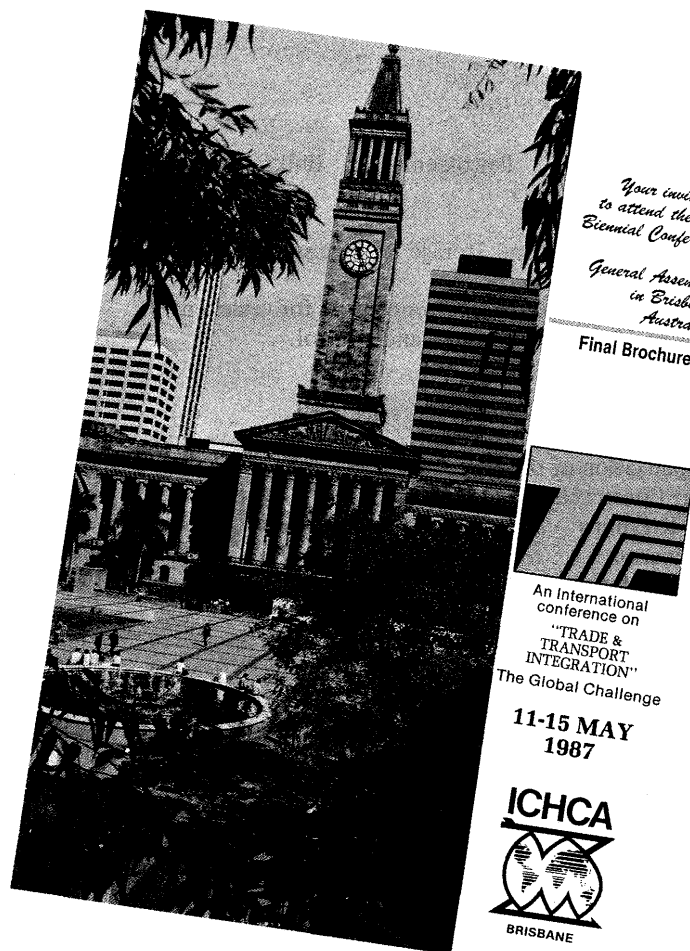
“TRADE AND TRANSPORT INTEGRATION”

at

## BRISBANE

The  
Convention  
City

11 - 15 MAY 1987



THE INTERNATIONAL CARGO HANDLING CO-ORDINATION ASSOCIATION

## 18th BIENNIAL CONFERENCE

Hosted by I.C.H.C.A. (AUSTRALIA)

### TOPICS WILL INCLUDE:

- Airship usage
- Trading with China
- Antarctic services
- Round the World RORO container service
- Middle East trading
- Intermodal Transport Long Beach/Los Angeles
- Ethiopia case study
- Marketing and Transport of Minerals
- Shore based shipping costs

### FURTHER INFORMATION:

Please send me full details on the I.C.H.C.A. 18th Biennial Conference

NAME .....

TITLE .....

COMPANY/ORGANISATION .....

ADDRESS .....

### MAIL THIS FORM TO:

The I.C.H.C.A. 18th Biennial Conference Secretariat  
G.P.O. Box 1402, Brisbane 4001, Queensland, AUSTRALIA.



## Your Invitation to attend the I.C.H.C.A. 18th Biennial Conference and General Assembly in Brisbane

An International Conference On "Trade and Transport Integration" The Global Challenge

Sheraton Brisbane Hotel  
11 – 15 May 1987

**Mr. Frank Wilson**  
Conference Chairman

"The 18th Biennial Conference of the International Cargo Handling and Co-ordination Association has taken the theme "Trade and Transport Integration – The Global Challenge" as a natural sequence to the expressed opinions of delegates at the last conference in Rotterdam, the accent being on "integration."

The challenge of servicing remote areas is seen as one of increasing importance and concern to all nations. The conference will be one of the highlights in the run-up to Australia's Bicentennial celebrations in 1988. All delegates and visitors are assured of a real Australian welcome."

**Mr. Chris Morris**  
National Chairman – I.C.H.C.A. (Australia)

"I.C.H.C.A. Australia is proud and delighted to have been chosen to host the 18th Biennial Conference, and we look forward to giving delegates and their partners from all member countries a warm Australian welcome to Brisbane in May 1987.

We promise you a truly enjoyable stay in our state, and the opportunity to discover for yourself the delights and business potential of the Pacific region."

### THE PROGRAMME

The three main Conference sessions have designated sub-themes:

- a) Trade and Transport in Remote Areas – Challenge
- b) Trade and Transport Integration in Practice
- c) Social Challenges and Other Issues

### Highlights of the Programme

- a) Trade and Transport in Remote Areas – Challenge
  - "Internal Cargo Movement in China" Mr. Zhao Weichen, Vice Minister to the State Economic Commission of the People's Republic of China has been invited to address the Conference.
  - "Canada/Alaska Services" The many problems in northern transportation will be discussed by Mr. G.R. Cameron, recently retired from Canadian Utilities Ltd, and past Commissioner of the Yukon.
  - "The Royal Flying Doctor Service of Australia" Australia's vast, sparsely populated 'outback', presents unique problems in medical transport services. Brigadier M.B. Simkin, C.B.E. is the Manager of the Royal Flying Doctor Service in Australia.
  - "Problems of Transport for Island Communities" Since joining the World Bank, Mr. John Lethbridge has worked largely on the Bank's maritime lending to Africa and the islands of the Atlantic and Indian Oceans.
- b) Trade and Transport Integration in Practice
  - "Round the World Ro-Ro/Container Service" Mr. Eirk

Waage-Nielsen, President of Barber Blue Sea and Scan Carriers is one of the world's most eminent representative of the shipping industry.

"Marketing and Transport of Minerals" Australia is well known as a major producer of minerals. Sir Bruce Watson is Chairman and Chief Executive Officer of M.I.M. Holdings Ltd.

"Shore Based Shipping Costs" Mr. Ric North of the Australian Shippers Council and Mr. Ian Webber of Mayne Nickless Ltd. will present their findings on this controversial area.

"International Freight Forwarding" Speaking from a freight forwarders point of view is Mr. B. Bunck, of F.I.A.T.A., Germany.

"Intermodal Transport Long Beach/Los Angeles" The establishment of this facility will have a significant influence on the future development of liner services in the Pacific. Mr. Steve Resnick, Director of Marketing for Worldport L.A. will discuss this important example of trade and transport integration.

### c) Social Challenges and Other Issues

"Logistics in the Tourist Industry" Australia is well known for her attractions as a tourist destination. Sir Frank Moore is the Chairman of the Queensland Tourist and Travel Corporation.

"Challenge to Unions" Mr. Tas Bull, General Secretary of the Waterside Workers' Federation of Australia, is well aware of today's challenges to unions in the trade and transport industries.

"Planning for World Expo 88" Australia is proud to be hosting World Expo 88. Sir Llewellyn Edwards, Chairman of the Authority, will update delegates on the progress and plans and extend an invitation to return to Australia in 1988.

### TRADE EXHIBITION

An important Trade Exhibition will be held in conjunction with the Conference, presenting the latest in technology and services available. This will prove, not only a source of valuable information, but a unique opportunity for participants to promote their services directly to their prime target market – effectively a "captive audience." Overseas countries are invited to participate in the Exhibition.

The Exhibition will take place in the Grand Ballroom South of the Sheraton Brisbane Hotel – adjacent to the convention. Exhibition enquiries should be directed to:

Mr. A.J. Hobson  
Hobson Convention Enterprises  
P.O. Box 1402  
G.P.O. Brisbane 4001  
Queensland  
Australia.

### THE SOCIAL PROGRAMME

The Conference Social Programme will open with the Lord Mayor's Reception at Brisbane City Hall on Monday 11 May, 1987.

Conference guests will then be introduced to traditional Australian "outback" hospitality at a dinner and bushdance at the Australian Woolshed on Tuesday 12 May. Be sure to wear your comfortable shoes!

Wednesday 13 May is the formal Conference dinner at which the Premier of Queensland, Sir Joh Bjelke-Petersen, has been invited as guest speaker. Cabaret and dance music will be provided by the Australian group "Scat!"

On Thursday 14 May, join us for a river cruise on the Kookaburra Queen, the first paddlewheeler to be built in Australia this century. This beautiful lady recreates the elegance and charm of a bygone era.

Delegates will also be offered opportunities to sample the finest cuisine at restaurants ranging from Chinese to French, Russian to Mexican. During this week, Queensland's Lyric Opera will be presenting one of the World's best-loved operas. Should our guests be interested in any other tours or attractions, the Conference Secretariat will lend every assistance.

#### ACCOMPANYING PERSONS' PROGRAMME

A wide variety of activities will be offered whilst delegates are in the Conference sessions.

Lunch and a fashion parade on Monday 11 May will be arranged at Mt. Coot-tha Summitt Restaurant set in an idyllic parkland setting with stunning views of Brisbane.

Tuesday's leisurely river cruise to Lone Pine Koala Sanctuary will offer all guests an opportunity to meet koalas, kangaroos, emus, stunning native parrots and even a platypus.

On Wednesday, a morning tour will introduce visitors to "historical" Brisbane. Lunch will be on the verandahs of beautiful Newstead House, overlooking the river.

#### PRE & POST CONFERENCE TOURS

Delegates will be offered the opportunity to visit the fabulous Gold Coast, playground of Australia; sailing amongst the islands of the Barrier Reef; travel to Tasmania, Australia's beautiful and historic island state; or a holiday to Australia's neighbour — New Zealand, land of brilliant and beautiful colour.

One of our tours is to Australia's heart — "Ayers Rock and the Center." "There are towering monoliths, peaceful tablelands, mountain ranges 600 million years old, and Australia's newest and most daring resort complex, Sheraton Yulara at Ayers Rock."

#### BRISBANE — THE CONVENTION CITY

Subtropical in climate, Brisbane has earned its nickname as the Sunshine Capital and is a haven in the southern hemispheres winter. Architecture, restaurant and shopping facilities take advantage of the city's unique climate and atmosphere and its 4860 hectares of parklands provide splashes of vibrant colour and greenery.

Although a truly cosmopolitan city, offering international visitors everything they could want, Brisbane retains its easygoing charm. Brisbane offers visitors a series of contrasts — a bustling business city with a relaxed lifestyle, and the unique blend of mirrored highrise alongside restored historical buildings. The appeal of Brisbane as a convention destination lies not only in her charm as a modern yet casual city, but as a base to see south-east Queensland. Brisbane offers shopping, soaring international hotels, magnificent dining and leisurely cruising on a meandering river. The city has the added bonus of the Gold and Sunshine Coasts on her doorsteps, as well as the Darling

Downs to the west and the magic of Moreton Bay islands to the east.

Indeed Brisbane really is a city with everything.

#### THE SHERATON BRISBANE HOTEL AND TOWERS

The Sheraton Brisbane Hotel and Towers has brought to Brisbane new standards of excellence in accommodation, service and facilities.

The property enjoys a unique central city location allowing easy access for visitors and guests arriving by car, cab, coach, air and rail. The business and shopping heart of the city is a mere 5 minutes walk away, and Brisbane's major tourist attractions are all within easy reach.

Facilities for guests include three international standard restaurants, five bars and cocktail lounges, together with a world-class nightclub.

#### QANTAS — THE CONVENTION AIRLINE

Qantas, Australia's own international airline, has been chosen as official overseas air carrier to the I.C.H.C.A. 18th Biennial Conference. Delegates are encouraged to enquire at their nearest Qantas office or agent for the competitive flights and fares Qantas can offer to Australia.

\* \* \* \* \*

### Publications

#### "VIOLENCE AT SEA" by ICC

Edited by Brigadier (Retd) Brian A.H. Parritt, CBE  
Price (special discounted) £11.20 plus postage and packing

Terrorism has already had a significant adverse effect on the maritime industry, and it was to examine the impact of this damage that the ICC International Maritime Bureau arranged a workshop at the San Jose State University, California, in March, 1986.

At the workshop academics, insurance lawyers and security experts including law enforcement officers, presented papers and then discussed practical and achievable measures to save lives and protect commercial maritime interests.

This book contains the papers that were presented and the decisions that were reached at the workshop. It is an important contribution to the fight against terrorism and is of particular value to those involved in international sea trade.

ICC International Maritime Bureau (IMB)

Maritime House, No 1 Linton Road, Barking, Essex IG11 8HH, United Kingdom

#### "Improving Productivity in U.S. Marine Container Terminals" by the Committee on Productivity of Marine Terminals, National Research Council

The following are the findings of the Committee:

1. U.S. marine terminals are generally employing state-of-the-art technology and engineering design. Over the next 5 years, improvements in technology and engineering design will be incremental in nature, building largely upon the existing base.
2. The best U.S. terminals are not as productive as the

most productive foreign terminals for many reasons. An important factor influencing productivity is the state of labor-management relations, which runs the gamut in the United States from good to very bad.

3. The most promising area for improving marine terminal productivity in the United States lies with better employment of people. This includes:
  - labor-management relations;
  - the quality of management and supervision;
  - the quality and commitment of longshore workers; and
  - the quality and flexibility of the work environment.
4. Significant potential for productivity gains also resides in improved information systems to assist in the control of operations and the facilitation of documentation.
5. Improvements in marine terminal productivity are important to the success of individual U.S. port interests in terms of their ability to compete in an economically deregulated, i.e., market-driven, environment.
6. The international competitiveness of U.S. manufacturers competing in the export trade is affected by the quality and productivity of U.S. marine terminal operations.
7. The committee developed a profile of productivity measures to characterize marine terminal performance in a meaningful way for management purposes, and urges its adoption by the U.S. marine terminal industry.
8. Substantial improvements in marine terminal productivity will come from a process that involves all concerned parties in a continuing dialogue at the national, regional, and local levels. This process should include:
  - joint labor-management cooperation in addressing the human resources aspects of improving productivity;
  - the establishment of a profile of productivity measures, and the acquisition, dissemination, and use of productivity data as described herein;
  - the standardization of automated terminal container identification and management information systems.

*(National Association of Stevedores' newsletter)*

## Vancouver Port acts to develop trade

The Vancouver Port Corporation has embarked on a series of initiatives to protect its existing Asia-Pacific markets, while at the same time expanding and attracting new business.

Port Manager Francis MacNaughton, speaking to the conference of the Washington Chapter of the American Planning Association said: "We regard it as being a matter of national interest that the Port of Vancouver remains the principal Canadian gateway to the markets of Asia and the Pacific."

Port initiatives include:

- the awarding of long-term contracts to private stevedoring companies for the operation of three large port-owned cargo terminals;
- working with the Canadian transcontinental railway companies to provide a more competitive service for shippers and producers, with improved equipment and pricing to attract greater container volumes;
- creation of a Port Promotion Department, which will work with port users to aggressively promote the port as

a major component of a coordinated service to customers;

- facility and service improvements through a five-year capital spending program totalling about \$75 million (following on recent investments of almost \$50 million, including the new Cruise Ship Terminal and improvements at the container terminals to handle container trains).

Mr. MacNaughton said that while Vancouver is the largest port in Canada, its destiny is closely linked to the economies of the nations of the Pacific Rim.

Major players in Pacific Rim trade correctly observe that some of the largest bulk commodities flowing through the Port of Vancouver — notably coal and wheat — are essential building blocks for the economies of the Pacific Nations that are now reshaping international trade, and will be its driving force into the next decades.

It is a trading area of enormous opportunity. And for that reason, it will present fierce competition and deliver returns only to those who commit themselves to the demands of the most dynamic marketplace in the world today.

*(Port News)*

## Terminal contractors chosen by Port of Vancouver

The Vancouver Port Corporation, in a strategic move calculated to consolidate and enhance the Port of Vancouver as a key, intermodal link in international trade, has awarded long-term contracts for the provision of services at three of its cargo terminals.

- **Vanterm**, which specializes in container services, will be operated by Empire Stevedoring Company Ltd.
- **Centerm**, a container and general cargo facility, will be operated by Canadian Stevedoring Company Limited, through its subsidiary, Casco Terminals Limited.
- **Lynnterm**, which handles forest products and related cargoes, will be operated by Western Stevedoring Company Limited.

Some immediate benefits to port customers are that:

- each terminal operator will negotiate its own competitive cargo handling tariffs;
- operators already have announced investments totalling about \$20 million in new cargo handling equipment to expand capacities and improve services;
- competitive marketing strategies will be developed by the individual operators, who now have the security to enter into long-term agreements with shippers, importers and exporters;
- the Vancouver Port Corporation will join with all the terminal operators in aggressive, world-wide promotion of port services and facilities.

**Vanterm** is the Port of Vancouver's main container terminal, and also offers break bulk capacity. Its facilities are a major part of the Port of Vancouver's intermodal transportation service.

Vanterm's facilities comprise:

- six ship berths;
- three 40-tonne container cranes;
- a Ferranti rubber-tired transfer crane for direct loading of 50-car container trains;

- service by four main line railways, including two trans-continental lines;
- a 31-hectare site with storage for 7,000 TEUs; throughput last year was a record 145,000 TEUs.

**Centerm** is the port's second container terminal and a major break bulk facility. The Vancouver Port Corporation recently completed an investment of \$13 million in the terminal, including installation of a second container crane, berth extension and landfilling.

Centerm's facilities consist of:

- seven ship berths;
- two 40-tonne container cranes;
- rail trackage to permit direct loading of container trains; service by four main line railways;
- 25 hectares of working/storage area.

**Lynnterm**, on the north shore of Burrard Inlet, is a major terminal for forest products and general cargoes.

Lynnterm's facilities feature:

- four berths;
- specialized handling equipment for lumber and other forest products; a mobile container crane;
- a 40-hectare site, including more than 31,000 square metres of shed storage;
- loop track along dockface, connections to four main line railways.

(Port News)

## Dredging plan expanded to meet future traffic needs: Panama Canal

Dredging plans will be expanded to fulfill both the regular dredging requirements in the Panama Canal while making improvements aimed at providing safer transit conditions. The accomplishment of these concurrent projects will allow safe two-way traffic by Panamax-sized vessels in the Pacific and Atlantic entrances of the Canal.

The ten-year integrated dredging program includes widening the channels to the locks by bottom leveling certain sections of northern and southern approaches while maintaining the operational depths for transiting vessels in other areas.

A long-range traffic forecast has predicted that by 1995 there will be a substantial increase in the number of large vessels of the size now restricted to one-way traffic in the cut. Improving the safety margins at each end of the Canal will ease scheduling restraints on the larger vessels. These channel modifications should be ready by the time the larger-vessel trend materializes, at no significant increase in operating costs to the Panama Canal Commission, since the scheduled dredging operations do not expand beyond the current program levels or resources of the Dredging Division.

The total cost of the project, in 1986 dollars, is \$94 million, and is expected to be finished in the third quarter of fiscal year 1995.

(Spillway)

## AAPA Officers 1986-87

At its convention in Miami, the American Association of Port Authorities named its officers and board of directors for 1986/87 and, in addition, ratified the appointment of Donald J. Schultz as president and chief executive officer.

Richard P. Leach, executive director of the Port of Houston Authority, was installed as AAPA's chairman of the board, and Carmen J. Lunetta, port director of the convention host, the Port of Miami, as chairman-elect. In addition, the following were named vice chairmen of their respective AAPA port delegations: Gary L. Failor, seaport director of the Toledo-Lucas County Port Authority, for the U.S. delegation; Dominic J. Taddeo, general manager and chief executive officer of the Montreal Port Corporation, representing AAPA's Canadian port members; and Leon H. Flowers, port controller of the Nassau Port Authority, for the Latin American and Caribbean ports.

(AAPA Advisory)

## Three straddles make nine: Georgia Ports Authority



Container tonnage increases averaging over 25% a year have resulted in the addition of container berth 5 at CONTAINERPORT Savannah. Georgia Ports Authority has also bolstered its field equipment with three new Mi-Jack 800C Translifts.

These straddle cranes have a lift capacity of 45 tons and can stack containers six wide and four high. Empty containers can be lifted at the rate of 150 feet per minute by the translifts, loaded containers move at 75 feet per minute. Nearly twelve percent of GPA's container field consists of these stacks.

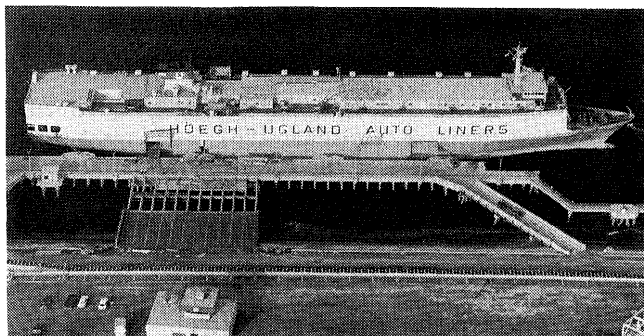
The crane's heated and air conditioned cab is equipped with a Kruger "load-indication system." Operators are alerted by the automatic weighing system of any discrepancies such as slack ropes or overloads. More features on the crane are controls for pitch, roll and skew. These controls enable the straddle crane to lift containers that are not level with the gantry.

The 74 foot clearance under the translift includes a direct transfer truck lane. The crane has a lift height of 50.25 feet. Three electric motors, one 300 hp and two 100 hp, provide power to the hydraulic pumps that control the hoist, trolley and gantry.

The three additional Mi-Jacks bring CONTAINERPORT's totals to nine straddle cranes, nine 45-ton container cranes, 18 toplifts, over 400,000 square feet of stuffing and stripping sheds, paved storage of 250 acres, and an impressive 4,675 lineal feet of berthing. With the

projection of continued healthy container growth, berth number 6 is under design for construction by the end of the decade.

## Cars to Colonel's Island: Georgia Ports Authority



With the call of the M/V Hual Torinita, International Auto Processing (IAP) has officially opened for business in the Port of Brunswick, Georgia. Located on Colonel's Island, the new facility received an inaugural consignment of 567 imported Yugos. The Yugoslavian-made compacts will use Brunswick's excellent rail/track connections to distribute the vehicles throughout the eastern U.S.

IAP has increased its pre-construction projections by over one-third. President Howard Gable, citing intense interest among automobile manufacturers, predicts that within two years, 200,000 cars will become his firm's annual workload. As a result, International Auto Processing gave the go-ahead for construction of the second phase of the paved parking area even before the first vessel had called. Announcements of additional contracts are expected in the near future.

Employment at International Auto Processing will level off at approximately 300 in two years. Another 100 personnel will staff the various support agencies which are opening to support IAP's operation. Included are freight forwarders, stevedores, motor carriers and inspection personnel.

## Kaohsiung becomes Houston's third sister port

The Port of Kaohsiung, Taiwan, became Houston's third sister port with the signing of an agreement in Houston recently.

Archie Bennett, Jr., chairman of the Port of Houston Authority Commission, and Admiral C.Y. Yuan, director of the Kaohsiung Harbor Bureau, signed the agreement. This was the first such pact signed in Houston.

As part of the sister port program, officials from the two ports will meet regularly to discuss ways to expand trade between the two cities and to exchange information on port developments and technology.

A 17-member Taiwanese delegation visited Houston for the signing of the agreement. The delegation included six officials with the Kaohsiung Harbor Bureau, the port's administrative body, and 11 members of the Taiwan Provincial Assembly.

Kaohsiung, located on the southwest coast of Taiwan, is that nation's largest port and the world's fourth-largest container port. The port of Kaohsiung handles more than 110 million tons of cargo annually and in 1985 exchanged more than a half-million tons of goods worth \$239 million with the Port of Houston.

## Port of Houston Authority acquires land adjacent to Barbours Cut Terminal

Port of Houston Authority Commissioners have approved a land exchange with Tenneco Oil Co. that will clear the way for future construction of Berths Nos. 5 and 6 at PHA's Barbours Cut Terminal.

Under the arrangement approved in September, the Port Authority will exchange three unimproved land tracts totaling 23.2 acres for one improved 3.8-acre tract, said Tom Kornegay, PHA director of engineering.

Completion of the agreement will enable construction crews to begin work early next year on Barbours Cut-Berth No. 5, a 40-acre berth. Phase I of the berth will be a 10-acre paved area to be used for import automobile storage. Paving of Phase I is expected to cost about \$2.3 million.

## New communication system projects completed: Port of Houston

Modification of the radio communications system at Barbours Cut Terminal has been completed, according to PHA Engineering Director Tom Kornegay.

New equipment has been installed to provide improved communication among those involved in loading and unloading cargo at the facility. The new equipment provides a channel for road traffic, four channels for communication with ships in port and a channel for management use.

The final two phases of a project designed to ease traffic flow in the Wharf No. 29 area have been completed. Imported cars are discharged at this point and then moved across the upper level access road to storage areas.

*(Port of Houston)*

## Fisherman's Wharf comes to Los Angeles

Los Angeles Harbor, long a popular spot for tourists, shoppers and recreation enthusiasts, is on its way to becoming an even greater Southland attraction. At the direction of the Los Angeles Harbor Commission, the Harbor Department has entered into negotiations to develop a 15-acre commercial-retail fisherman's wharf.

The \$34 million project will integrate and expand the Port's commercial fishing area into a true working fisherman's wharf with tourist and shopping facilities.

"While we are interested in adding to the Port's appeal to visitors," said Peter Mandia, the Port's deputy planning director, "our first concern is with the condition of the fishing industry. This facility will benefit both. It will give the fishermen an opportunity for complete control

over all aspects of their industry — catching, processing, freezing, storing, marketing, retailing, wholesaling and distributing. This will eliminate the added costs imposed by middleman operators.”

“Unlike the Bay Area’s Fisherman’s Wharf, ours will emphasize fish and other seafood, fresh fruit and vegetables,” continues Mandia. “We will create the atmosphere of a vibrant and festive European marketplace through the use of a Mediterranean architecture, kiosks and plazas.”

The project will be developed and operated by the California Fishing Industry Development Project (CFI). This is a joint venture of the San Pedro Fisheries Institute and the Fishermen’s Cooperative Association. The Institute represents the Harbor’s 12 private wholesale companies that operate from the Municipal Fish Market building. The market owners buy the fishing fleet’s catch and sell it to restaurants, fish markets, hotels and other establishments.

While CFI will manage the dry storage facility and the freezer warehouse facilities, the nine retail shops will be subleased.

Under a tentative timetable, designs are to be completed by spring of next year. Warehouse #12, on the site of the market, will be demolished in August 1987, and actual construction will begin shortly thereafter. (*Angels Gate*)

## **A \$15 million facelift for Batiquitos Lagoon: Port of Los Angeles**

An estimated \$15 million facelift will soon be performed at Batiquitos Lagoon in Carlsbad, California — 90 miles south of WORLDPORT LA and 30 miles north of San Diego. The Port of Los Angeles and Pacific-Texas Pipeline Company will pick up the tab for this lagoon enhancement project. As a result, they will obtain the necessary environmental credits from the Coastal Commission to build a pipeline facility in Los Angeles Harbor.

According to Vern Hall, project manager for the Port of Los Angeles, the Batiquitos Lagoon renewal will “offset the impacts of the Pac-Tex Pipeline project and provide the Port with a bank of habitat credits which can be applied toward mitigation of similar landfill projects in the future.” This is the first time, he notes, that WORLDPORT LA has gone off-site to obtain such environmental credits.

Restoration of the 600-acre lagoon will involve the opening of the lagoon mouth to the ocean for the purpose of restoring tidal action while maintaining existing habitats. Planned improvements will result in the alleviation of winter flooding into the surrounding property, prevention of unattractive mud flats during the summer, improvement of a natural bird habitat and accumulation of enough sand from the dredging to reinstate about four miles of sand beach.

Without the restoration, the lagoon would remain a silted remnant of an estuary that dries up in summer and causes San Marcos Creek to overflow in heavy winter rains, flooding surrounding property.

The Batiquitos renewal project, which has united a total of 16 local, state, federal and private parties, seems to please everyone involved. Hall emphasizes, “There are not many times when we can work on a project where everyone benefits.”

Enhancement of the lagoon should begin in April of 1987, pending the signing of a final memorandum of understanding, now in its final draft stages. This agreement must be approved by eight agencies — the Port of Los Angeles, the State Coastal Conservancy, the Fish and Wildlife Service, the National Marine and Fisheries Service, the California Department of Fish and Game, the State Lands Commission, the City of Carlsbad, and the Pacific Texas Pipeline Company — before it is referred to the Coastal Commission for final approval.

According to the schedule, the lagoon enhancement should be complete in November 1987, concurrent with final construction stages of the Pac-Tex Pipeline project. Says Hall, “We can expect to see dramatic and very high based activity on that project later this year.” (*Angels Gate*)

## **MPA establishes strategic planning office to study new market opportunities**

The Maryland Port Administration has established a Department of Strategic Planning to help the agency identify new market opportunities and to coordinate ongoing plans for trade promotion, physical development and operations.

“We are structuring the Port of Baltimore to respond to the shipping dynamics it will encounter in the future,” said Maryland Port Administrator David A. Wagner. “It is no longer enough to rely on programs that merely respond to existing market conditions.”

The MPA’s new strategic planning process will comprise three key elements: the new internal staff office, an outside consultant, and an oversight committee made up of prominent business and labor leaders from the Baltimore area.

The new staff office is headed by Lannetta K. Finnegan, a transportation and financial analyst. Finnegan holds a Masters Degree in planning from the Catholic University of America and has worked in both the private and government sectors. In her most recent position, she served as the manager of financial analysis for Maryland’s Mass Transit Administration.

Her office will be assisted by a consulting team from Cresap, McCormick & Paget (CMP), which was recently awarded a \$285,000 contract from the MPA to begin the development of a strategic planning process. CMP is a division of Towers, Perrin, Foster & Crosby and has broad management consulting experience in the areas of marine, air, truck and rail segments of the transportation industry.

According to Wagner, the MPA is expecting to receive a close review of its strategic planning effort from the private sector advisory committee. Its members are: William Dorsey III, a partner at the law firm of Semmes, Bowen & Semmes; Archibald T. Fort, managing partner, Peat, Marwick, Mitchell & Co.; Charles N. Gilmore, president, Curtis Bay Company; John Highfield, director of corporate distribution, McCormick & Co., Inc.; Richard Hughes, Jr., Atlantic Coast District vice president, International Longshoremen’s Association; Willam Legg, managing director, Alex. Brown & Sons, Inc.; Frederick W. Meier, Jr., executive vice president, First National Bank of Maryland; George F. Nixon, executive vice president, Rukert Termi-



nals Corporation; Michael R. Watson, president, Association of Maryland Pilots; and Daniel Wilson, transportation director, Greater Baltimore Committee.

According to Wagner, this committee will become very closely involved in the strategic planning process but will not be the only source of input. He said that Baltimore's Private Sector Port Committee, an advisory group of business and labor leaders, will periodically review the strategic plan and that information and advice will be sought from all segments of the ocean freight industry.

"It is crucial that we not allow our port to remain static," Mr. Wagner said. "Equipment and cargo storage will be examined to determine if they are, in fact, being used in the most appropriate manner."

"We will evaluate historic trade areas for the Port of Baltimore as well as new cargo markets," he added. "If we determine that our service delivery system is becoming non-competitive, we will revamp the system by whatever means are needed to protect our port and our customers."

The initial phase of this process will be completed by the middle of 1987, when the consultants are scheduled to deliver their report. But the strategic planning effort will not end at that time, Mr. Wagner stressed.

"In today's turbulent industry, we cannot afford to look at strategic planning as a one-shot solution," he said. "We will continue to evaluate our strengths and weaknesses and continue to aggressively pursue improved methods for serving our customers."

## **New Maryland truck regulations ease flow of container cargo**

The State of Maryland has implemented new regulations that will allow overweight containers of international cargo to move over selected routes in the state highway system.

"These new regulations will bring reduced costs and increased flexibility for shippers and carriers using the Port of Baltimore," said Maryland Port Administrator David A. Wagner. "This program once again demonstrates our commitment to keeping Baltimore a low-cost, easy-to-use gateway for international cargo."

He noted that the permits will cost just \$1 per year and that one application will suffice for a fleet of vehicles. The application must, however, indicate the number of permits being requested.

## **Port Authority of NY & NJ hails passage of the Water Resources Bill**

The Port Authority of New York and New Jersey hailed the passage by Congress of landmark legislation which will result in the improvement of some major ship channels in the bi-state Port.

Chairman Philip D. Kaltenbacher called the passage of The Water Resources Bill (HR6) an act of "great economic significance" for the region.

"The Port Authority has been a prime mover in seeking these channel improvements which are so essential to the future of our Port's commerce. Indeed, in an unprecedented move to expedite this work, we are providing \$50 million towards the local share of the total cost of the

dredging of the Newark Bay and Kill Van Kull channels.

"Our seaport generates 200,000 jobs and \$14 billion annually in economic activity," the Chairman noted. "Dredging of the channels provided under the bill will help us to meet the growing competition from other ports by providing the necessary depths for the new giant container ships. These deeper channels and the planned extensive modernization and expansion of our marine terminal facilities give a clear signal that the New York-New Jersey Port will remain the premier East Coast container load center."

The legislation, The Water Resources, Conservation, Development and Infrastructure Improvement and Rehabilitation Act, is a comprehensive measure that authorizes the construction of port channel improvements, flood control, beach protection and other projects in the nation. The New York-New Jersey Port has six navigation projects included in the legislation.

Slated for channel deepening, widenings and other modifications are Newark Bay and Kill Van Kull, Arthur Kill, Gowanus Creek and port entrance channels.

The Newark Bay, Kill Van Kull and Arthur Kill channels serve two of the Port's principal marine facilities — Port Newark/Elizabeth Port Authority Marine Terminal in New Jersey and the Howland Hook Terminal in Staten Island.

## **Port of Oakland welcomes approval of the Water Resources Act of 1986**

Passage of the Water Resources Act of 1986 by Congress before its adjournment included authorization of \$74 million in projects to improve the channel system serving the Port of Oakland. The Act is the first Federal water resources legislation to pass Congress in 16 years.

Included in the bill is an authorization to widen and deepen the Oakland Outer Harbor channel from its present depth of 35 feet below mean lower low water (MLLW) to 42 feet. Also authorized is a project to deepen the Inner Harbor channel (Oakland Estuary) from its present depth of 35 feet (MLLW) to 42 feet (MLLW) and provide a new turning basin for the new generation of container ship vessels. The Oakland Estuary will be deepened from the mouth of the channel to a point near Jack London Square.

According to G. William Hunter, President, Oakland Board of Port Commissioners, the legislation assures Oakland's ability to accommodate the largest merchant vessels afloat today and well into the next century.

The improved channel system will serve 25 berths and more than 500 acres of shoreside marine terminal improvements constructed by the Port of Oakland at a total cost of more than \$200 million in the past 20 years.

It is anticipated that work on the two projects, which have already received environmental regulatory approval at the Federal and State levels, will begin within 12 months.

The Oakland projects are part of a \$16.3 billion package approved overwhelmingly by both the House and Senate in the waning hours of Congress. For the first time, local Ports would be required to share the cost of channel dredging and harbor improvements.

## Newsprint productivity records set at Port Canaveral

Port Canaveral Stevedoring Inc., a wholly owned subsidiary of Mid-Florida Freezer Warehouses Ltd., unloaded the 14,296 dwt M/V Margit Gorthon in record time at Port Canaveral, Florida.

On September 15 – 16, 8,450 tons of newsprint (12,030 rolls) were unloaded. Averaging 456 tons per hour, two nine-man gangs used trams to transport the newsprint to Mid-Florida's new 60,000 square foot dry storage warehouse, keeping the damage rate well below average.

The unloading time set two records. For the size of the shipment the 18.5 net hours is the fastest the M/V Margit Gorthon has been discharged, and this was also the fastest hourly production rate recorded at Port Canaveral.

## Extensive planning gives Charleston an edge

An intensive, two-year long strategic planning effort at the Port of Charleston has put the port in a position to turn today's challenges into opportunities.

"We are already seeing major increases in tonnages, in new lines and in revenues," says W. Don Welch, executive director of the South Carolina State Ports Authority.

"Basically, we underwent a major self-examination period, with the assistance of the international consulting firm of Cresap, McCormick & Paget," Welch says. "This was quite an extensive effort and has given the Port of Charleston at least two years' leadtime on other ports; we are now positioned to profit from our advanced and aggressive stance in promoting world trade through our port system," Welch said.

The planning effort was segmented at the Charleston port. The first phase was the expansion and redirection of its trade development division.

"The shipping world is changing and we geared ourselves to meet and use the opportunities growing out of the changing environment," explains L. Duane Grantham, director of Marketing and Sales for the Port of Charleston.

"We added an entire marketing analysis department and a steamship and intermodal sales department. These, as well as cargo sales, traffic and advertising join to form an aggressive professional team," says Grantham, who joined the Port staff a year ago as part of the recommended additions.

In order to coordinate future expansion as closely as possible with operational needs at the Port, the post of senior director of Operations and Engineering was formed. Joe Bryant, an engineer with extensive terminal construction and operation experience was named to that post.

Operational functions too were restructured at Charleston. "Charleston's four terminals were well known for efficiency," Welch says, "but in order to handle the ever increasing tonnages with the same efficiency in the future, we have divided operations staff by functional container and breakbulk responsibilities instead of by terminal locations. This has proved effective."

Also in the operations area, the Port's planning department with the advantages provided through the Port's

ORION computer system, has inaugurated the scheduling of all trucks into the terminals. Planned appointment scheduling eliminates waiting periods for trucks and speeds cargoes to their destinations. Trucking companies can now tie into ORION, as U.S. Customs, U.S. Department of Agriculture, customs brokers and international freight forwarders, steamship agents and stevedores have for several years. With ORION, cargo is automatically cleared and paperwork handled for smooth, fast cargo flow.

Operational efficiencies inaugurated by the strategic plan are expected to save the Port \$2 million annually in operating costs.

Final management augmentation came the end of July with the hiring of Donald R. Hinson as deputy executive director. Hinson, with long-term transportation, administrative and government background, will handle day-to-day management of the Ports Authority. This relieves Executive Director Welch of administrative activities and frees him to spend more time traveling with the marketing staff in promoting the Port of Charleston.

"The strategic planning effort has put Charleston ahead," Welch says. "International shipping is facing stiff challenges today and because of our preparation and hard work, Charleston is in a position to turn challenges into opportunities. Charleston offers the opportunity for quality services to all who choose Charleston as their port."

## Tacoma—Anchorage establish Partner Port relationship

During special ceremonies at the Port of Anchorage in celebration of its 25th anniversary, Port of Tacoma officials formally established a "Partner Port" relationship between the two ports.

According to John McCarthy, president of the Port of Tacoma Commission, this new relationship is an acknowledgement of the many areas of common interest the two ports share. "As Partner Ports, we will be exploring a number of areas where we can work together – ranging from legislative issues to joint marketing. The Port of Tacoma has recently emerged as the New Gateway to Alaska, and we see that what's good for Anchorage is good for Tacoma."

The Port of Tacoma currently handles an estimated 65% of the waterborne commerce going to Alaska. Sea-Land, and Totem Ocean Trailer Express (TOTE), the two largest shippers to Alaska, call in Tacoma. In addition, Alaska Barge Lines, a TOTE subsidiary, started a barge service between Tacoma and Alaska earlier this year. Both TOTE and Sea-Land call in Anchorage.

## Productivity as a key to better competitiveness: Port of Antwerp PA

In the editorial of the latest issue of the quarterly "Hinterland," J.F. Willemsens, General Manager of the Port of Antwerp Promotion Association, states that high productivity is at the basis of the reputation of Antwerp as a full service port. During the period immediately after the Second World War the pressure to adjust productivity fully to the needs and demands of the port users was

particularly the result of wages and social charges which were higher in Antwerp than in the neighbouring ports. As time went by some levelling took place, but the competition between the ports and between the cargo handlers has become so sharp that the pressure to perform even better has further increased. Antwerp stevedores and wharfingers have become industrial undertakings which have to pay considerable annual depreciation costs before they can contemplate making a profit. These companies seek the highest possible degree of occupation of their facilities, and therefore are prepared — and sometimes forced — to reduce their profit margins. Before taking the line of partial loss of profit, however, they seek new formulas and methods which can further increase productivity. Although this sometimes calls for further investments (e.g. EDP), higher productivity saves costs while it accelerates the whole process which results in rate reduction for the customer. The result of all this is that at the present time Antwerp has reached a level of competitiveness of which the other West European ports have a very high opinion. In the most recent price quotations important differences have been noted with the Dutch and German, but even more with the French and English ports. The fact that on 1 May the Antwerp port businesses decided to postpone their annual rate adjustment until the end of 1986 will undoubtedly strengthen the position of the port even further.

### **Shiprepair know-how brings contracts: Port of Le Havre**

With project engineering in many different fields known to be one of Le Havre's strong points, countries in both the West Indies and Africa have recently called on the services of port authority experts in the design and maintenance of dry docks. Contracts in respect of their ship repair facilities have been signed with the ports of Fort de France in Martinique and Cotonou in Benin.

In the case of both ports the clientele is for the most part regional and the job of the experts sent out from Le Havre will be to decide, in consultation with the local authorities, on what new work is required in order to upgrade the existing facilities. *(Flashes)*

### **Cost-free ship waste-disposal demanded as from 1987; Environmental ministers of the coastal states find common purpose: Ports of Bremen and Bremerhaven**

As from the start of next year, waste oil, chemicals and garbage should be collected free of cost from ships in the German ports. This demand has now been made in Bremen by the environmental ministers/senators of the four North German coastal states. The background to this is the increasing pollution of the North Sea by shipping. The kernel of the plan is that of oil residues, the cost-free disposal of which will result in a charge against the four states, according to estimates to date, of between 3 and 4 million DMarks. The environmental ministers

reckon that, in all, the funds needed annually will come to between 13 and 14 million DMarks, half of which will have to be found by the Federation and half by the states. A technical plan in response to these requirements already exists. A floating — and thus mobile — plant for the comprehensive relieving of ships has been developed conjointly by Vulkan AG and Sloman Neptun Schiff-fahrts AG, both of Bremen. The key stone of the waste-disposer was the international MARPOL agreement.

*(Bremen International)*

### **National Port Council: Port of Amsterdam**

One of the last acts of the outgoing government was to set up the National Port Council *Nationale Havenraad*, a body which advises on and coordinates Dutch port policy. The *Nationale Havenraad* replaces a provisional advisory council which was established in 1980. Under the chairmanship of Mr. R.F. van Heusden, the *Havenraad* sets priorities in the decisions and the carrying out of port projects throughout the country. This includes environmental and economic factors as well as regional and national interests.

*Havenraad* is made up of representatives of port management, the business sector (employers and employees) and the central government. Another task of the *Havenraad* is the promotion of Holland's competitive position compared to competing foreign ports. These promotional activities will be carried out by pooling the initiative, know-how and financial resources of the groups represented on the national port council. *(Haven Amsterdam)*

### **Transshipments in the Port of Amsterdam up more than 16%**

Goods traffic in the Port of Amsterdam was up by more than 16% in the first six months of 1986 compared to the year earlier period. According to figures supplied by the Amsterdam port management, nearly 15.5 mln. tons of goods were handled in the first half of this year compared to 13.3 mln. tons in the first half of 1985.

Liquid bulk shipments were especially strong, with a total of 7.6 mln. tons, a 47.5% increase over the first six months of 1985. Transport of dry bulk cargoes was down 3.5% to 6.1 mln. tons. General cargo (including timber and containers) was up 2.1% to about 1.3 mln. tons. A total of 2165 ocean-going ships (of about 16 mln. gross registered tons) were handled in the port from January through June 1986.

#### **General cargo**

The development in general cargo varied. Car transport showed the largest increase at 39.5% to 154,000 tons. Conventional general cargo was up 5.4% to 645,000 tons, timber was up by 15% to 117,000 tons and roll-on/roll-off transport had an 8% gain to 24,000 tons. Only container transport declined, largely as a result of the poor economic conditions in Central and South America. Container traffic declined by 17.3% to 347,000 tons compared with the first half of 1985.

Transshipment of "other ocean-going traffic" (fertilisers, sand and gravel) declined by 14.5% to 514,000 tons in the first half, but was up 37% in the recent second quarter compared to the year earlier period.

## Coordinated strategy for Rotterdam promotion

The City of Rotterdam and various business organizations are to mount a joint effort to promote the city and its port. The Protocol of Cooperation, Acquisition and Promotion, as the agreement is officially called, has been signed by the City Executive, the Chamber of Commerce and Industry, the Rotterdam Port Industries Association (SVZ), the Europoort Botlek Foundation, and the Tourist Office (VVV).

The protocol formalizes a process of cooperation which has been developing over the past few years. Each of the organizations will continue with its own work, but under the new system their activities will be forged into an overall strategy.

The main lines of the acquisition and promotion program will be decided by a policy group chaired by the mayor, with the details being worked out by a steering committee headed by the Commissioner for Port and Economic Affairs. Coordination will be in the hands of working parties covering five sectors:

Business location and expansion, trade promotion, port and airport marketing, city amenity diversification, and general support measures.

When the protocol was signed Mayor Peper stressed that the new organizational structure is not an end in itself, but is a framework for raising the standard of promotional work, focusing activities, pooling information and experience, and achieving solid results. *(News Letter)*

## Rotterdam — city of leisure

Rotterdam has the image of being a hard-working city with its life firmly centered around the port, industry and trade. Now, 40 years after the end of the Second World War, it is turning its attention to recreation, and plans to transform itself into a center with a wide range of attractions for its own residents, for tourists, and for people passing through.

Although Rotterdam is not yet a byword for recreation and tourism, that is precisely what it intends to become. Developments are focusing on two specific areas: Waterstad and Parkhaven, which lie between the city center and the river. Dozens of plans are being drawn up for these areas, which will receive an investment of around Dfl. 250 m in the next 10 years.

### Parkhaven

The Parkhaven (Park Harbor) plan will have a concentration of prime cultural and recreational amenities, with a string of attractions around Euromast, Parkhaven and Muller Pier. The themes here will be futuristic, and will bring the public face-to-face with the latest fascinating and unusual developments from the worlds of modern science and technology.

The attractions will include a Four Seasons garden at the foot of Euromast (Crystal Palace), a covered promenade along Parkhaven itself (Harbour Gallery), a Festival Palace and Scientopia science exhibition on Muller Pier, a site for temporary exhibitions (Innovation Plaza), and a Europlaza around Euromast.

### Waterstad

Waterstad (literally Water City) is the historic name for the area of the city center bordering the river. This is to be a showcase for Rotterdam's strongest point: the river, docks and shipping.

The attractiveness of this area is well illustrated by the project designed by architect Piet Blom around Oude Haven (Old Harbor), with the remarkable 'stilt houses' on Overblaak, the open-air Inland Shipping Museum, and the many attractive café terraces. Oude Haven has become one of the most popular spots in the city in a very short space of time.

Another potential attraction is the promenade along Schiedamsedijk, where the new Prins Hendrik Maritime Museum will bring the world of shipping right back into the heart of the city when it is opened at the beginning of November. The Wolfshoek museum dock is being redesigned, and piers and pontoons will lead to De Buffel, a 19th-century ram monitor, and the entire museum fleet of 16 historic ships.

### Open-air museum

In August work started on a maritime open-air museum along Leuvehaven docks, which will have old steam-driven cranes, a light-house, marine crafts and display pavilions. There will be a broad promenade laid out between a double avenue of trees, and the craft of rope-making will be revived at a ropewalk. Close to the open-air museum there will be the Rotterdam Now project, comprising a cinema with a large panorama screen (Imax Theater), a permanent exhibition on the city and its economy, and a hotel. New life will also be injected into the waterfront running from Willemskade, along Boompjes, and up to Maas Boulevard. Office complexes and apartment blocks are already being built, and there is room for a promenade, restaurants and cafés, as well as moorings for historic ships.

### Tropicana

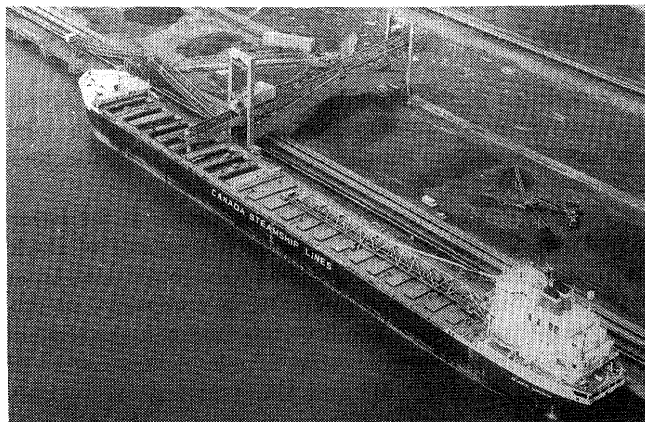
A start will be made in April next year on the Tropicana project, which can best be described as a 'covered sub-tropical beach.' There will be a swimming pool with artificial waves, a waterfall, sun terraces, tropical vegetation, water chutes, whirlpools, and a swimmers' bar and restaurant overlooking the river. Here even the most blasé of vacationers will be able to enjoy the pleasures of a domed, tropical beach.

Rotterdam has set itself the ambitious goal of becoming a major Dutch center for art, culture, recreation and science within five years. The strength of the plans lies in their interrelationship, and they will tie in with current attractions like the Spido water launches, Euromast, and Blijdorp Zoo.

The city's existing cultural amenities will also be revitalized, with three renovated museums (Museum of Cultural

Anthropology, Maritime Museum and Historical Museum), two new museums for architecture and natural history, museums in Delfshaven for naive art and photography, the enlargement of the Doelen Concert Hall and Congress Center, and a new City Theater. *(News Letter)*

## First 150,000 tonnes of American coal forwarded from Rotterdam to Portugal by self-discharging ship



Since mid-June as much as 150,000 tonnes of American coal has been forwarded from Rotterdam to Portugal in a self-discharging bulk ship. It is already known that by the end of 1989 a total of 2.6 million tonnes of coal will have been shipped in this way to Portugal for a new power station in Sines. The port of Sines lacks the facilities for unloading coal. The transport of bulk goods by self-discharging bulk ship is a rather new concept for Europe.

The coal for the Sines power station is brought to the EMO terminal in Rotterdam from the United States in ordinary bulk carriers of 80,000 to 100,000 tonnes dwt. Here the coal is transferred to the 37,800 dwt self-discharging bulk carrier "Atlantic Superior." This ship, owned by Canada Steamship Lines (CSL), is fully occupied in carrying coal between Rotterdam and Sines. In the Portuguese port the "Atlantic Superior" unloads the coal on to the quayside using of its own conveyor belt system, after which the coal is taken to the power station by truck.

The combined use of a large bulk carrier for the main stage of the voyage and a smaller self-discharging ship for the transit stage enables the benefits of economies of scale to be exploited while at the same time investment in unloading equipment in the port of destination can be postponed or is made unnecessary.

Rotterdam is able to play a part in this new type of operation thanks to its accessibility for very large ships. At the present time the port can take vessels drawing up to 72 feet and in the future it will be able to take 74-footers.

For CSL the Rotterdam-to-Portugal coal operation is the first time it has used a self-discharging ship in Europe. The shipping company has fourteen of these vessels for carrying dry bulk cargoes, but hitherto has used them exclusively in North America: at first only on the Great Lakes and the St. Lawrence river, but now also along the Eastern seaboard of America, in the Gulf of Mexico and

in the Caribbean.

CSL self-discharging ships unload their cargoes by means of a gravity hopper system, consisting of conveyor belts on the bottom of the hold, a lifting system to bring the cargo up to the deck and a long boom with a conveyor belt to move the cargo on to the quay. All this takes place at a speed of 6,000 tonnes per hour. The "Atlantic Superior" used on the Rotterdam-Portugal coal route is one of CSL's largest self-dischargers.

This ship is 730 feet long by 76 feet wide and draws a maximum of over 34 feet.

## Artificial island from harbour sludge: Port of Rotterdam

Next year the map of Holland will have to be redrawn yet again, for it is planned to create a 1 square kilometer island off the southwestern corner of Maasvlakte, the Rotterdam port and industrial region jutting out into the North Sea.

At first the island will consist merely of a circular dam, but in the course of 15 years polluted sludge dredged up from the Port of Rotterdam will be dumped inside the dam, creating an artificial island. The cost of the project is put at Dfl. 200 m.

The task of keeping Rotterdam's dock basins and fairways to the correct depth entails the removal of 23 m cubic meters of sludge each year. Of this total 13 m cubic meters is brought into the port on the flood tide. This fraction can be dealt with fairly simply by dredging and dumping in a deep off the Dutch coast. The remaining 10 m cubic meters contain pollutants from the river Rhine which attach themselves to particles of silt. The silt travels down the Rhine from Switzerland, through France, Germany and Holland, and finally settles to the bottom in the calm waters of the Rotterdam docks. On their journey the particles become contaminated with heavy metals, chlorinated hydrocarbons and other materials. Dumping at sea is ruled out by the fact that the pollutants would disperse and poison marine life. The problem with tipping on land, which is relatively safer, is that there are no suitable sites left in the densely populated region around Rotterdam capable of taking 10 m cubic meters of sludge each year. It has therefore been decided to make yet another minor alteration to the Dutch coastline.

Construction work started this summer, after a detailed environmental impact report had been submitted. A large trench is being cut in the seabed to a depth of 28 meters below the water surface, and the sand from the trench will be used to build a circular dam rising 24 meters above sea level. The site will have a capacity of 150 m cubic meters, so it will provide a safe tip for the polluted sludge for a period of 15 years.

The scheme has aroused considerable foreign interest, and the City Works Department is now studying the possibility of creating another artificial island at Jakarta in Indonesia, for domestic garbage rather than sludge. The high building density in Jakarta makes land tipping impractical, which is why the government is now investigating the potential of an artificial island. *(News Letter)*

## The West Harbour — a new milestone: Port of Helsingborg

1985 was also a good financial year for the Port of Helsingborg both with a view to traffic and income. The inauguration of the West Harbour was the most important event of the year and marked a new milestone in the Port's history.

The expectations from the West Harbour may have been exaggerated. Already from the start there was, however, heavy traffic in the West Harbour thanks to the concentration of container traffic to the facilities which was carried through during the spring. This rearrangement in turn made way for a.o.t. DanLink and the current expansion of the grain harbour which will be finished in spring 1987.

Therefore, the traffic conditions for the next few years seem to be excellent, even if competition and the eternal question of a stationary connecting link in the long run may have a detrimental impact on the development of the Port.

The most important asset of Helsingborg is her geographical location and natural prerequisites as "The Gateway" to the Baltic Sea and the Baltic countries. This is especially true for the West Harbour which, through future expansions towards the Sound, might serve also the great bulk tonnage, i.e. up to a depth of water of 20 m. No other Swedish port will probably have the same prerequisites, since the West Harbour is located at the end of the deep-water route of the Kattegat.

### Skånterminalen AB (The Scania Terminal) — The Stevedoring Company

The cargo handling in the Port of Helsingborg is operated by the stevedoring company Skånterminalen AB (the Scania Terminal). Thanks to excellent facilities and equipment as well as capable labour and high production results, the Port of Helsingborg has become even more attractive to its customers.

The Stevedoring Company is run in close cooperation with the Port of Helsingborg but is a separate limited company. The Port of Helsingborg owns 80 per cent of the shares and the Chairman of the Scania Terminal is the Port Director of Helsingborg. Private interested parties, the activities of whom are located within the port area, own the remaining 20 per cent of the shares.

In 1985 Skånterminalen AB (the Scania Terminal) had a turnover of 62 MSEK. The Company reported a minor profit. In 1985 totally 181 persons were employed on a full-time basis. To this comes temporary staff to be called in according to requirement.

### Helsingborgs Bogser AB (The Towing Company of Helsingborg)

This is a sub-division of the Port of Helsingborg.

In 1985, 18 persons were employed by the Towing Company on a fulltime basis. The Port Director of the Port of Helsingborg is Managing Director of the Towing Company of Helsingborg. The turnover in 1985 was 9.3 MSEK and the Company reported a minor profit.

The three tugboats "KULLEN", "BJÖRN" and "KÄRNAN" were built in 1976, 1968 and 1963 respective-

ly. The tugboats have modern equipment and apart from towage in the Port of Helsingborg, they also carry out assignments at Landskrona and Höganäs.

As an example of assignments carried out by the Towing Company of Helsingborg we can mention port towage, rescue operations at sea, ice-breaking in port, assignments during diversings, etc. To a certain extent cooperation with other towing companies also occurs. (*Annual Report 1985*)

## Joint venture between ABP and Miller Development proposes high technology scheme at Poyle

Associated British Ports Holdings PLC and Miller Developments recently announced the setting up of a joint venture company to develop a prime mixed high technology property at Poyle near Heathrow.

The proposed development, to be known as the Riverside Park, underlines the increasing importance of Poyle as a prime location for industrial and electronic enterprises with many major UK and international companies already being established there. The Riverside Park enjoys excellent communications — being within ½ mile of junction 14 of the M25, close to the M3 and M4 motorways and within 10 minutes of London Heathrow airport. The 6.2 acre site formerly owned by Wilkinson Sword was purchased in May 1986.

The joint venture company, Riverside Park Ltd, is proposing to build approximately 110,000 square feet of high tech accommodation. The buildings will be finished to a particularly high standard designed around the central feature of the Poyle Channel, a small river. The development will be built in four phases and the first phase will consist of two detached buildings of 15,000 and 13,000 square feet with a building start in November/December 1986. The letting agents will be seeking rents in excess of £10 per square foot.

Associated British Ports Holdings PLC has been rapidly expanding its property development activities, initially on land owned by the company at its 19 ports. The Riverside project represents the company's second development outside the port areas and the first with Miller Developments.

The Miller Group have considerable expertise in the field of commercial development and have been involved in the construction and development of both office and industrial projects since 1935. Miller Developments will be responsible for the project management of the Riverside Park.

## ABP proposes new development at Hull

Associated British Ports have submitted an outline planning application for the redevelopment of St. Andrews Dock, at the Company's port of Hull on Humberside.

ABP's proposals for the 50 acre site are based on a development report by Chris Miller of Evas Investment Co. and include a marina village, an out-of-town retail and light industrial park, and an hotel. Herring Son and Daw have acted as advisors to Evas in respect of the retail ele-



ment.

The site is ideally located alongside the new dual carriageway road linking the M62 to the town centre, and negotiations have already begun for a substantial part of the site. It is anticipated that those tenancies affected by the proposals will be relocated within the Hull port estate.

## ABP leaves British Ports Association

Associated British ports has announced that ABP has resigned from membership of the British Ports Association, with immediate effect.

Commenting on the decision an ABP spokesman said:—

“The Company’s decision has been taken because of our increasing dissatisfaction with the activities of some members of the Association, in particular those which are subsidised by the Government. The subsidy issue has eroded the community of interests between members to such an extent that ABP is no longer prepared to remain in membership.

“ABP will continue to co-operate with the BPA on technical matters where this is in the interests of both parties.”

## Import controls on secondhand dredgers relaxed: Minister of Transport

The importation of secondhand dredgers of more than 2000 gross construction tons (gct) to Australia will be freed of restrictions from 1 January 1987.

This was jointly announced by the Minister for Industry, Technology and Commerce, Senator John Button, and the Transport Minister, Mr. Peter Morris.

As a result, both locally-based and overseas tenderers will now be able to compete for Australian dredging projects with the most efficient dredgers available.

The Ministers said that restrictions on the importing of secondhand dredgers had been introduced many years ago, as part of the general restrictions on ship imports intended to assist the Australian ship-building industry.

“However, the restrictions have not produced orders for local shipyards,” Mr. Morris said.

“In fact, the result has been, in many cases, that overseas tenderers have tendered equipment for major dredging projects to meet the regulations rather than the most efficient equipment for the job,” he said.

Senator Button pointed out that the old regulation was undesirable because it caused market distortions and imposed additional administrative costs without achieving its purpose.

“This decision is a further expression of the Government’s policy to pursue sensible deregulation where it will encourage efficiency and stimulate investment,” the Senator said.

Mr. Morris pointed out that all dredgers would still be required to meet all operational and safety standards.

The Ministers said that they had directed their Departments to carry out a review of the remaining controls on the importation of ships. The review will form the basis for considering further changes to the Government’s ship import policy guidelines.

## ‘More aggression is needed towards trade’: Port of Brisbane

The Port of Brisbane Authority has adopted an even more aggressive stance towards the promotion and development of trade — and is urging traditional port users and operators to respond with parallel and concurrent support.

The philosophy has evolved in spite of three consecutive record trading years and in the belief that there are opportunities waiting to be exploited.

The Authority’s Executive Chairman (Hon. A.M. Hodges) does not believe the port is “anywhere near its full cargo handling potential, particularly in the general trades.”

“We can all do better,” he declared.

Mr. Hodges said all of the Authority’s officers in one way or another were consciously, constantly and persistently working on direct or indirect trade matters.

Over the past nine or 12 months, a considerable amount of invaluable data had been gathered which, he was certain, would form the basis for far reaching decisions in the future.

Research had shown that about 40,000 shipping containers a year were travelling between Brisbane and Sydney — not by sea! — but by rail and road.

Mr. Hodges said the danger was that because the port now was handling more and more containers (now over 100,000 a year), the “drift” to rail and road would not be seen as significant.

The truth was that the drift had doubled in five years.

In addition, preliminary findings of a multiplier study which had been undertaken and financed by the Authority indicated that the loss of 40,000 containers (to the port) represented the loss of about 700 jobs in the port and port-related industries, and the circulation of some \$66 million in the area serviced by Brisbane.

Mr. Hodges said: “That should be of deep concern to everyone. People generally do not seem to realise that the port is the commercial heart of this city.

“When completed, the multiplier study will prove conclusively, in statistical and mathematical terms, just what impact port-related activity has on the city’s economic stability.”

For example, early multiplier results show:

- A number of small items such as provider, on board ship repairs, and expenditures by crew members in Brisbane, amounted to over \$8 million a year.
- Conservative early estimates of revenue to various groups and industries from port-related activities is expected to total more than \$250 million.
- Every container of cargo to pass through the port triggered a monetary flow to a very wide range of relevant and port-related industries in excess of \$1,500.

*(Brisbane Portrait)*

## Putting port maps on computer: Port of Brisbane

In the first proposal of its kind in Queensland, Port of Brisbane draftsmen have started to computerise the maps of port lands with the object of establishing a graphical information system.

The project utilises various sub-systems of a suite of software operating on the State Government Computer Centre's CAD dedicated Prime 9955 computer.

The system has been designed so that users may access the data by way of a screen based index system, which allows the selection of "layered" information.

Typical detail contained on these layers is: cadastral information; survey control; topographical details; existing structures; services; zoning; future planning.

When the project has been completed (in about 12 months time) all of these subjects will be accessible as a single layer or any combination of layers.

All relevant data relating to these layers may be displayed and printed with graphics or separately as a report. A search facility has been built into the system which also will include: real property description; tenure details; lessee information; survey details, services information.

Special application, sub-routine programmes to manipulate the data are being developed in-house by the draftsmen.

*(Brisbane Portrait)*

## **\$32M to boost ports' efficiency: MSB**

The Maritime Services Board of NSW will carry out a \$32 million program of capital works development in the State's ports during 1986/87.

MSB General Manager Les MacDonald said the capital works program for 1986/87 was designed to improve the efficiency and capability of the ports.

"In common with all Government agencies, the MSB is required to restrain its costs at a time of financial stringency," he said.

"Nevertheless, the long-term development of the ports to increase their capacity and efficiency and to restrain costs must continue.

"The MSB is a self-funding authority which finances the development of the ports from its revenue and must invest its resources wisely for the long-term benefit of the State."

Mr. MacDonald said the State's four major trading ports would share in the investment under the capital works program.

New firefighting vessels would be acquired to boost the level of emergency protection in the Port of Sydney and Botany Bay, as part of a program which would also see commercial tugs equipped for firefighting.

Three new pilot vessels would be purchased to improve the efficiency of the MSB's pilotage service.

"The new boats will replace older craft in the MSB's fleet of pilot vessels," Mr. MacDonald said.

"Their purchase will mean that all the NSW commercial ports are served by modern, powerful pilot vessels.

"They will significantly reduce delays to shipping in the Port of Newcastle and Port Kembla and the amount of idle time at port facilities."

Mr. MacDonald said a total of \$3.6 million would be spent during 1986/87 on the development of improved cargo handling facilities at Berths 7/8 Darling Harbour.

It was part of a \$7.5 million project to demolish existing cargo sheds and construct new facilities suitable for servicing large roll-on/roll-off ships, he said. The work was due to be completed in 1987.

Other projects in the Port of Sydney include improvements to security at the Darling Harbour commercial wharves and construction of a new security checkpoint at White Bay.

At the Port of Newcastle, work is due to begin during 1986/87 on the construction of new mechanical and electrical workshops at Fitzroy Street, Carrington.

The new workshops, to cost a total of \$8 million over three years, will replace old buildings in the port area and increase the efficiency of the service to the port.

Work will also begin during 1986/87 on the \$1.7 million upgrading of the inflammable liquids berth at No. 2 Throsby wharf, and a further \$500,000 will be spent on upgrading facilities at No. 3 Kooragang Island.

The MSB will spend \$600,000 during the year to complete the construction of the sea wall at Queens Wharf. The sea wall, which is costing a total of about \$900,000 to construct, is being provided as a contribution to the Newcastle City Council's Bicentennial Park project.

At Port Kembla, the MSB will spend nearly \$4 million on works associated with the construction of the new Grain Terminal during the financial year.

It is among works totalling more than \$15 million being undertaken by the MSB as part of the Grain Terminal development, including construction of the wharf, dredging for ships of up to 120,000 tonnes to use the Terminal and the provision of access and services.

More than \$4 million will be spent during the year on environmental and operational improvements to the Port Kembla Coal Loader.

At the Port of Botany Bay, a \$3.8 million, three-year program to improve fire fighting facilities at the Bulk Liquids Berth will be completed during the year.

Other major projects will be the continued provision of services for the new port and the completion of new offices and security checkpoint at Friendship Road.

In recreational boating, the MSB will contribute \$2.5 million towards the NSW Waterways Program during 1986/87. The joint program between the MSB and Public Works Department involves the investment of \$75 million over five years on improved facilities and services for recreational boating throughout the State.

## **Government cuts coal industry costs: Maritime Services Board NSW**

The Minister for Public Works and Ports, Mr. Laurie Brereton, on 16th October announced a \$1.25 million a year reduction in costs for the NSW coal industry.

Mr. Brereton said that the licence fee paid by Port Waratah Coal Services in Newcastle to the Maritime Services Board had been reduced from the current \$4.7 million to \$3.5 million.

The discount, which was retrospective to 1 July 1986, was made possible by the increasing efficiency and cost effectiveness of the port's operations.

"This is the second time the MSB has been able to discount its licence fee for the Basin stockpile area," Mr. Brereton said.

"Since 1984 the licence fee has been reduced from the original \$7.9 million to \$3.5 million, a permanent saving to the industry of \$4.4 million a year."

Mr. Brereton said the restructuring of the MSB over the last two years and the increased autonomy of the ports had led to greater efficiency and contained costs.

"With the co-operation of the unions involved, the MSB had achieved cost reductions in this area," he said.

"That saving is being passed on to the coal industry and will help the industry in its battle for overseas markets at a time of very difficult world trading conditions.

"The drive for increased efficiency in the ports of NSW is continuing, and the Government will seize any opportunity to further reduce the costs to the industry in future."

## New port names: MSB

The MSB has adopted consistent titles for the four major ports in the State. They are —

Port of Sydney

Port of Botany Bay

Port of Newcastle

Port Kembla

The new management of the Port of Botany Bay has gone one step further by adopting its own logo and slogan, "First Port in Australia." (*MSB NEWS*)

## Second harbour tunnel: Hong Kong

Construction has begun on the US\$435.9 million, 1,860-metre long Eastern Harbour Crossing, one of the largest in the world.

Speaking at the ground-breaking ceremony for the second harbour tunnel, due to open in January 1990, the Governor, Sir Edward Youde, said on September 25 that the project was clear evidence of widespread confidence in the future of Hong Kong following the Sino-British Joint Declaration and the progress that had been made in implementing it.

He noted that the project involved both the Government and the private sector, and it was the private sector which would be responsible for financing, building and running the tunnel.

Sir Edward said: "The Eastern Harbour Crossing is a project of great importance to Hong Kong and it will substantially enhance Hong Kong's transportation system and be a valuable aid to our long term development plans."

Sir Edward expected the second harbour crossing to have a similar effect on development in the eastern area of Hong Kong Island and East Kowloon. (*The week in Hong Kong*)

## US—Japan Symposium on Coastal Zone Management and Development

For two days on October 22 and 23, a U.S.-Japan Symposium on Coastal Zone Management and Development was held in Tokyo by the Japan Coastal Development Institute of Technology, a semi-public advisory institution, under the auspices of the Ministry of Transport. It was attended by some 150 officials from the central and local governments as well as civil engineers from engineering firms.

Invited to give lectures were three U.S. experts as well as Prof. Yoshimi Nagao of Nihon University of Japan, who spoke about coastal development in Japan. The three U.S. experts and their main subject areas were:—

Prof. Marc J. Hershman, Institute of Marine Studies, College of Ocean and Fishery Sciences, University of Washington: The coastal zone management experiment in the USA.

Mr. Alan R. Pendleton, Executive Director, San Francisco Bay Conservation and Development Commission: Roles played by the Commission in the environmental protection of the Bay area.

Mr. David A.C. Carroll, Environmental and Developmental Liaison, Office of the Mayor, City of Baltimore: Inner Harbor Development at Baltimore.

A resident port official, after attending the gathering, commented that the development of coastal zones is an inevitable course for Japan, in view of the scarcity of arable land and the ever increasing demand for space to accommodate facilities for the betterment of a great many aspects of the citizens' lives as well as for industrial development. In this context, he went on to say, the wisdom and expertise amassed by the people of the United States, especially concerning the issue of environmental protection, were very informative and useful because their achievement had come about in the face of a great many difficulties in past years.

## A large-scale port mulled on west coast

A modern, multipurpose port will be constructed at Asan Bay along the western coast, some 84 km southeast of Seoul.

Economic Planning Board (EPB) officials said that the construction of the large-scale port is part of the long-term projects designed to meet the growing demand of seaborne traffic in the western coastal areas resulting from vigorous industrial plant construction projects now under way there.

At the request of the Ministry of Construction, the EPB earmarked 1.5 billion won in fiscal funds for next year's budget bill to help finance the basic-feasibility study project.

Asan Bay area is considered an ideal place for harbour facilities, owing to a deep seabed level and other natural assets.

A sea route for transportation of liquefied natural gas (LNG) has already been established in the area.

According to the port construction plan as worked out by the Ministry of Construction, a total of 813,900 million won will be poured into the construction project between next year and 2001.

When completed by the early 2000s, the Asan port will be able to handle some 40 million tons of cargo annually with a berthing capacity of 60 vessels ranging from 1,000 tons to 100,000 tons. (*Korean Maritime News*)

## 150 bil. won earmarked for 1987 port development: KMPA

The 1987 budget bill for Korea Maritime and Port Administration was finally set at 182 billion won, up 7.8

percent from this year's 150.9 billion won.

The 182 billion won expenditures for next year which will be subject to debate and the approval of the National Assembly comprises 172 billion won for the general account and 10 billion won for the fund management special fund.

Of the expenditures, the lion's share of 150 billion won is earmarked for port construction and development projects, 18.7 billion won for port facilities maintenance, 5.4 billion won for harbor dredging, 3.6 billion won for sea lane exploration, 2.3 billion won for navigation aids, 1.5 billion won for seamen training, and 230 million won for repayment of foreign loans.

The Pusan port development projects for 1987 include construction of container terminal, an international passenger ship pier, and Yongho pier, whereas Incheon port projects encompass construction of a coastal ship wharf and additional reserve dock gates.

The revenue side of the budget bill shows 132.2 billion won which breaks down to 112.6 billion won from port incomes and 19.6 billion won from foreign loans.

*(Korean Maritime News)*

## Incheon Port to have a car terminal in 1987

Incheon port is going to have a car terminal as from next year to meet increasing car shipment demand, thanks to a rapid growth in Korean-made car exports.

A Port Authority official said that some domestic car makers in the proximity of Incheon city want to have a car terminal in Incheon Port which is capable of parking 4,000 cars for each shipment.

There are two major car manufacturers in the industrial district close to Incheon, which they say plan to export some 180,000 cars a year from 1987.

The official said that, to meet the demand, the port plans to create an improvised car terminal on Pier No. 4, which had been used as a container terminal by Hanjin Container Lines Co. and Korea Express Co. on a long-term lease contract with the government, but is now being used for grain storage.

He added that a permanent exclusive car terminal will be built on Pier 5, which is to be constructed under the port's 3rd phase development project.

*(Korean Maritime News)*

## Ports under the 5th Malaysia Plan

During the Fifth Malaysia Plan period (1986 – 1990), consolidation will be the main priority where ports and related maritime services are concerned.

According to the plans set out, there will be integrated planning of port expansion to meet the needs of the country and also to improve productivity in port operations in order to increase the utilization of Malaysian ports. Where container facilities are concerned, Port Klang will be developed as the main line container terminal while other ports will be limited to the handling of feeder container vessels.

Where port administration is concerned, a National Ports Study will be undertaken to establish a basis for the future development and management of a national port

system. The study will also formulate overall policies and long-term requirements for port expansion as well as improving the operation and management of existing ports in order to effect integrated port planning. Measures will also be taken to establish quantified corporate objectives for all ports within the framework of an overall national policy.

Other areas which the study will look into are a review of the tariff structure of federal ports, standardization of nomenclature and simplification of port tariffs. Steps will be taken to ensure that port tariffs are in line with the operational, commercial and financial strategies of the ports so that they will be effective in attracting cargo.

During the Fifth Malaysia Plan period, the total cargo tonnage to be handled by Malaysian ports is estimated to increase at an annual rate of 6.8 per cent, from 41.6 million tonnes in 1985 to 57.7 million tonnes in 1990.

Containerised cargo is expected to grow at an annual rate of 15.5 per cent, from 4.5 million tonnes in 1985 to 9.2 million tonnes in 1990, while breakbulk cargo is expected to increase at 2.8 per cent annually from 17.9 million tonnes to 20.6 million tonnes. Liquid bulk cargo is expected to grow at 6.1 per cent per annum, from 14.4 million tonnes to 19.4 million tonnes and dry bulk cargo at 11.9 per cent per annum, from 4.8 million tonnes to 8.5 million tonnes.

From 1980 to 1985, Malaysian ports registered a 12 per cent annual increase in cargo throughput, from 23.6 million tonnes to 41.6 million tonnes. Containerised cargo registered an annual growth rate of 14.9 per cent, breakbulk cargo 5.7 per cent, liquid bulk cargo 18.5 per cent and dry bulk cargo 24.3 per cent.

The handling capacity of ports increased from 25.5 million tonnes in 1980 to 56.6 million tonnes in 1985.

To cope with the expected growth in throughput efforts will be taken to increase productivity as well as to effect expansion and improvement programmes at the ports. By the end of the Fifth Plan period, the total handling capacity of Malaysian ports is expected to reach 65.6 million tonnes compared with 56.5 million tonnes at the end of the Fourth Malaysia Plan.

### Port development projects under the Fifth Plan

In Port Klang, the projects expected to be carried out under the Fifth Plan are a marine base, an additional berth and additional breasting dolphins. The first phase of the West Port project, comprising the construction of road and bridge access, will be initiated in the latter part of the Fifth Plan period.

In Johor Port, the second stage development of the free trade zone will be completed.

In Kuantan, a ferry terminal will be constructed to provide for the operation of a ferry service to Kuching and Kota Kinabalu.

In Sabah, the Kota Kinabalu Port expansion project involving additional berths and other back-up facilities will be completed by 1987, while in Sandakan Port, a container yard and container freight station will be provided.

In Sarawak, Bintulu Port will receive additional equipment and ancillary facilities while Kuching Port will see the completion of the expansion project initiated during the Fourth Plan.

*(WARTA LPK)*



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