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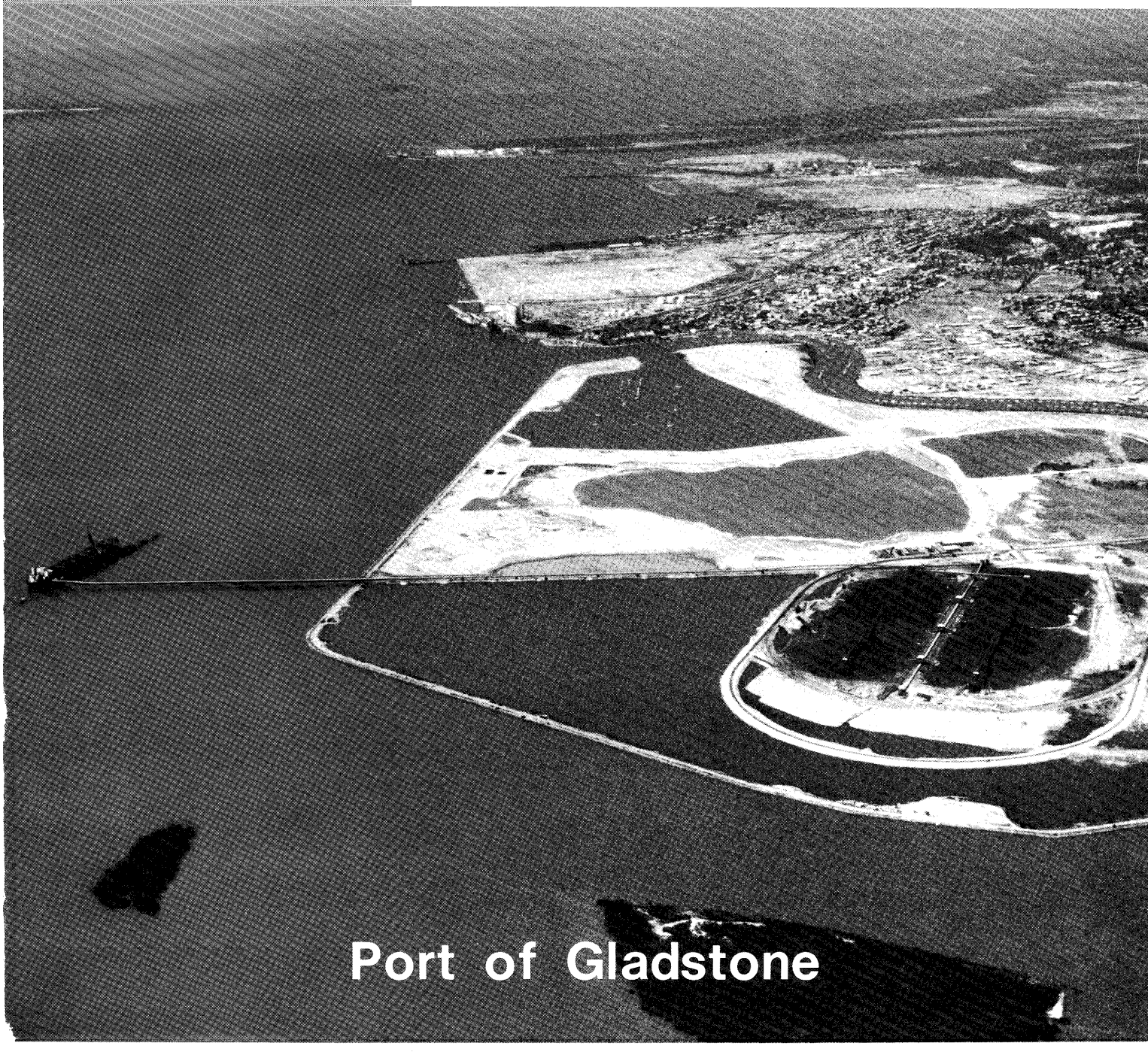
PORTS and HARBORS

April, 1986 Vol. 31, No. 4



Port of Gladstone

The Publisher: The International Association of Ports and Harbors
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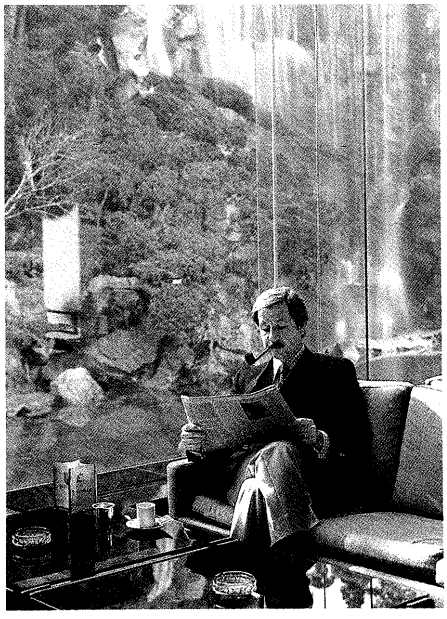

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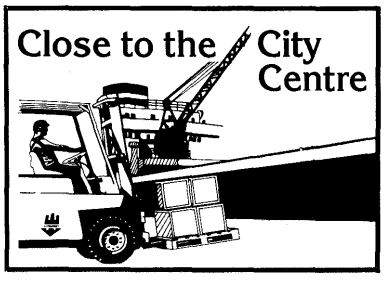

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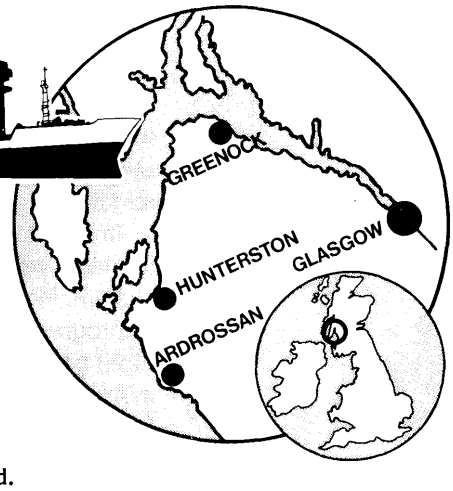

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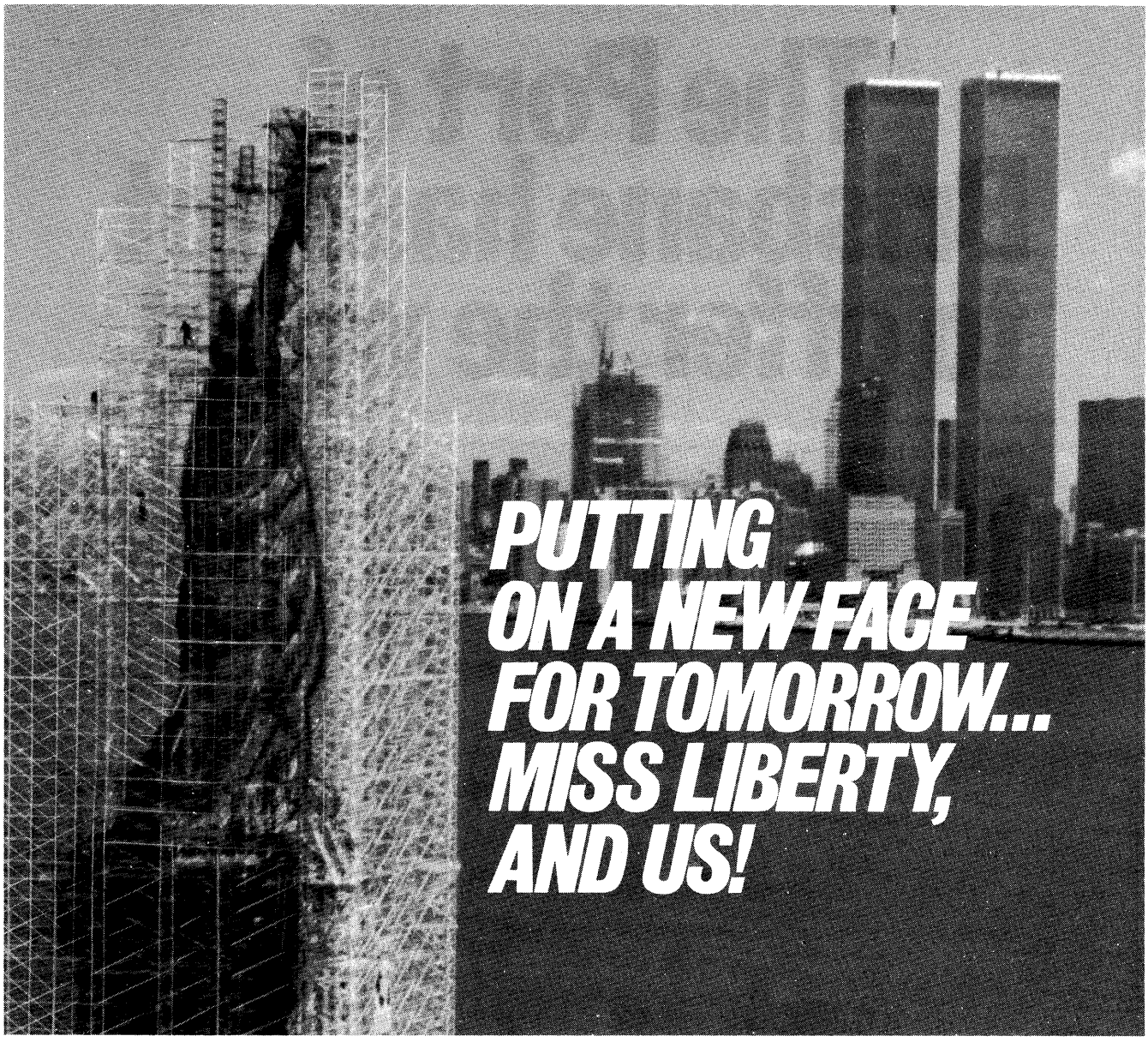
CLYDEPORT

CLYDEPORT

SCOTLAND'S MAJOR WEST COAST PORT



There she stands, has stood, year after year...An enduring symbol of what we hold dear, the very embodiment of our national pride. But lovely as she is, Miss Liberty bears the marks and scars of relentless time. She has earned what she is getting ...a refurbishing for better tomorrows.

Better tomorrows...that's our goal, too, at The Port of New York-New Jersey...a goal we proudly share with the lady of the harbor. Tomorrow's opportunities result from the deregulation of ocean, rail and truck industries. The future advantages for the port are: load center activities, market pricing, jumbo ships, new and improved ship schedules, new and innovative rail services, increased motor carrier services, the finest marine terminals and new market opportunities.

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OF NY & NJ

Port Department
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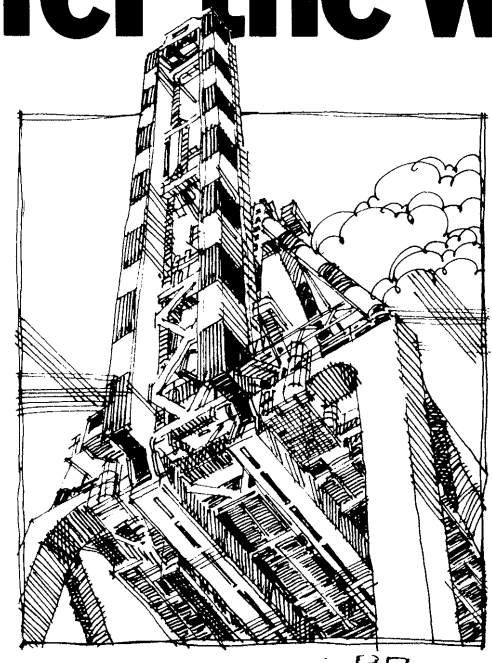
The Port of Brisbane has a lot to offer the world.

Every day it handles —

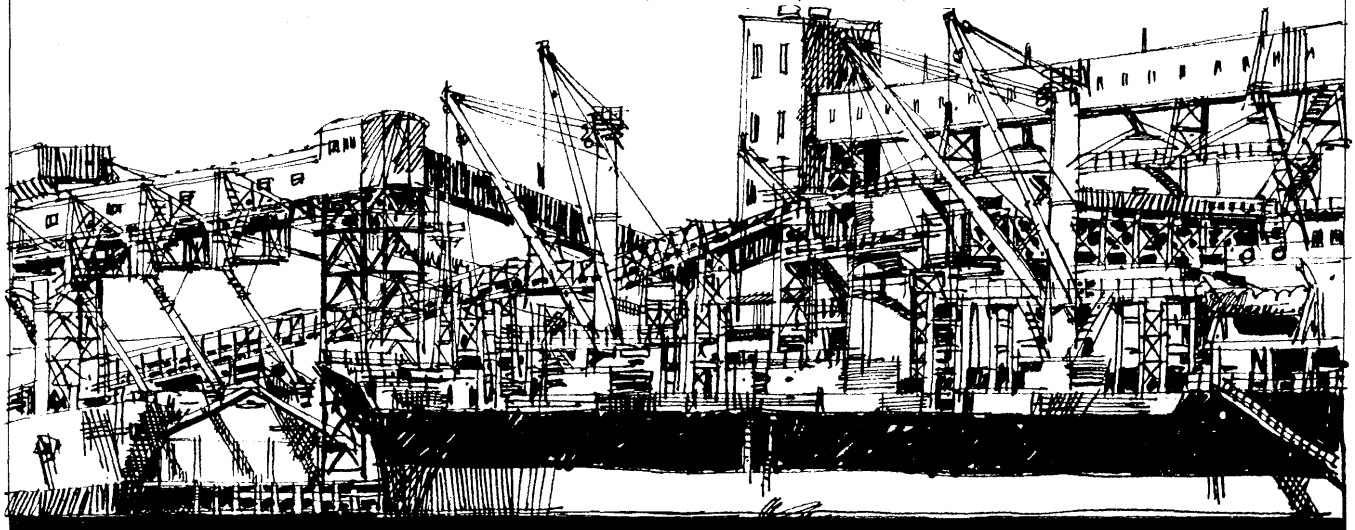
grain • oil • petroleum products • coal • metal ores • scrap • meat • fertilizers • chemicals • wool • cotton • food stuffs for animals • vegetable oils • fats • beverages • non-ferrous metals • hides • skins • cement • gypsum • paper • wood • transport equipment • iron • steel • machinery • fruit • sugar • vegetables

. . . just to mention a few of the trade items!



Private enterprise and the Authority have spent $200 million over a period of several years to ensure that the Port of Brisbane has on hand the very best facilities for you . . . the shipowner. Backed up by fast rail and road transport to any point in Australia, plus economical services, this is the port that will deliver the goods.

P.S. In addition, you won't find better container handling facilities anywhere in the Southern Hemisphere . . . the Fisherman Islands, right at the mouth of the Brisbane River.



PORT OF BRISBANE AUTHORITY

Box 1818 G.P.O. Brisbane, Australia. 4001. Telegraphic address: 'Portbris'. Telex: AA42780 Phone: (07) 228 9711

PORTS and HARBORS

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US $35.00 per year

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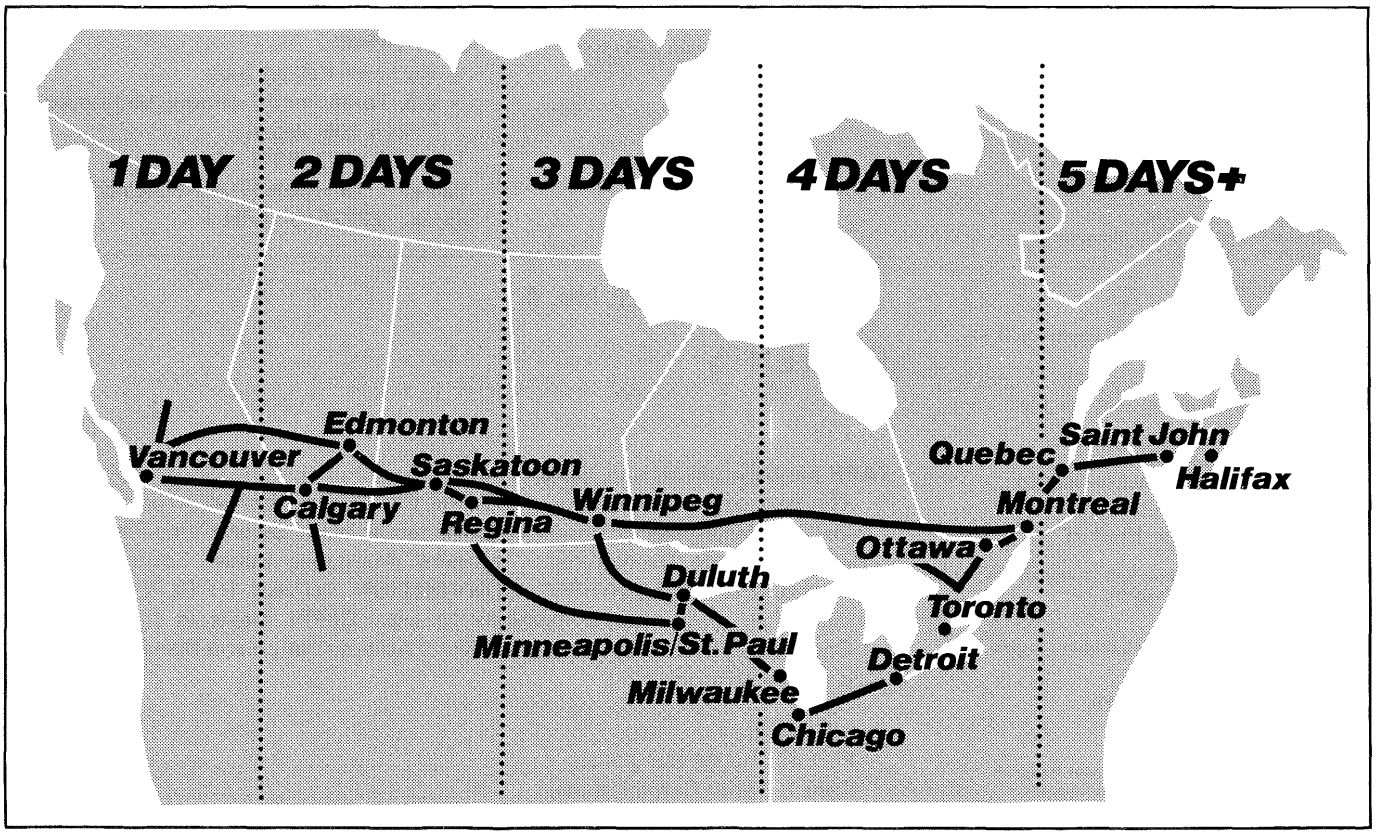


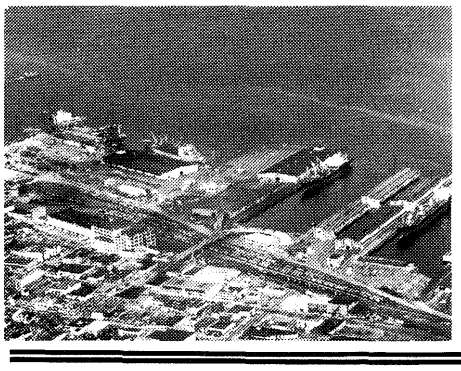
Vancouver Port Corporation
1900 – 200 Granville St.
Vancouver, B.C. V6C 2P9
(604) 666-3226 Telex: 04-53310

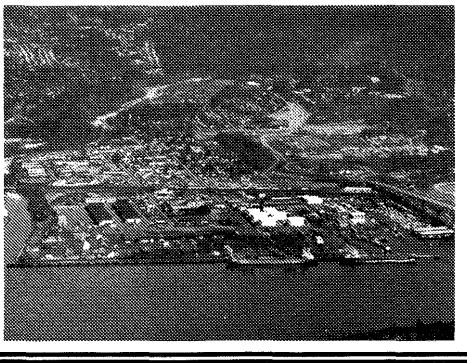
A focus for west coast shipping...

ATTEND PAN-PACIFIC SEMINAR III AND SEE EXPO '86

The Vancouver Port Corporation will host Pan-Pacific Seminar III, an international forum for port authorities, maritime, trade and transportation interests, at the Hyatt Regency Hotel, Vancouver, Canada, September 29–October 2, 1986.

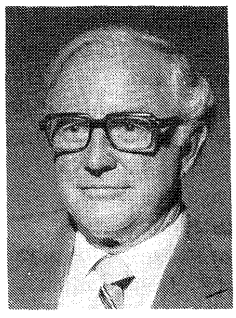
The seminar will be co-sponsored by the ports of Yokohama and Oakland. It coincides with Expo '86, a world exposition on transportation and communications, to be held in Vancouver May 2–October 13.



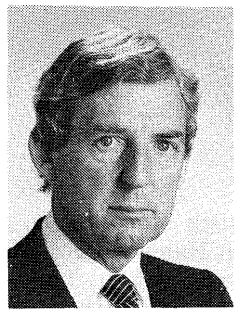


IAPH announcements and news

The Port of Auckland welcomes IAPH EXCO and Committee members



Mr. Harry Julian
Chairman



Mr. Robert Cooper
General Manager

The Port to Auckland is delighted to have the honour of hosting the 1986 Executive Committee meetings of the International Association of Ports and Harbors at Auckland, New Zealand's "City of Sails." The Chairman of the Auckland Harbour Board, Mr. Harry Julian and the General Manager, Mr. Robert Cooper, with their staff, look forward to making Committee Members visiting Auckland welcome to the port, the city and the country.

Situated in the South Pacific at great distances from most of its trading partners, New Zealand is a country with a strongly developed awareness of the need for reliable, efficient and economic modes of transport for its exports and imports. Thus the role of the country's ports in maintaining a healthy national economy is a vital one. Nowhere is this more keenly appreciated that at the country's major general cargo port. Auckland handles well over half of New Zealand's general cargo imports and has the country's biggest and busiest container terminal.

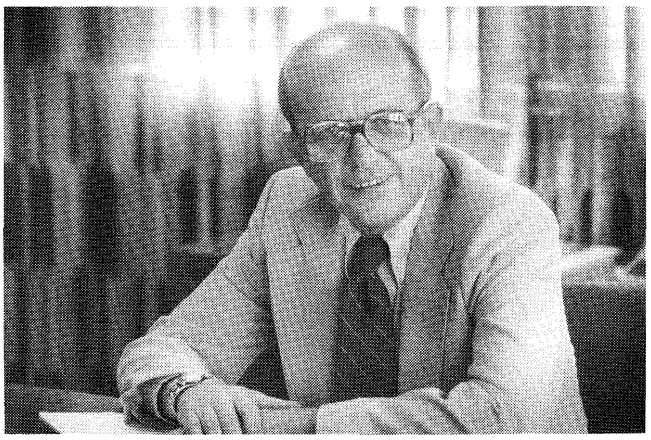
Those IAPH Committee Members who are visiting New Zealand for the first time will find in Auckland a colourful, engaging city known throughout the world for the beauty of its harbour and nearby cruising waters for pleasure craft. Auckland is also the world's largest Polynesian city with citizens who have settled from many of the islands of the Pacific.

In making arrangements for the business sessions and for the social programme during the Executive Committee meetings, we hope that our visitors will find their stay in Auckland interesting and enjoyable and we look forward to meeting them personally during the series of meetings.

H. L. Julian
CHAIRMAN

Robert Cooper
GENERAL MANAGER

Mr. J.H.McJunkin of Long Beach elected as IAPH Second Vice-President



As a result of the meeting by correspondence of the Board of Directors held on February 25, 1986, Mr. J.H. McJunkin, Executive Director, Port of Long Beach, has been elected as the Second Vice-President of IAPH to succeed Mr. Henri Allard for the term until the close of the forthcoming Conference in Seoul in 1987. Mr. McJunkin was elected as an Executive Committee member at the 10th Conference in Houston in 1977. Since 1977, he has also been serving on the Constitution and By-Laws Committee, of which he is presently chairman. His message to all members in his new official capacity follows:

"As the computer and the containership move the ports of the world ever closer, the need for the IAPH becomes even greater. By working together, we can truly make the ports of the world one vast network which will faithfully meet the needs of world commerce."

"I shall, as Second Vice-President, do my best to further the goals and contributions of IAPH."

As to the membership of the Executive Committee, as of March 1st, 1986, there are four vacancies: two posts to be filled by members from the American region, and two involving the Asian region. It is hoped that discussions concerning the candidates for these posts will take place at the forthcoming Exco in Auckland.

Special Port Development Technical Assistance Fund: Contribution Report

The contributions from members to the Special Port Technical Assistance Fund ("the Special Fund") as of March 15, 1986 are listed in the box below. The amount received in contributions in the ten months from the start of the campaign totaled US$25,000, a little more than one-third of the targeted amount of US$70,000.

The Secretary General is preparing a report on the progress of the campaign so as to take the next step stipulated at the Hamburg Conference – the assessment of special dues from the members at large to cover the difference between the total of the voluntary contributions and US$70,000.

After the Auckland Exco meeting, the Secretary General's request for special dues will be addressed in due course to all members other than those who have made voluntary contributions. The policy for assessment of the necessary amount in "special dues" will be determined in Auckland.

Contributions to the Special Fund
(As of March 15, 1986)

Contributors	Amount
Paid:	(US$)
Port of London:	750
Port of Copenhagen:	350
Port Services Corp., Oman:	500
Associated British Ports:	3,000
Port of Houston:	1,000
Kelang Port:	200
Port of Halifax:	750
Port Alberni Harbour Commission:	200
Cyprus Ports Authority:	500
Belfast Harbour Commissioners:	300
Fraser River Harbour Commission:	300
Port of Tacoma:	1,000
Port of Amsterdam:	1,000
Port of Rotterdam:	3,000
Pacific Consultants International, Japan:	630
Ports Corporation, Jordan:	1,000
Clyde Port:	1,000
The Harbours Association of New Zealand and 9 Harbours:	2,000
Mr. Susumu Maeda, Japan:	20
Mr. Toru Akiyama, Japan:	500
The Japan Warehousing Association Inc.:	250
Yokohama Port Terminal Corp.:	500
Tokyo Port Terminal Corporation:	500
Nagoya Container Berth Co.:	500
Shimizu Construction Co., Ltd., Japan:	250
Port of New York and New Jersey:	1,000
Ports & Shipping Organization, Ministry of Roads & Transportation, Iran:	1,000
Nakagawa Corrosion Protecting Co., Ltd., Japan:	250
Port of Hamburg:	3,086
Niigata Prefecture, Japan:	250
Toyama Prefecture, Japan:	250
Pledged:	
Directorate-General of Shipping and Maritime Affairs, Netherlands:	720
Ghana Ports Authority:	500
Osaka Prefecture, Japan:	250

1973/78 MARPOL CONVENTION ANNEX II
CLPPI Chairman Valls urges Board members to act

At the initiative of Mr. Paul Valls, Director General, Port of Bordeaux Authority and Chairman of the Committee on Legal Protection of Port Interests (CLPPI) of IAPH, the Secretary General has recently circulated a letter to all members of the Board of Directors concerning the MARPOL Convention.

The letter, which was drafted by Mr. Valls, reminds us that there is an urgent need for port authorities to contact their respective governments to ensure that proper financial provisions are made and that they do not have to carry all the heavy investment and running costs which are likely to be involved in the application of these provisions.

The Secretary General in his covering letter of February 7, 1986, requested the members of the Board to give their attention to the matter and to take appropriate action in accordance with the suggestions contained in the letter, which is reproduced hereunder.

1973/78 MARPOL CONVENTION ANNEX II Provision of Reception Facilities for the Residues of Liquid Chemical Substances carried in Bulk

There has been an exchange of correspondence between IAPH and the IMO concerning the question of the provision of reception facilities for the residues of liquid chemical substances carried in bulk at Port terminals. These measures come under Annex II of the 1973/78 MARPOL Convention, which is due to come into force very shortly, and the IMO is urging that State Parties comply very rapidly.

From the technical point of view, COPSEC (Committee on Port Safety, Environment and Construction) is preparing extensive guidelines for installing such facilities. However, clarification from the technical point of view will not be sufficient in itself to solve the problem completely.

The IMO has not intended to concern itself with the way in which, at a local level, the provisions of the Convention are met. Thus it is up to each State to decide between the various parties involved (shippers, the ports, shipowners, etc.), who is to accept the burden of the costs.

The position upheld by IAPH to date has been the following:–

Unlike the transportation of oil products, that of noxious liquid chemical products carried in bulk:–

- is generally only a minor part of the global traffic of a commercial port and thus also of its economic balance.
- involves highly varied products, from the point of view of their physical and chemical composition, which makes it difficult to provide multi-purpose facilities for the collection, concentration, treatment, recovery or distruction of these residues.
- is, unlike the case of oil, integrated into transport chains which extend inland, with port storage facilities that have direct links (pipelines, wagons, lorries or lighters) with inland industries.

These costs, therefore, will have to be supported by the other parties involved (the consignees, the naval repair yards or the States themselves) without IAPH being able, in its interventions at the IMO, to specify which.

For these reasons, IAPH would draw the attention of all port authorities involved in this traffic to the present situation and strongly urge them to alert their Governments to the matter so that satisfactory solutions, which comply with the Convention but do not overburden ports financially, can be found rapidly.

CLPPI meets in London

Mr. Paul Valls, Chairman of the Committee on the Legal Protection of Port Interests (CLPPI) and Director-General, Port Autonome de Bordeaux, has recently sent the Secretary General the following report on the meeting of his committee, which was held on November 21, 1985 in London by the courtesy of the British Ports Association.

Present at the meeting were: Messrs. P. Valls (Port of Bordeaux); A. Smith (British Ports Association); E. Ellen (International Association of Seaport & Airport Police); P. Keenan (Cork Harbour Commissioners); K. Jurriens (Port of Rotterdam); A. Pages (Bordeaux); Ms. Kuo (Personal Assistant to Mr. Ellen); and Mrs. Le Garrec (Port of Bordaux).

Contributions by correspondence were received from: Messrs. L. Bergfelt (Port of Gothenburg); F. DeVos (Ottawa), M. Ornstein (Port of Vancouver); M. Rafieyan (Ministry of Roads & Transportation, Iran); E. Schafer (Port of Copenhagen); and J. Stewart (Wellington, New Zealand).

Chairman Valls stated that the contributions by these members were all very useful and exceedingly valuable for the Committee's work. A report on the Committee's activities will be made to the Executive Committee in Auckland.

Completion of Beaudelaire's book "Port Administration and Management" is near

In line with the decision made by the Association at the Hamburg Conference last year, as a special project, the Head Office has been engaged in the production of the English version of the book entitled "Port Administration and Management", authored by Professor Beaudelaire. The original version of this book was published in the French language as part of a series by the Bureau Central d'Etudes pour les Equipments d'Outre-Mer known as B.C.E.O.M., in 1979.

The A5-size book has 424 pages and comprises 10 chapters. To give you an idea concerning the subjects dealt with in the book, a list of the major content area is reproduced below.

This book is based on the latest version of the lectures on port administration and management the author has delivered over the past twenty years at the International Institute for Hydraulic and Environmental Engineering in Delft and the Port Study Centre of Le Havre (IPER).

In the foreword, the author says, "I firmly believe in the advantages to be derived, when local conditions are favourable, from a collaboration between port authorities and private interests. I have been gratified to find a confirmation of these views in the fairly recent introduction of 'Appropriated Berth Schemes' by the Port of Singapore Authority. The Southampton Mayflower Terminal provided another confirmation, although for reasons that are not related to the principle of the arrangement, its implementation is at a stand-still.

Professor Beaudelaire further comments, "I have taken advantage of this book to put forward a plea for cooperation between ports. Almost all sectors of the shipping markets are in a parlous condition. A recent investigation disclosed an abnormally low utilisation, world-wide, of container terminals and an inefficient use of containers. Despite the lip-service dutifully paid to the scarcity of resources – I do not think there is a single paper in which the word 'resources' is not associated with the adjective 'scarce' – over-capacity is prevalent in all sectors of the transport industry. Although this may sound pure wishful thinking I earnestly believe that ports should get together regionally to try to introduce a measure of rationality in the shipping services they cater for, coordinate their investments and perhaps stem the sometimes untimely introduction of containerization – an example of modern-day imperialism according to an editorial of Cargo Systems."

Upon completion of the publication sometime in the middle of this year, a copy of it will be sent out to all members of IAPH from the Head Office.

Port Administration and Management

by Jean-Georges Beaudelaire

Chapter I: General Introduction: The impact of the new techniques

1. General
2. Seaborne trade, the past, and the present
3. Looking at the future
4. The specific features of sea ports
5. The consequences of the change
6. The ports and the community

Chapter II: The ports and their customers

1. General
2. Ships
3. Cargoes
4. The land carriers
5. Sundry terminology

Chapter III: Existing patterns

1. Introduction
2. Diversity of structures
3. Basic concepts
4. Who runs the port
5. Review of port organizations in various countries
6. National port organizations
7. Concluding remarks

Chapter IV: An ideal port organization or a port manager's dream (Part 1)

1. Is this a matter for a profitable discussion?
2. The basic principles
3. The port area
4. Unity of command
5. Ancillary activities
6. Conclusions

Chapter V: An ideal port organization or a port manager's dream (Part 2)

1. Introduction
2. The Port Authority
3. The statutes of a port authority
4. The administrative machinery
5. Teamwork
6. Some thoughts about staff

Chapter VI: The tools of management

1. Introduction
2. Know your port
3. Know what is going on
4. Statistics and performance indicators
5. Some operational techniques

Chapter VII: An approach to operational problems

1. Introduction
2. Preliminary remarks
3. Some aspects of port life
4. Practical guidelines
5. Training
6. Two operational problems reviewed
7. Some steps towards efficiency
8. Assessing the need for additional facilities
9. The computer and the ports
10. Concluding remarks

Chapter VIII: Port finance

1. Finance and management
2. Profit and self-support
3. Financial autonomy
4. Two main attitudes
5. A review of financial policies in various countries
6. A discussion of external contributions
7. A tentatives appraisal
8. The conduct of the financial affairs of a port
9. Port accounts
10. Pricing policy
11. The pricing structure

Chapter IX: Port coordination

1. The necessity of port coordination
2. Objectives of coordination
3. A review of coordination patterns
4. International port competition
5. Concluding remarks

Chapter X: Dock labour

1. General
2. Working conditions and status of the dock worker in the past
3. Recent progress
4. The current scene
5. Registration of dock workers and their employers
6. The size of the dock workers' register
7. Wage structure and guaranteed earnings
8. Physical fitness, age and retirement
9. Private facilities and dock workers
10. Amenities and training
11. Port safety
12. Review of conditions existing in various countries
13. Final remarks

Visitors

On February 14, 1986, a delegation from the Port Alberni Harbour Commission, British Columbia, Canada, visited the Head Office and was received by Secretary General Sato and his staff. The party consisted of Mr. Fred A. Bishop, Commission Member, and his wife; Mr. Donald E. Brooks, Port Manager; and Mr. Ken Hutcheson, Economic Development Commissioner. Earlier than this, the party had been in the City of Abashiri, Hokkaido, the north island of Japan, where they were participating in the signing ceremony for the sister city arrangement between Port Alberni and Abashiri. While in Tokyo, the party was taken to see the Port of Tokyo by boat, escorted by the Head Office staff.

On the morning of February 21, 1986, Mr. P.J. Keenan, General Manager, Cork Harbour Commissioners, Ireland, visited the Head Office and was received by the Secretary General and his staff. Mr. Keenan was visiting Tokyo to attend the meetings for trade promotion between Japan and the Cork district. At the moment, Mr. Keenan is serving on IAPH's Ship sub-committee, the PSEC and the CLPPI. In the afternoon, the Head Office staff guided Mr. Keenan around the Port of Tokyo to see the port facilities by boat.

Port Releases:

Port of Chalna Bangladesh

Capt. S.Y. Kamal
Chairman

(Extracts from "Chalna Port In Brief, Port of Chalna Authority")

Chalna Port in brief

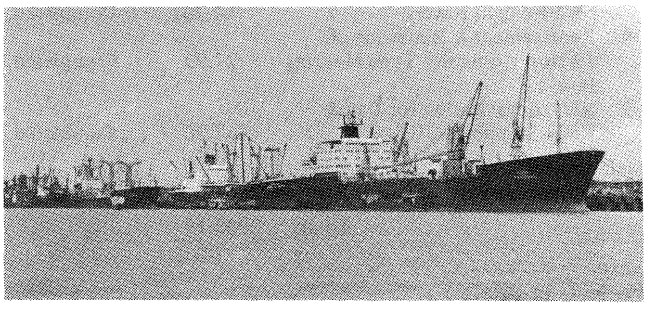
Establishment of Chalna Anchorage:

Immediately after partition of Indo-Pak Sub-continent, Chittagong Port became overcongested with the entire export and import cargo of Erstwhile East Pakistan.

Due to Korean War the demand for jute and jutegoods increased tremendously and put pressure on Chittagong Port. The necessity for a second sea port was greatly felt. Pussur River was considered to be the most suitable channel to make a second sea port as appeared in the Admiralty Chart and survey report of P.N.S. "ZULFIKAR".

The first ship "CITY OF LYONS" anchored at Joymonirgol 38 miles downstream from Khulna on 11th December, 1950 and Chalna Port came into operation as an Anchorage under the Ministry of Communications. On March 17, 1951 the Anchorage was shifted to Chalna 22 miles downstream from Khulna. Subsequently, on June 20, 1954 the Anchorage was shifted to Mongla 32 miles downstream from Khulna near the confluence of Pussur River and Mongla Nulla.

Thereafter various studies were carried out by foreign experts like Sir Clude Englis, M/s. Frederick R, Harris of U.S.A., M/s. NEDECO of Holland, M/s. Pak Techno Consultant Ltd. and M/s. Ivan Milutinovic PIM of Yugoslavia. Check studies were also made by Navigation Directorate of the then Pakistan. Based on these expert reports, present location at Mongla for Permanent Port was decided.



Ships berthed at Chalna Port jetties

Establishment of the Port under the Project Permanent Port on Pussur River:

Based on the reports of the above studies, a scheme for the establishment of Permanent Port on Pussur River was taken up in 1965 by the Erstwhile Govt. of Pakistan. Originally, it was envisaged to construct 13 Jetties of which 9 Jetties were planned to be completed under Phase–IA and 4 Jetties under Phase–IB. The project was approved by the Govt. of Pakistan in 1965 for Tk. 210.00 million. During the period 1965–70 works relating to land acquisition, land reclamation and hydraulic investigation were completed. The cost of the project was revised in 1970 at Tk. 421.50 million. The main contract for engineering services of the Jetties was signed in 1967 with M/s. Ivan Milutinovic-PIM and M/s. Brodo Impeks of Yugoslavia. The Jetty contract for construction of 8 nos, Jetties (2–9) was signed with M/s. Ivan Milutinovic-PIM in 1970 under Yugoslav Credit. The first pile driving for the Jetties commenced in July, 1970 and continued upto Aug. 1971. Due to liberation war in 1972, the work remained suspended for a long time. The contract was revised in 1973 for the construction of 7 Jetties in place of 8 Jetties. But due to non-completion of design, the actual work started in January, 1974. The project was further revised in 1976 and anticipatory approval was given by EC of NEC to Tk.

1338.00 million. Originally the Jetty design was made for 4 (four) rows of piles with retaining wall. Subsequently, the design was changed by increasing the rows of piles from 4 to 10–14 and Jetty deck was extended in place of retaining wall. As the volume of work went up due to change of design, it was decided by the Planning Commission in 1977 to construct 5 Jetties only in place of 7 (Nos. 5–9). The first R.C.C. Jetty was inaugurated on 18th July, 1977. The project was revised to Tk. 1438.00 million in 1978. As the cost of material and labour had gone up, the project was again revised in Feb. '84 to Tk. 2464.068 million with a foreign exchange component of Tk. 561.666 million.

Work completed upto December, 1984:

Having started the work in 1975 the first R.C.C. Jetty was formally inaugurated on 18th July, 1977. Five Jetties (3000 rft. length) with fender system, 3 Nos. transit shed (7500 ton cap. each), 1 No. Ware House (15000 ton cap.), construction of 4½ miles road connecting Khulna–Mongla Highway have been completed. Besides 4 rows of pile driving of Jetty No. 3 & 4, construction of 1.28 lac sft. open storage, 2 Nos. Electrical sub-station building, Perimeter fencing (10400 rft.), Residential quarter 9 nos. (56 units) at old Mongla, Port users building, Port operation building have also been completed. Construction of one no. ware house, pavement work of internal road, drainage system in the port protected area, 17 Nos. residential quarter at PP site, Electric distribution system, construction of water tank is progressing satisfactorily.

Complementary Projects:

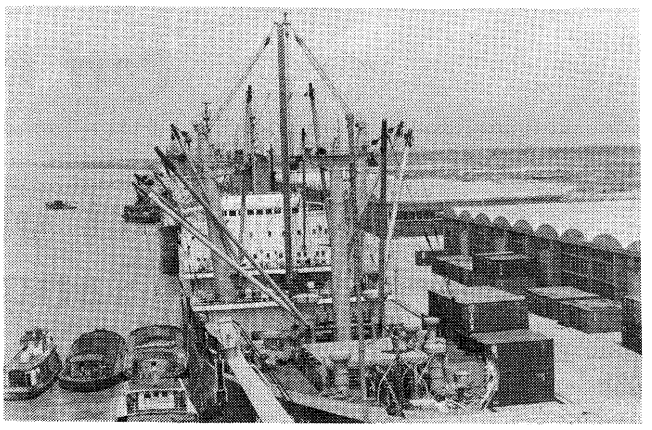
The following projects were also taken up as complementary to the main project. These projects are shown below alongwith estimated costs:

Complementary Projects	Estimated Cost (Tk. in million)	Remarks
1. Improvement of Tele-Communication system.	33.82	On going.
2. Hydraulic Investigation & River Training.	53.20	On going.
3. Procurement of Harbour crafts	238.43	Completed.
4. Improvement of Pilot base at Hiron Point.	7.48	Completed.
5. Development of Mongla township.	13.95	Completed.
6. Planning Cell.	0.65	Completed.
7. Construction of foundation base for Five light towers.	14.70	Completed.
8. Replacement & Renewing of 12 Nos. Admiralty Type Mooring Buoys.	27.99	Completed.
9. Aids to Navigation for Day & Night Shipping.	47.90	Completed.
Main Project		
10. Permanent Port on Pussur River	2464.07	On going.
Total:	2902.19	

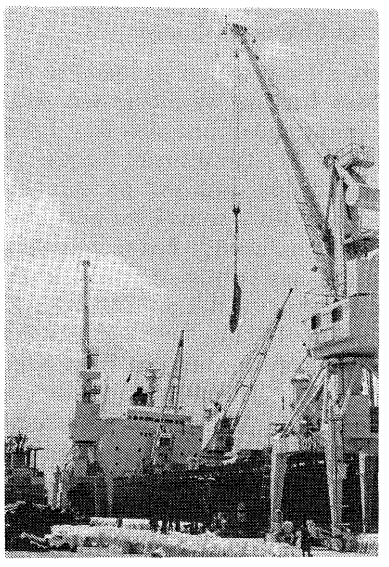
Projects in Brief:

Originally, under the project "Permanent Port on Pussur River" provision was made for construction of 13 Jetties, 8 transit sheds, 4 warehouses, floating workshop, administrative and residential buildings and other ancillary facilities.

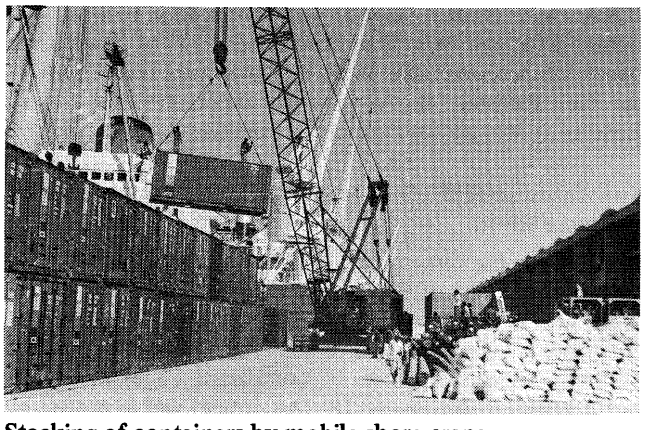
The scope of work of the project was subsequently reduced to 5 Nos. Jetties and only those ancillary facilities which were required to operate 5 Jetties. Construction of



Jettyside & riverside loading/unloading operation at Chalna Port jetties



Fertilizer & wooden poles being handled at Chalna Port jetties



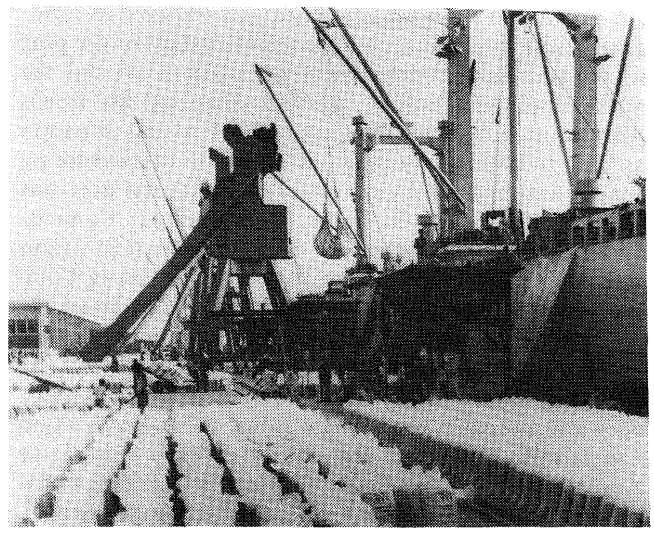
Stacking of containers by mobile shore crane

5 Jetties and some ancillary facilities have been completed. The technological developments in the shipping has brought about change in the pattern of cargo arriving at the port such as container, pre-slung cargoes, large units of package as well as cars, vehicles, heavy machinery and palletised cargo. For handling these types of cargo efficiently and to provide terminal facility for vessels construction of multi-purpose berths is essential. It is therefore proposed in the third five year plan to construct berths No. 3 and 4 at

Mongla. Originally these berths (No. 3 & 4) were included in the project "Permanent Port on Pussur River" but due to shortage of Yugoslav credit this part of the work was dropped from the contract though 4 rows of piles upto pile cap of these berths were driven.

Besides, to handle the above cargo other ancillary facilities must also be provided at the terminal. For keeping the containers and other big packages, stacking and storage facilities are to be constructed. Besides, adequate cargo handling equipments like gantry cranes, straddle carriers, heavy lift cranes etc. are to be provided in the multipurpose berth. To cater for these needs the following schemes have been proposed:–

a) Construction of berth No. 3 & 4.
b) Procurement of cargo handling equipments.
c) Development of back up facilities at Mongla.
d) Construction of residential and office accommodation at Mongla.



Bulk cargo being bagged by hoppers

Statistics:

The revenue income, expenditure, cargo and ships handling position are shown below:–

Revenue Income and Expenditure

(Tk. in million)

Year	Revenue Income	Revenue Expenditure	Revenue Surplus
1979–80	47.94	32.05	15.89
1980–81	59.71	43.68	16.03
1981–82	81.26	46.96	34.30
1982–83	103.17	49.40	53.77
1983–84	109.65	95.59	14.06
1984–85 (upto Dec.)	66.35	48.95	17.40

Import and Export Handled

(in million ton)

Year	Import	Export	Total
1979–80	1.47	0.67	2.14
1980–81	0.88	0.74	1.62
1981–82	0.92	0.71	1.63
1982–83	1.09	0.80	1.90
1983–84	1.09	0.69	1.78
1984–85 (upto Dec.)	0.99	0.36	1.35

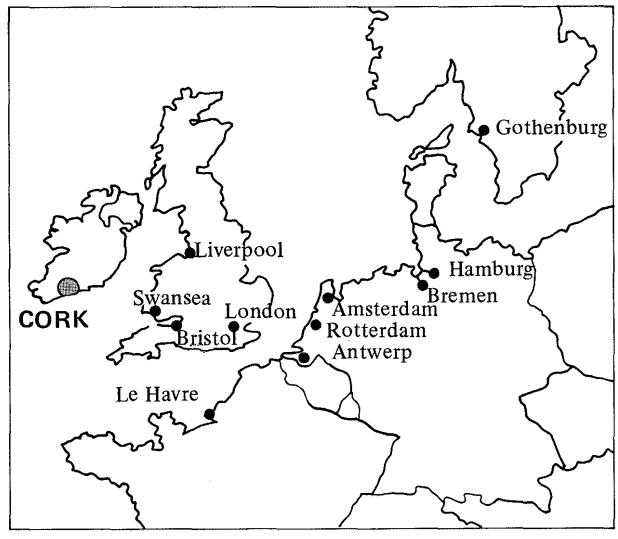
Cork Harbour Commissioners

The Port of Cork enjoyed a satisfactory year in 1985 when total cargo handled amounted to 4.85 million tonnes an increase of 300,000 tonnes or 6.5% on the 1984 figures. Total imports amounted to 3.15 million tonnes an increase of 200,000 tonnes or 6.8% on 1984 and exports totalled 1.7 million tonnes an increase of 100,000 tonnes or 6.2% on 1984.

Of particular significance was the non oil traffic which totalled 2.4 million tonnes – the highest figure ever recorded in the port. This represented an increase of 240,000 or 11.1% on the 1984 figures and an increase of 140,000 tonnes or 6.2% on the 1979 figure which was the highest figure previously recorded. In the non oil traffic the principal increases occurred in imports of coal, molasses and steel scrap.

Oil traffic also performed well in 1985 with total oil traffic amounting to 2.45 million tonnes an increase of 130,000 tonnes or 5.6% on the 1984 figure.

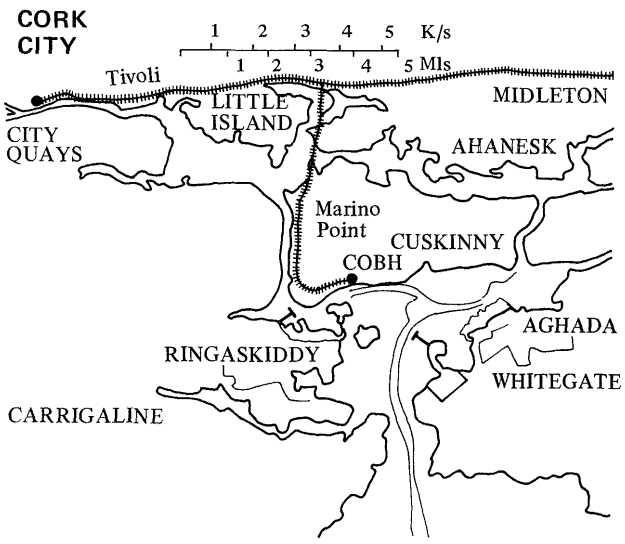
A most satisfactory feature of the 1985 traffic was the volume of container traffic handled. Total t.e.u.'s (20 ft. equivalent units) increased from 10,571 t.e.u.'s in 1984 to 14,409 t.e.u.'s in 1985 an increase of 3,938 t.e.u.'s or 37.3%. As a number of new container services were introduced towards the end of 1985 it is expected that there will be a further major improvement in container traffic this year.



A number of significant developments occurred in 1985. Of particular importance to the competitiveness of the port was the successful conclusion of negotiations on and the smooth implementation of the first phase of the Docks Rationalisation Scheme. The background to this situation was that following a thorough investigation of stevedoring arrangements and practices it was found that the port was uncompetitive in certain trades. Cork Harbour Commissioners, the Port Stevedores and the Port Users Association combined to form Cork Cargo Handling Regulatory Company which negotiated a new deal with the Irish Transport and General Workers Union representing dockers. The negotiations were detailed and protracted but there was the underlying recognition by all parties that some rationalisation was inevitable. Agreement was reached on a reduction of three men from most gangs and the new arrangements have been in force since early October. It is planned that there will be two further phases of rationalisation which, through negotiation, will improve still further Cork's competitiveness. While proposals to reduce manning levels can be emotive the commitment by all parties to protecting the port's enviable reputation for reliability ensured that there was never a question of disruption of work at any stage. In the long term the common objective is to increase port throughput and thereby help to create additional employment.

The recent upsurge in container traffic at Cork has been another impressive feature of 1985. Early in the year the Commissioners decided to invest almost £100,000 in a new rail siding to the port's Tivoli Container Terminal and this facility became operational at the begining of October. Immediately C.M.B., who were well established customers at both Cork and Greenore decided to concentrate all their Irish traffic through Cork and to use the Tivoli rail connection to distribute containers throughout the country. This operation, involving the use of liner trains, is working very successfully and has led to a substantial increase in C.M.B.'s carryings. In addition to a reduction in manning levels on container gangs, further streamlining has produced a more efficient and cost effective service and these improvements, allied to the reliability factor previously mentioned, caused a number of other companies to expand existing services or develop new ones. Bugsier Line who have a long standing relationship with the port confirmed a weekly sailing to Le Harve, Antwerp and Hamburg, Holland Ireland Line, total newcomers to Cork, introduced a weekly service to Rotterdam, B & I made a welcome return to Cork after an absence of some years with a weekly service to Rotterdam and Antwerp and Seawheel, who previously operated vessels into Cork but for the past few years routed their traffic on another Line's vessels, decided to re-introduce their own vessel. All of these operators are additional to Gracechurch Line who continue to service Meditteranean ports and Everards who service Gothenburg. All the lines are handled expertly by a highly motivated shore staff whose first priority is to discharge/load vessels in the shortest possible time.

The construction work on the Ringaskiddy Deepwater Berth is proceeding satisfactorily and it is due to become operational by next August. The berth which will be 210m (689 ft.) in length with a minimum depth of 13.4m (44 ft.) at low water, will provide accommodation for



fully laden vessels up to 60,000 D.W.T. It is an integral part of the major infrastructural developments undertaken at Ringaskiddy to promote further industrialisation of the harbour. The I.D.A. has a 1000 acre landbank at Ringaskiddy – its largest landbank in the state – and the Authority has also laid a large effluent disposal pipeline to a point outside the harbour to cater for liquid effluent. Cork County Council have zoned the overall area for industrial development, they have installed a major freshwater supply capable of providing up to 30 million gallons per day and they have improved considerably the roadways in and approaching Ringaskiddy. The area has ample power supplies and it is also supplied with natural gas from the Kinsale Head gasfield. The multi million pound investment in facilities has helped to attract, in recent times, Wheat Industries and Angus Isochem to Ringaskiddy and it is confidently predicted that further new industries will be attracted in the short to medium term.

Besides traffic generated by new industrial enterprises at Ringaskiddy, the new Deepwater Berth will cater for normal transit cargo. In this connection, the berth and the 150 acre storage area immediately adjacent should prove ideal for the importation and distribution of trade cars for the entire country. At present the port handles over 50% of all imported cars and therefore is highly experienced in handling this trade. All Ford and General Motors vehicles are imported through Cork and other regular users include Nissan, Motor Distributors (Mercedes, Audi, Volkswagen) and Austin Rover. The type of facility which will be available at Ringaskiddy will be ideal for the handling of large Japanese car carriers and will bear favourable comparison with any other European car port from the point of view of size of vessel which can be accommodated, safety of navigation, standard and dependability of service, 24 hour working port, proximity of vast storage areas and ease of distribution throughout the country.

Enquiries have already been received regarding the use of the Deepwater Berth for bulk commodities and it is likely that bulk carriers, particularly those involved in the coal trade, will be regular callers.

Another significant development last year was the publication of a Freeport Bill which will lead to freeport

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Port of Brisbane

(Extracts from "Annual Report 1984–85, The Port of Brisbane Authority")

Chairman's review (extract)

It is difficult not to be enthusiastic about the level of trade through the Port of Brisbane and its prospects for continued improvement in the years ahead.

For two consecutive years, trading records have been broken with 1984/85's total results eclipsing the old figure by almost 12 per cent.

Total trade amounted to 12,111,300 mass tonnes (16,424,000 revenue tonnes).

Among the port's big improvers were exports of coal, grain and metal ores, all with record tonnages.

The Port of Brisbane Authority believes it is helping to attain and maintain the general level of trade.

Even though the charges* levied by the Authority form only a very minor part of the costs of cargo moving through the port, the general dues have not risen over the past two years and – it is worth stating – no increase is planned in the coming year.

(* Of the f.o.b. value of the entire cargo exchange of the port, the Authority's harbour dues amount to less than 0.5 per cent of the total value.)

Containment of port charges does not necessarily mean reduced or neglected development. Higher levels of trade are the basis for viability and growth. Working as a team with port users, the Authority plans to continue this approach. Thus, the port will enhance its reputation for business-like and efficient attitudes towards all matters relating to trade.

The end result will be a port functioning to peak efficiency ... greater profits for companies involved in port industry (a prerequisite for staying in business) ... and buoyant employment. The trilogy is self evident and, more importantly, should be self sustaining.

It is in everyone's interests to ensure that the delicate fabric enveloping the trilogy is not torn or damaged.

Interruptions to the cargo flow ... confusion over instructions ... a break in the transport network ... a short stoppage ... a ban ... a strike ... a go slow, will cause costly inconvenience and create uncertainty in the minds of the port's clients. These sorts of things should not be condoned or tolerated.

Inflationary cost pressures and the tendency towards rationalised shipping services provide the fourth facet of the port picture ... a picture that often is very hard to perceive even for those in the industry. Therefore, there is a need to be prudent and selfless, not irrational and selfish. It should be the ambition of everyone connected with the port to create conditions that will ever widen the influence of Brisbane as a port and as a world ranked trading centre.

Developments

Very substantial progress was made during the year on a number of projects which are destined to make major contributions to port trade in the years ahead.

In particular, I refer to the new Bulk Grains export terminal (Fisherman Islands, due to be operational in the November – December period, 1985); the Sunstate Cement clinker grinding plant (Fisherman Islands, due to be operational from July, 1985); the C.S.R. bulk sugar export terminal (Colmslie, due to be operational also in July, 1985).

A third container terminal (Fisherman Islands) is being built upstream of terminals 1 and 2, (on behalf of Patrick Operations Pty. Ltd.) and is scheduled to be functional by 1987. As at the end of the financial year, completed progress included site reclamation and stabilisation of the riverside frontage.

About 65 per cent of the port's container traffic now flows through the Fisherman Islands. The boost coincided with the decision by Brisbane Amalgamated Terminals Limited to close its Hamilton facilities and centralise container cargo movement through the islands. B.A.T.L. is operating from No. 1 terminal, Fisherman Islands. The

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(Continued from page 14)

status being conferred on Ringaskiddy. Legislation is expected to be processed through parliament by mid 1986 and proposals have been invited from organisation who are interested in participating in a freeport company which will be set up to operate and market the facility. Exemption from V.A.T. at the point of entry is but one of the many advantages to be enjoyed from a freeport location and it is certain that the total package of incentives will prove attractive to many industries and will provide a worthwhile stimulus to employment in the harbour.

The Port of Cork is long established as Ireland's main support base for offshore servicing. The port has serviced practically all the wells which have been drilled off the south coast of Ireland since 1970 and it is also the service base for the Kinsale Head gas field. In 1986 the level of drilling off the south coast is expected to reach an unprecedented level of ten wells all of which are expected to be serviced from Cork.

The Port of Cork handles a diverse range of commodities – dry bulks, liquid bulks, lift-on lift-off, roll-on roll-off, offshore servicing etc. It boasts excellent facilities, a first class labour force, an enviable industrial relations record and a common purpose on the part of all agencies employed in the port to see it develop and prosper. During 1985 major strides have been taken and, indeed, some sacrifices have been made to secure its future. Given the proven resolve of Cork people there can be little doubt that the initiatives undertaken will reap a rich reward in the years to come.

adjoining terminal areas is being taken up progressively to eventually double the company's original space.

The Hamilton terminal was originally constructed and operated by Brisbane Wharves and Wool Dumping Pty. Ltd., a wholly owned subsidiary of P & O Australia. It opened in 1969 and ushered Brisbane into the era of the container ship. The terminal's twin-lift crane, weighing 550 tonnes, was ship-lifted in one piece downstream and successfully installed on the Fisherman Islands No. 2 wharf. The spectacular operation began just after dawn on October 15. It was brought to a successful conclusion at 1 p.m. on October 17. Subsequently, B.A.T.L. modified the crane's main structure and completely overhauled its power system. The crane went back into service late in June.

Promotional

Once again, the year saw the Authority involve itself actively in community affairs, e.g. (1) as the sponsor of – and participant in – the Warana festival parade; (2) and as a competitor in both the 4BC river raft race and the Concrete Institute's canoe race.

I am grateful to the Authority's employees who provided volunteer labour for the construction of the raft and the canoe. They also volunteered their time and services as crew members and as Warana parade marchers. It is that type of spirit which contributes so much to the Authority's overall efficiency and my personal thanks go to every one of the staff members involved.

Cairncross Dockyard

Unfortunately, the dockyard has had another bad year. Its overall loss was about $2.0 million, which was even worse than the record loss ($1,634,014) of 1983/84. Had it not been for a late rush of work, the financial story would have been even grimmer.

It is an indisputable fact that Cairncross potential marked has shrunk – ships, which might have used the dockyard, have been sold; the time between dry dockings has been extended; and, the need for shipowners to get the best value for their "docking dollar" has placed added pressure on an industry over-serviced by dockyards.

In addition, Cairncross is fighting against artificially unreal competition created by the New South Wales Government which has for some considerable time made available interest free loans to the State Dockyard, Newcastle. Add to that reports that Victoria may go ahead with the construction of a new dockyard, and it is not difficult to understand why Cairncross has been passing through very difficult times.

At this point, I am compelled to make two specific comments (a) the Authority has been talking to private enterprise about the future of Cairncross and is not seeking any path other than a commercial one out of the dockyard's dilemma (b) any progress made will be very tenuous indeed unless the workers in the industry realise that they need to work for the protection of their employment and not just work at the job. It is relevant to add that the improvement in the level of industrial problems at the dockyard in recent times appears to indicate that workers are only too aware of the gravity of the current situation.

The State Government is giving its support to the Authority's efforts in following a free enterprise approach to any solution.

Hon. A.M. Hodges
Executive Chairman

The Charter

The Port of Brisbane Authority is a commercially orientated statutory organisation which functions as the Port of Brisbane's co-ordinating body to plan, finance and guide port developments for the benefit of all port users and the community in general.

The Authority does not involve itself in cargo handling or tug operations. In the main, these tasks are the preserves of private enterpirse companies.

The Authority was created by the Port of Brisbane Authority Act, which came into force on December 6, 1976.

Specifically, the Authority's responsibilities are to:

1. encourage the use of the port to its maximum capacity for the economic benefit of the port and its hinterland;
2. provide adequate harbour facilities and develop new installations, as and when necessary;
3. ensure that harbour facilities are managed and maintained;
4. operate the dry dock (Port of Brisbane Authority Dockyard, Cairncross);
5. regulate, manage and control port traffic, harbour lands and services.

Consolidated statement of income and expenditure

For the year ended June 30, 1985

	1985 $000	1984 $000
Income		
Harbour, wharf, berth, river dues and mooring fees	19,317	16,853
Dock services	2,902	2,449
Rental	3,819	2,896
Dredging services	6,051	2,661
Maintenance, construction and other services	1,839	1,239
Interest	1,206	811
Fisherman Islands' services	734	633
Profit (loss) on sale of fixed assets	75	(75)
Miscellaneous	200	306
Total	36,147	27,775
Expenditure		
Direct labour and expenses	11,373	10,212
Indirect labour and expenses	6,591	5,823
Salaries	4,162	3,952
Interest	5,729	5,228
Depreciation	4,799	3,753
Capitalised cost of internal development work	(1,982)	(2,949)
Total	30,674	26,021
Net Income	5,473	1,754
Accumulated Funds at Start of Year	24,662	22,907
Accumulated Funds at Year End	30,135	24,662

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Port of Gladstone

(Extracts from "Annual Report 1984–1985, Gladstone Harbour Board")

Chairman's report (extract)

It is satisfying to report that the Port of Gladstone was again active in all areas of its operation during the year ended 30th June, 1985. This activity embraced new developmental projects, expansion of some existing facilities, satisfying trade results and planning for future Port developments.

My Board's policy is to ensure that the Port is well prepared to cater for changes in shipping and cargo trends. In recent years it has been our opinion that a careful watch must be kept to ensure that the Port can adequately cater for vessels of increased size seeking accommodation at Gladstone.

During the year opportunity was taken to visit ports in Northern Europe and England and what was learned there confirmed our belief that vessels of up to 200,000 tonnes, particularly in the coal trade, must be catered for. In this regard, the Board has commissioned a study to determine the practicality and economics of further Port improvements to allow vessels of this class to fully load at the Clinton Coal Facility.

Since its establishment five years ago, the Clinton Coal Facility has been subject to continual development and improvement. A contract should be let early in the coming financial year for a 50 metre extension to the Clinton Coal Facility which will allow for increased travel of the shiploader to cope with the larger vessels already using the Port. Stockpile No. 8 which has been under construction during the financial year should be operational by late 1985.

Cargo handled at the Port during 1984/85 totalled 23.25 million tonnes. This was a slightly lesser tonnage (0.7%) than in the previous year. Exports amounted to 16.38 million tonnes and imports to 6.87 million tonnes. All major cargoes, with the exception of those associated with Queensland Alumina Limited's Bauxite Refinery, showed significant increases. The recession in the aluminium industry resulted in Queensland Alumina Limited's cargo over South Trees Wharf being reduced by 1.14 million tonnes to 8.46 million tonnes. Coal exports showed a 5.7% increase to 12. 9 million tonnes. Grain and oil seed exports amounted to 805,675 tonnes which was a 16.5% increase over the previous year and the largest quantity of those products to be handled at the Port.

In 1984/85 exports from Gladstone found their way to Ports in 34 different countries. It is worthwhile noting that in the year under review India joined those countries receiving coal handled over the Clinton Coal Facility. India was one of the earliest trading partners with Gladstone as, at the beginning of this century, thousands of horses were sent from Gladstone to India.

The Board's Capital Works programme for the year accounted for expenditure of $12,348,329. Major works undertaken included the expansion of grain handling facilities at Auckland Point allowing for a new 1,200 tonnes per hour shiploader to supplement the existing 400 tonnes per hour loader, and a 71-metre extension to the Auckland Point Wharf. A bridge over roadways and rail lines providing additional access to Auckland Point was completed.

The Auckland Point Coal Handling Facility was upgraded in the receival area by the provision of additional discharge points, thus facilitating the storage of a number of varieties of coal at this facility. New dust suppression equipment was incorporated into the system.

Pending satisfactory negotiations, construction of a marina adjacent to Auckland Inlet could commence in the coming financial year. In the area of finance, the Board

(Continued from page 16)

Consolidated balance sheet

As at June 30, 1985

	1985 $000	1984 $000
Current Assets		
Cash and investments	8,735	3,827
Debtors	4,676	2,092
Inventories	645	622
Work in progress	686	867
Other debtors and prepayments	38	45
Total Current Assets	14,782	7,455
Non-Current Assets		
Loan management investment	2,000	–
Sinking Fund investment	2,460	1,588
Fixed assets	81,679	79,228
Total Assets	100,923	88,272
Current Liabilities		
Creditors and accruals	4,724	3,693
Employee provisions	2,008	1,509
Financial debt	4,222	2,800
Lease liability	163	150
Trust Fund	723	979
Total Current Liabilities	11,842	9,133
Non-Current Liabilities		
Employee provisions	361	473
Financial debt	44,251	40,205
Lease liability	3,131	3,294
Provision for major repairs and dredging	1,255	702
Provision for crane spare parts obsolescence	146	–
Total Non-Current Liabilities	49,145	44,676
Accumulated Funds and Reserves		
Capital works reserve	9,800	9,800
Accumulated funds	30,135	24,662
Total Accumulated Funds and Reserves	39,935	34,462
Total Liabilities and Reserves	100,923	88,272

remains in a sound position. Port charges have been retained at a reasonable and competitive level. Harbour Dues collected amounted to $6,385,837 and Tonnage Rates to $1,783,837.

Whilst developments at the Port have proceeded at a heavy pace over recent years, my Board believes that even greater developments will occur in the future. It retains a policy that in order to keep pace with modern techniques it encourages attendance at worthwhile conferences and courses. During the year it was represented at the Biennial Conferences of the International Association of Ports and Harbors held in Hamburg, the International Cargo Handling Coordination Association in Rotterdam, and the 5th Bulk Handling and Transport Conference in London. It was also represented at the Biennial Conference of the Association of Australian Port and Marine Authorities and the Conference of the Queensland Harbour Boards' Association.

Staff members have attended courses organised by the Australian Institute of Management and other recognised educators.

The board extends its thanks to the Queensland Government for the encouragement it has given to the Board in carrying out its role as Managers of the Port of Gladstone.

A.W. O'Rourke, M.B.E.
Chairman

Income and expenditure statement

For the year ending 30th June, 1985

	1985 $'000	1984 $'000
Income:		
Wharves & Cargo Handling Facilities		
Harbour Dues	6,386	
Cargo Handling Charges	21,090	
Tonnage Rates	1,783	
Rental	650	
Miscellaneous	282	
	30,191	30,292
Shipping Channels		
Improved Harbour Charge	14,689	18,044
Land and Buildings		
Rental	495	492
Smallcraft Facilities		
Mooring and Berthing Fees	139	115
	45,514	48,943
Deduct: Direct Expenditure		
Wharves and Cargo Handling Facilities		
Operation and Maintenance	9,418	
Depreciation	6,097	
	15,515	14,263
Land and Buildings		
Operation and Maintenance	276	
Depreciation	93	
	369	287
Shipping Channels		
Operation and Maintenance		2,000
Smallcraft Facilities		
Operation and Maintenance	142	
Depreciation	45	
	187	229
	16,071	16,779
Gross Operating Surplus	29,443	32,164
Deduct: Indirect Expenditure		
Administration	1,210	
Interest	12,536	
	13,746	14,329
Net Operating Surplus	15,697	17,835
Add: Non-operating Income		
Interest on Investments	3,180	
Sundry Income	257	
Profit on Sale of Fixed Assets	196	
	3,633	2,685
	19,330	20,520
Deduct: Non-operating Expenditure		
Development Work Written Off	351	
Surplus Transferred to Accumulated Funds	18,979	20,520

Balance sheet

As at 30th June, 1985

	1985 $'000	1984 $'000
Accumulated Funds:		
Balance as at 1st July, 1984	83,617	
Transfer from Income and Expenditure Statement	18,979	
	102,596	83,617
Represented by:		
Current Assets		
Cash and Short Term Investments	24,427	
Debtors	4,490	
	28,917	22,222
Deduct:		
Current Liabilities		
Creditors	1,558	
Prepayments	1,424	
Provision for Employee Benefits	1,134	
Provision for Deferred Maintenance	5,210	
	9,326	8,032
	19,591	14,190
Working Capital:		
Add: Non-Current Assets		
Debtors	740	
Stores	726	
Fixed Assets		
Quarries	92	
Wharves and Services	22,627	
Cargo Handling Facilities	30,144	
Land and Buildings	17,194	
Smallcraft Facilities	6,854	
Administration and Engineering	988	
Parks and Gardens	96	
Workshop and Warehouse Equipment	347	
Plant and Equipment	1,277	
Shipping Channels and Swing Basin	85,159	
Work in Progress	9,853	
	176,097	169,416
	195,688	183,606
Deduct:		
Long Term Liabilities		
Security Deposits	30,084	
Loan Indebtedness		
Treasury Loans	58,283	
Inscribed Stock	3,374	
Debenture Loans	1,493	
	93,234	
Less:		
Sinking Fund	142	
	93,092	99,989
	102,596	83,617

Taranaki Harbours Board

Statement of corporate purpose and objectives

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

(1) 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 improved efficiency of cargo handling and the efficient receival 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 accident and injuries.

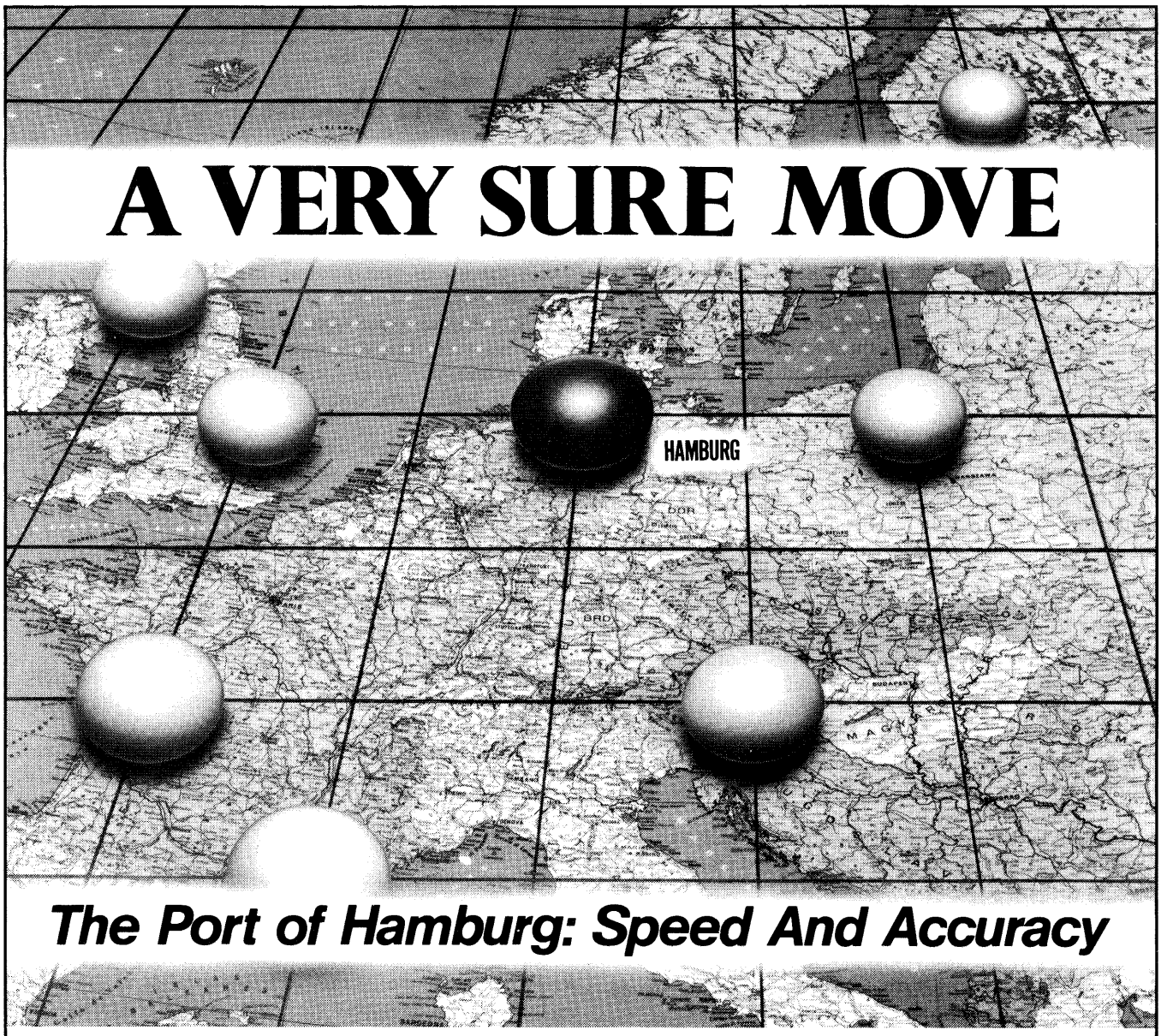
(VI) Community and Social Responsibilities

- 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.

March 1985 *(Westgate)*



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Tel. 040/36128-0
Local Representatives in Germany: North Germany Tel.040/234252/53
Frankfurt Tel. 069/749007 Munich Tel. 089/186097
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International maritime information: World port news:

APEC training programmes for 1986 open to all developing country ports

(1) Training programme in port management and organization.

Total Training Period:
15 weeks

Venue:
ANTWERP

Language:
English for the course starting early January.
French for the course beginning in September.

Number of participants:
25 to 30

Conditions for participation:
Candidates must be developing country nationals, delegated by competent authority, should be holders of a degree of secondary education or equivalent, have been working in the ports field or are being trained to do so.

Procedures for selection:
Interested persons can obtain forms from the Belgian Embassy; these should be returned to APEC or AICD via the Embassy, before 15 October of each year, 3½ months before the start of the course.

Bursary:
The Belgian Government may grant to suitable candidates a bursary covering tuition fees, local accommodation expenses and travel costs.

Programme:
The following main headings are covered by the courses:

I. **Transport and economic development**
  A. Economic activity and transport demand
  B. Transportation systems
  C. Transport planning and management
II. **Port Economy**
  A. Port functions
  B. Port policy
III. **Maritime transport: structure, organization and procedures**
IV. **Port planning**
  A. Port development planning
  B. Planning inside the port entity
  C. Planning for operation and management of specialised terminals
V. **Port organization**
  A. Different port management systems
  B. Port organization
  C. Consultation structures
  D. Port tariffs and port financing
  E. Customs and free ports
  F. Forwarding
VI. Handling of dangerous cargoes in ports.
VII. Port statistics.

Course certificate:
Participants receive at the end of the training period an APEC certificate of participation in the theoretical part and in the practical application, discussions and visits.

(2) International course on port management.

Total training period:
9 MONTHS (a full academic year)

Venue:
ANTWERP

Language:
English – course starting in late October of every odd year.
French – course starting in late October of every even year.

Number of participants:
15

Conditions for participation:
Candidates must be developing country nationals, delegated by competent authority, should be holder of a university degree, or have a foreign-going master's ticket and port management experience.

Procedures for selection and bursaries:
Interested persons can obtain forms from the Belgian Embassy; and return them directly to APEC; candidates wishing to apply for a scholarship need to ask their national authorities to make the application on their behalf on special "Application for scholarship" forms. Both forms should reach APEC/AICD 3½ months before the start of the academic year.

Programme:
The following is the main programme outline:

I. **Economics**
  A. Economic problems related to developing country ports
  B. Economic policy
II. **Management**
  A. Management as a control and decision-making system
  B. Functional approach
III. **Transport**
  A. Economic analysis
  B. Transport planning
IV. **Ports**
  A. Port and shipping economics
  B. Port planning
  C. Management of shipping
  D. Comparative port management
  E. Commercial port management

Course diploma:
The Master's degree in Port Management is granted to participants having successfully passed written and oral examinations and defended an original thesis, the subject of which has to be directly related to a port problem in the participant's country.

(3) UNCTAD-APEC Container Terminal Management seminar.

Total training period:
3½ weeks

Venue:
ANTWERP

Language:
English for seminars starting mid-September of every odd year.
French for seminars starting mid-September of every even year.

Number of participants:
24

Conditions for participation:
On invitation of UNCTAD, through the Officer of the Resident Representatives of the United Nations Development Programme.

Procedures for selection:
Selection is carried out by a joint panel of UNCTAD and APEC representatives

Bursary:
The Belgian Government grants bursaries to the selected candidates

Programme:
The following are some of the main topics covered:
I. Alternative container terminal systems
II. Administrative organization of a container terminal
III. Container terminal information systems
IV. Container terminal capacity calculations
V. Container terminal tariffs
VI. Cargo security on container terminals.
VII. Equipment maintenance
VIII. Container terminal operator's liabilities

Course certificate:
Participants receive an UNCTAD/APEC certificate for their participation in the seminar.

For information please contact:
Prof. G. DERKINDEREN
A.P.E.C.
Van Schoonbekeplein, 6
B 2000 ANTWERP
BELGIUM

Guidelines for Vessel Traffic Services: IMO

(Extracts from the IMO's Resolution A.578(14) adopted on 20 November 1985)

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

RECALLING ALSO resolution A.158(Es.IV) entitled "Recommendation on Port Advisory Services" and resolution A.531(13) entitled "General Principles for Ship Reporting Systems",

BEARING IN MIND that Member Governments are responsible for the safety of navigation and the prevention of pollution in areas under their jurisdiction,

BEING INFORMED that vessel traffic services have been provided in a number of areas and have made a valuable contribution to safety of navigation, improved efficiency of traffic flow and reduced risk of pollution,

BEING ALSO INFORMED that a number of Governments and international organizations have requested guidance on vessel traffic services,

RECOGNIZING that the level of safety and efficiency in the movement of maritime traffic within a vessel traffic service area is dependent upon close co-operation between those operating the vessel traffic service and participating vessels,

RECOGNIZING ALSO that the use of differing vessel traffic service procedures may cause confusion to masters of vessels moving from one vessel traffic service area to another,

RECOGNIZING FURTHER that the safety and efficiency of maritime traffic would be improved if vessel traffic services were established and operated in accordance with internationally approved guidelines,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its fifty-first session,

1. ADOPTS the Guidelines for Vessel Traffic Services set out in the Annex to the present resolution;
2. URGES Member Governments to ensure that vessel traffic services within their territorial seas are operated in accordance with national law and do not prejudice the right of innocent passage through such seas and to ensure that vessels outside territorial seas are able to use, on a voluntary basis, the service provided;
3. RECOMMENDS Member Governments to encourage masters of vessels navigating in an area for which a vessel traffic service is provided to make use of such service.

Annex

Guidelines for Vessel Traffic Services

PREAMBLE

1. These Guidelines describe operational procedures and planning for vessel traffic services (VTS). The Guidelines do not address liability or responsibility – which should be considered by the authority establishing a VTS – nor do they create new rights to enact legislation which impose requirements on shipping.
2. VTS authorities are urged to ensure that vessel traffic

services within territorial seas are operated in accordance with national law and do not prejudice the right of innocent passage through such waters and to ensure that vessels outside territorial seas are able to use, on a voluntary basis, the service provided.

3. No provision of these Guidelines shall be construed as prejudicing obligations or rights of vessels established in other international instruments.
4. VTS authorities or those planning VTS are recommended to follow these Guidelines, as appropriate to their needs, in the interests of international harmonization and improving maritime safety.
5. These Guidelines describe the possible functions of VTS and provide guidance for designing and operating VTS once it has been decided that such a system, whether simple or highly sophisticated, is necessary. They further aim at international harmonization and address the procedures used by VTS taking into account current practice. They are based on relevant recommendations and resolutions adopted by the Organization, in particular Assembly resolution A.531(13) entitled "General Principles for Ship Reporting Systems".

Chapter 1 – Objectives and Procedures

1. Vessel traffic services

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

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

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

2. VTS authority

2.1 "VTS authority" is the authority operating a VTS. It may include a governmental maritime administration, a single port authority, a pilotage organization or any combination of them.

2.1.1 The authority establishing a VTS should delineate its area of coverage, declare it a VTS area and disseminate to mariners full details concerning the area of operation, including the limits of the areas where participation of vessels is required or recommended, the services provided and the procedures to be followed (see section 5). It should also state the classes of ship which are required or recommended to participate and indicate the VTS centres responsible for the VTS tasks.

2.1.2 The authority should establish appropriate qualifications and training requirements for VTS operators in accordance with section 6.

2.1.3 The VTS authority should ensure that the effects of vessel traffic services, routeing, aids to navigation, pilotage, etc. are fully integrated.

2.1.4 The VTS authority should in general limit the functions of a VTS operating outside port areas and their approach channels to those of providing an information service and navigational assistance service to vessels for the purposes of safety of navigation or the protection of the environment.

2.1.5 Care should be taken that VTS operations do not encroach upon the master's responsibility for the safe navigation of his vessel, or disturb the traditional relationship between master and pilot.

2.1.6 When planning or designing a VTS, the authority should take into account the factors and criteria of chapter 2.

3. Elements of a VTS

3.1 General

A VTS consists of the following elements:
VTS organization;
vessels using VTS;
communications.

3.2 VTS organization

3.2.1 The VTS organization should be equipped with communications facilities and, where appropriate to the tasks performed by the VTS, have surveillance radar and other equipment. The VTS organization should be equipped to use the appropriate frequencies, as prescribed in appendix 18 of the Radio Regulations, including the international distress, safety and calling frequencies.

3.2.2 "VTS centres" are centres from which VTS are operated.

3.2.3 "VTS operators" are the appropriately qualified persons who perform the functions of the VTS (see section 4).

3.3 Vessels using a VTS

3.3.1 1974 SOLAS Convention vessels participating in a VTS will be fitted with navigational and communications equipment in accordance with chapters IV and V of that Convention, as amended.

3.3.2 The decisions concerning the actual navigation and manoeuvring of the vessel remain with the master. Neither the sailing plan (see paragraph 5.3.1) nor requested or instructed changes to the sailing plan can supersede the decisions of the master concerning the actual navigation and manoeuvring of the vessel, if such decisions are required according to his judgement by the ordinary practice of seamen or by the special circumstances of the case.

3.3.3 If voluntary or compulsory pilotage exists in the VTS area, pilotage plays an important role in such a VTS. The function of a pilot is to provide the master with:

assistance in manoeuvring his vessel;
local knowledge both concerning navigation and national and local regulations; and
assistance with ship/shore communications, particularly where there are language difficulties.

3.4 Communications

3.4.1 Communications between the VTS centre and the ship should be established and follow the appropriate communication procedures of the Radio Regulations. These communications generally involve VHF radio links which can be duplicated or complemented, for example with traffic signals. The number of appropriate channels required should be kept to a minimum but will depend upon the density of radio traffic.

3.4.2 The language used should enable the VTS authority and the ship to understand each other clearly.

3.4.3 In local areas the primary language may be the working language of the country where the system is established, but English should be used where language difficulties exist, in particular where requested by the master or VTS operator. For services established in areas where there are ships of many nationalities, English may be designated as the working language.

3.4.4 The IMO Standard Marine Navigational Vocabulary should be used where possible.

4. Functions of a VTS

4.1 General

The functions of a VTS may include:
data collection;
data evaluation;
information service;
navigational assistance service;
traffic organization service;
support of allied activities.

4.2 Data collection

Data collection may include:
gathering data on the fairway and traffic situation by appropriate equipment, e.g. hydrological and meteorological sensors, radar, VHF direction finder, etc.;
maintaining a listening watch on the designated maritime safety and distress frequencies;
receiving ships' reports;
obtaining reports on ships' conditions with regard to hull, machinery, equipment or manning and where relevant on hazardous or noxious cargo carried.

4.3 Data evaluation

Data evaluation may include:
monitoring the manoeuvres of ships for compliance with international, national and local requirements and regulations;
interpreting the total traffic situation and its developments;
monitoring the fairway situation (hydrological and meteorological data, aids to navigation);
co-ordinating the information flow and distributing relevant messages to the participants or organizations concerned;
collating information for statistical purposes.

4.4 Information service

An information service is a service provided by broadcasting information at fixed times, or at any other time if deemed necessary by the VTS centre, or at the request of a vessel and may include:
broadcasting information about the movement of traffic, visibility conditions or the intentions of other vessels, in order to assist all vessels, including small craft that are participating in the VTS only by keeping a listening watch;
exchanging information with vessels on all relevant safety matters (notices to mariners, status of aids to navigation, meteorological and hydrological information, etc.);
exchanging information with vessels on relevant traffic conditions and situations (movements and intentions of approaching traffic or traffic being overtaken);
warning vessels about hindrances to navigation such as hampered vessels, concentrations of fishing vessels, small craft, other vessels engaged in special operations, and giving information on alternative routeing.

4.5 Navigational assistance service

A navigational assistance service is a service given at the request of a vessel or, if deemed necessary, by the VTS centre, and may include assistance to vessels in difficult navigational or meteorological circumstances or in case of defects or deficiencies.

4.6 Traffic organization service

This is concerned with the forward planning of movements in order to prevent the development of dangerous situations and to provide for the safe and efficient movement of traffic within the VTS area, which may be accomplished on the basis of sailing plans. This service may include:
establishing and operating a system of traffic clearance and reports for specific movements and conditions, or establishing the order of movement;
scheduling vessel movements through special areas such as those in which one-way traffic is established;
establishing routes to be followed and speed limits to be observed;
designating a place to anchor;
organizing vessel movements by means of advice or instructions, such as requiring a vessel to remain in or proceed to a safe position or other appropriate measure, whenever the safety of life or protection of the environment or of property warrants it.

4.7 Support of allied activities

Support of allied activities may include:
co-ordinating the information flow and distributing the relevant messages to the participants or organizations concerned;
supporting activities allied to those of the VTS authority such as pilotage services, port services, maritime safety, pollution prevention and control and search and rescue;
calling upon and requesting action by rescue and emergency services and, if appropriate, participating in the actions of these services.

5. Procedures

5.1 General

5.1.1 Every VTS authority should establish and apply procedures based on these Guidelines to the extent required by its functions and needs.

5.1.2 Every vessel participating in a VTS on a voluntary or compulsory basis should as far as possible follow the procedures applicable to that VTS.

5.1.3 Reporting procedures should be clear and simple and should contain only essential information so as to avoid imposing an undue burden on masters, officers of the watch and pilots.

5.1.4 When detailed and extensive information has to be exchanged with one ship which is not relevant to other ships, the VTS operator may decide to communicate with that ship on an alternative VHF channel.

5.1.5 To avoid an unnecessary repetition of information by the ship, basic information should be reported once, be retained in the system and be supplemented or updated according to requirements and should be made available to shore services as appropriate.

5.1.6 All ships participating in a VTS should, unless otherwise permitted by the VTS authority, maintain a continuous listening watch on the appropriate frequency of the VTS. This listening watch should be kept at the position from which the ship is navigated.

5.1.7 **Status of the message**

Any VTS message directed to a vessel should make it clear whether it contains information, advice or instruction.

5.1.8 **Information broadcast by VTS**

The times of regular broadcasts of VTS bulletins should be clearly published in relevant nautical publications and should take account of the transmission times of neighbouring VTS centres. They should be drawn up in a standard format and should only contain essential information (see section 7). Bulletins broadcast in special circumstances should be prefaced by an appropriate announcement. Information can also be requested by a vessel.

5.2 Initial contact – identification

5.2.1 Generally, the ship contacts the VTS centre by VHF and this is the first direct link between the ship and the VTS. This initial exchange of data enables the ship to provide certain preliminary information, where appropriate (see paragraph 5.2.2.). It also enables the ship to request certain specific data from the VTS operator. In most cases a ship will identify itself in its dialogue with the VTS operator. This identification may be assisted by technical means such as shore-based radar or VHF direction finder.

5.2.2 A vessel's arrival in a port area is normally anticipated, as the agent will have given an estimated time of arrival (ETA) and requested a berth or anchorage. In the case of vessels carrying dangerous substances, MSC/Circ.299 (December 1980) on "Safe transport, handling and storage of dangerous substances in port areas", which recommends notification of specific information, should be followed as well as any local rules that may be applicable.

5.3 Reporting within a VTS

Ships participating in a VTS should report, if required, at the designated positions and times in accordance with the agreed reporting format. As far as practicable, the master should ensure correct and timely reporting. Vessels not required to report but wishing to avail themselves of the services offered by the VTS should follow the relevant procedures. The types of report and the format described in the General Principles for Ship Reporting Systems* should be used where necessary within the VTS procedures. Not all types of report described below are relevant to every VTS. VTS authorities should ensure that the number of reports vessels have to produce is limited to the minimum compatible with the tasks to be performed by the VTS.

* Assembly resolution A.531(13).

5.3.1 **Sailing plan**

3.3.1.1 A sailing plan normally consists of the estimated time of arrival in the VTS area or departure from a berth or anchorage in the VTS area. The VTS authority should specify the additional information required in the sailing plan for all ships or for special ships according to local circumstances. In exceptional circumstances the sailing plan may be amplified at the request of the VTS centre.

5.3.1.2 The VTS centre may advise changes to the sailing plan to take account of the traffic situation or special circumstances.

5.3.1.3 After the sailing plan is agreed between the vessel and the VTS centre the vessel is permitted to participate in the VTS and should, as far as practicable, try to maintain the plan.

5.3.1.4 If special circumstances or the safety of traffic so require, the VTS centre may request the vessel to follow a changed sailing plan, indicating the reasons for its request. Such changes should be limited, as far as practicable, and may include:

time of passing the next reporting point or another specific point;
extra position reports;
a new destination;
remaining at a specified location;
request not to enter the VTS area;
request to stay alongside the berth; and
request to follow a certain route.

5.3.1.5 When special circumstances or the safety of traffic so require and when the VTS operator has the authority, a vessel may be instructed to maintain a specific sailing plan or implement changes to the sailing plan in accordance with paragraphs 5.3.1.4 and 3.3.2.

5.3.1.6 If a vessel does not carry out the action indicated in paragraph 5.3.1.4 or 5.3.1.5, the reasons should be reported to the VTS centre.

5.3.2 **Other reports**

5.3.2.1 When there is no automatic tracking after reception of the sailing plan and identification of the ship, position reports are necessary to update the movement data of a ship. Ships may be required to send position reports at prescribed positions.

5.3.2.2 If the sailing plan cannot be maintained the vessel should send a deviation report to the VTS centre and an amended sailing plan should be agreed between the vessel and the VTS centre.

5.3.2.3 The vessel should send a final report when leaving the VTS area or arriving at its berth or anchorage in the VTS area.

5.3.2.4 Any other report prescribed by the VTS authority should be made in accordance with the reporting principles adopted by the Organization. For example, a "deficiency report" is a report which should be made to inform the VTS centre of defects, damage, deficiencies or other limitations.

5.4 **Assistance to navigation**

When a vessel requests navigational assistance or when such assistance is deemed necessary by a VTS centre, the VTS operator should ensure positive identification and location of the vessel by reliable means and obtain other relevant information. After the identification and location are established, the messages on navigational assistance should be sent at short intervals. When the vessel needs no further navigational assistance, clear notice should be given to the VTS centre. In open waters navigational assistance will mainly consist of a description of surrounding traffic, warnings with respect to collision and grounding risks and, if necessary, advice on course. In confined waters navigational assistance will usually also include position data (e.g. distance to a "reference line" or to a "way point").

5.5 **Traffic rules**

In certain places traffic rules exist. Such rules may cover the movement of special ships, limitations in a channel or passing or overtaking situations. Where such rules exist, and where the VTS operator has the authority, the VTS operator may need to issue instructions to ensure that traffic complies with these traffic rules as appropriate.

6. **Personnel**

The VTS authority should ensure that VTS operators have the qualifications and have received specialized training appropriate to their tasks within the VTS and meet the language requirements mentioned in paragraph 3.4, in particular with regard to VTS operators authorized to issue traffic instructions or to give navigational assistance.

7. **VTS publication for users**

7.1 A VTS authority should ensure that the local traffic movement rules and regulations in force, the services offered and the area concerned are promulgated appropriately.

7.2 The publication should be convenient for use by mariners and should, where possible, include chartlets showing the area and sector boundaries, general navigational information about the area together with procedures, radio frequencies or channels, reporting lines and reporting points. Where the VTS operates beyond the territorial sea, the limit of the territorial sea should be clearly indicated on the chartlets.

Chapter 2 – Planning a VTS

1. The Safety of maritime traffic in a VTS area is necessarily a co-operative activity between those ashore and those at sea. It is therefore important, whenever a VTS is being planned and designed, that, amongst others, the mariner's views on the need for and operation of the service are taken into account. The level of need should also be considered. This will assist in the effective implementation of VTS and facilitate the co-operation of all the future participants and promote confidence in the procedures to be followed.
2. When considering the introduction of a VTS, the authority should verify that its operation will be in accordance with international and national law.
3. When planning a VTS, the VTS authority should be guided by criteria such as:
   - .1 the general risk of marine accidents and their possible consequences and the density of traffic in the area;
   - .2 the need to protect the public and safety of the environment, particularly where dangerous cargoes are involved;
   - .3 the operation and economic impact on users of the system and the marine community as a whole;
   - .4 the availability of the requisite technology and expertise;
   - .5 existing or planned vessel traffic services in adjacent waters and the need for co-operation between neighbouring States;
   - .6 existing or proposed traffic patterns or routeing systems in the area, including the presence of fishing grounds and small craft;
   - .7 existing or foreseeable changes in the traffic pattern resulting from port or offshore terminal developments or offshore exploration in the area;
   - .8 the adequacy of existing communications systems and aids to navigation in the area;
   - .9 consultation of interested parties and assessment of proposed procedures;
   - .10 meteorological factors such as weather and ice conditions;
   - .11 hydrological factors such as tides, tidal ranges and currents; and
   - .12 narrow channels, port configuration, bridges and similar areas where the progress of vessels may be restricted.
4. A VTS area can be divided into sectors but these should be as few as possible. The boundaries should be indicated in appropriate nautical publications.
5. Area and sector boundaries should not be located where vessels normally alter course or manoeuvre or where they are approaching convergence areas, route junctions or where there is crossing traffic.
6. VTS centres in an area or sector should use a name identifier.
7. Reporting points should be clearly identified, for example by number, sector, name and a geographical position or description. They should be kept to a minimum and be as widely separated as possible.

Reception facilities guidelines may be revised: IMO

A proposal that previously approved Guidelines on the Provision of Adequate Reception Facilities in Ports for Residues and Mixtures containing Noxious Liquid Substances be revised was considered by the sub-committee.

The revision has been made necessary because of draft amendments to Annex II of MARPOL 73/78 which are expected to be adopted by the Marine Environment Protection Committee at its 22nd session.

The most important changes to the Guidelines are:

- The reception demands are significantly less than those called for in the previous Guidelines.
- The need for reception facilities for loading, unloading and ship repair ports are more clearly identified.
- Clear distinction is made between the reception facility requirements for ports outside Special Areas and those inside Special Areas.
- The issue of unloading terminals facilitating the efficient stripping of cargo tanks is addressed.

The sub-committee recognized that some revision of the Guidelines may still be necessary by the MEPC.

(IMO News)

"All Dredged Up and No Place to Go" submitted by the United States: IMO

(Extracts from the IMO document: LDC/SG. 9/INF. 2)

During the meeting of experts on dredged material (28–30 October 1985) the experts from the United States expressed the view that more effort should be made by Contracting Parties in explaining to the public in simple words the necessity of carrying out dredging operations and the problems related to the disposal of dredged material. A small brochure prepared in the United States for that purpose will be distributed to the participants attending the ninth meeting of the Scientific Group on Dumping.

Contracting Parties not attending the ninth meeting of the Scientific Group on Dumping but interested in the content of the brochure "All Dredged Up and No Place to Go" should write to:

Department of the Army,
U.S. Army Engineer District, New York,
26 Federal Plaza,
New York, New York 10278,
United States.

"Disposal of Dredged Material at Sea" submitted by PIANC: IMO

(Extracts from the IMO document LDC/SG. 9/2/1: Report of the Joint LDC/OSCOM Group of Experts on the Application of the Annexes to Dredged Material)

The expert group on dredged material at its meeting from 28 to 30 October 1985 was informed by the representative of PIANC that a handbook on the disposal of dredged material at sea was being prepared by his organization and could be made available to the members of the Group. The experts undertook to consider whether the PIANC document could serve as a basic outline for a handbook to be prepared within the framework of the London Dumping Convention, and to submit comments on this question to the ninth meeting of the Scientific Group on Dumping (LDC/SG. 9/2, paragraphs 7.2 and 7.3).

Disposal of Dredged Material at Sea: PIANC TC II Working Group

Preface

To an increasing degree Port Managers and others find themselves confronted by the problems of how to dispose of dredged material. Many factors play a role when disposal sites on land or at sea have to be selected.

The Rules and Regulations deriving from the London Dumping Convention (LDC) are in that respect now providing the most important conditions which must be satisfied.

The purpose of the present report is to make the Port Manager and others aware of certain recent developments with regard to:

- Implications of the London Dumping Convention;
- Environmental effects of the disposal of contaminated dredged material;
- Available options for disposal at sea;
- Special equipment and methods for careful handling of dredged material.

The report constitutes a continuation and amplification of the PIANC Report published on this subject in 1977. We refer to the "Final report of the International Commission for the study of environmental effects of dredging and disposal of dredged materials", Annex to PIANC Bulletin No. 27, (Vol. II/1977).

Summary, Conclusions and Recommendations

Summary

In October 1983 PIANC established a working group to investigate whether the disposal of dredged materials at sea would be acceptable as alternative to land disposal. The world's large ports are indispensable points in transport routes and of major socio-economic importance. Dredging is essential to keep them accessible.

Rules and regulations concerning the disposal of dredged materials at sea are very much influenced by the London Dumping Convention (LDC). But this Convention is not implemented in the same manner by different member countries. Some modes of implementation may lead to unnecessary increases in cost or to undue delay. By far the largest part of dredged material is not contaminated and therefore constraints should only apply to the small contaminated part. This report concentrates on the management of these contaminated materials during the coming ten to twenty years, because in the long run a solution should be reached by the elimination of pollution at its source.

Relationship between environmental requirements and cost considerations

The regulations and controls embodied in the London Dumping Convention were primarily developed with a view to the disposal of industrial waste and sewage sludge. Thus, the necessary differentiation between industrial waste and dredged material was not made and the "Substances" from the Annexes were equated with "Wastes and other

matter". The discussions regarding the disposal of dredged materials at sea concentrate on the interpretation of the clauses referring to "trace contaminants", "significant amounts" and "rapidly rendered harmless". Only in exceptional cases are the proscribed substances present in dredged material in such proportions that they should not come under the first two clauses.

It is PIANC's opinion that in those cases special-care measures will generally render these substances rapidly harmless. The rules should provide for this solution.

Up to now implementation of State and local regulations in the USA led to cost increases of two to five times the amounts which were already imputed to the Federal evaluation process and to extra delays of three to five years.

The choice of the best method of disposal, if made on the basis of an impartial environmental assessment, will in PIANC's opinion, lead to the conclusion that with adequate boundary conditions, disposal at sea is in most cases a sound solution.

Effects of disposal at sea

The impact of ocean disposal of dredged materials is mainly physical and of a temporary nature. There are a few occasions, however, with persistent irreversible or cumulative effects. If pollutants are released they are usually nutrients; the release of toxic metals and hydrocarbons is negligible. Biochemical interactions are infrequent and show no clear trends. The uptake of toxic metals and of hydrocarbons is usually negligible.

Land-based and near-shore disposal methods appear to offer less protection against adverse impact on human life than does ocean disposal and are often excessively costly. Land-based alternatives often drastically change the geochemical qualities of dredged material with a subsequent enhanced potential for the release of chemical constituents. Land sites are usually located in or adjacent to highly productive near-shore areas or possibly in contact with groundwater aquifers.

Even highly contaminated dredged materials can be disposed of in ocean locations if sufficient care is exercised in site selection to ensure that the material will remain isolated from the biotic zone of the marine system. This approach involves disposal site management using capping techniques or locating disposal in areas where the biosystem is not sensitive. For disposal in the marine environment dredged material should be regarded as a highly manageable material.

Management of disposal

The various options for disposal at sea are described and evaluated. The resulting recommendations are based on the concept of limiting the dispersion of contaminants as far as is necessary.

The ocean environment may be divided into four zones: the deep ocean, the open shelf, the near-shore and the coastal zone, adjacent to inlets, rivers and estuaries.

Five options are considered, namely (1) open disposal, (2) disposal between underwater dams, (3) disposal in borrow pits, (4) capping and (5) disposal on an artificial island. Measures for the prevention or limitation of dispersion are given for different oceanic zones.

Some measures which may further mitigate the effects of dispersion are described and boundary conditions for the development of criteria for ocean disposal are defined.

Special dredging equipment and methods

In recent years special equipment and methods for dredging and disposal of dredged material have been developed, mainly with the objective of reducing the environmental impact. To minimize adverse effects during dredging operations and directly after disposal many special devices, designed to ensure maximum density of the dredged material, were tried. These included unconventional dredging systems, silt curtains, degasing and dewatering methods and submerged diffuser systems. The capping of polluted sediments has been tested extensively in several large projects and seems to be effective in reducing the interaction between these sediments and their aquatic environment. The use of subaqueous pits and enclosing dikes also provides a mitigatory alternative when contaminated dredged material must be disposed of.

Conclusions

Regulations

- Regulations should recognize that the major part of dredged materials is not polluted and thus does not require stringent evaluation and/or prohibition of disposal.
- Contaminated dredged material should not be regulated on the same basis as industrial wastes and sewage sludge because it consists mainly of harmless minerals which have detoxifying characteristics.
- The regulations should take into account the environmental advantages and disadvantages of the various methods of disposal instead of considering separately the characteristics of the individual components.

Costs

- Fear of unpredictable consequences has often led to the overregulation of the disposal of dredged material. This in turn has caused significant increases in the cost of harbour and waterway maintenance.
- Disposal on land is generally several times more expensive than disposal at sea.
- When proper testing and monitoring procedures are used, impact assessment costs can be effectively controlled.
- Responsible management allows for the costs of minimizing adverse environmental effects.

Effects

- With few exceptions the effects of disposal at sea are physical, such as temporary turbidity, smothering of shellfish beds and a change in salinity.
- Benthic recolonization to the point of re-establishing the natural conditions at the disposal sites has been seen to be rapid in the case of fine-grained sediments (3–6 months) and for sand rather longer (one year or more).
- Current research shows that toxic effects occur infrequently with no clear causal relationship being observed for even the most contaminated types of dredged material.

– Through the geochemical processes in the sediments, pollutants are usually not released but retained in a form which prevents them from being assimilated by living organisms. Accumulation of metals, hydrocarbons and organohalogens in living organisms is as a result of dredging therefore usually negligible.
– In the case of toxic or otherwise unacceptable dredged materials, the effects can be reduced to acceptable levels by confinement or other special care techniques.

Management

– The primary step to minimize effects is the selection of a proper disposal site.
– Careful evaluation is essential as land sites are more likely to have a high potential for damage to the environment.
– Techniques are available for managing disposal at sea between underwater dams, in borrow pits, by capping and by the construction of artificial islands.
– There is no evidence that greater environmental protection can be realized by moving disposal sites further out to sea, except in situations where the discharged material may again accumulate, for instance in an estuary.
– Equipment and techniques currently in use are largely adequate to remove, transport and dispose of dredged material in an efficient and environmentally acceptable manner in coastal regions.
– Special equipment or special techniques may be necessary to ensure accurate removal and minimal dispersion. This would be required when sediments are excessively contaminated as a result of spillage of toxic chemicals or come from uncontrolled point sources.

Recommendations

– Based on the scientific evidence of the effects of disposal of dredged material, disposal at sea should be considered on an equal basis with all other alternatives throughout the planning and decision-making process.
– Regulations should take into account the fact that techniques and equipment for environmentally acceptable methods for disposal at sea of dredged material are available.
– When LDC Annex I (black list) constituents are present in dredged material, they can be regarded as "trace contaminants" if appropriate testing in conformity with Annex III guidelines shows no unacceptable effects. If that is not the case, the Annex I constituents can be rapidly rendered harmless by specific technical means which confine them to a limited part of the environment. Therefore, all dredged material should be regulated under Annex II and be excluded from Annex I constraints.
– For the above reasons, PIANC endorses adoption of special Annex III guidelines for dredged material.
– Research should be undertaken to compare the environmental effects of disposal on land and of disposal at sea.

LLMC Convention to enter into force

The Convention on Limitation of Liability for Maritime Claims, which was adopted at a conference arranged by IMO in 1976, will enter into force on 1 December 1986.

The Convention, which will replace a convention relating to the limitation of liability of owners of seagoing ships adopted in 1957, enters into force 12 months after being accepted by 12 States.

This condition was fulfilled when the 12th instrument in respect of the Convention was received for deposit by the IMO Secretariat. This was the instrument of accession by the Government of Benin. The other Contracting States are (in order of the deposit of their respective instruments) Yemen, United Kingdom, Liberia, France, Spain, Japan, Bahamas, Norway, Sweden, Finland and Denmark.

The most important effect of the entry into force of the LLMC Convention will be to raise the amount of compensation available for loss of life or personal injury and for property damage (including damage to other ships or harbour works). In some cases the new liability limits are 250–300 per cent higher than in the 1957 Convention.

With regard to personal claims, liability for ships not exceeding 500 tons is limited to 330,000 units of account (equivalent to $400,000). For larger vessels the following additional amounts (given here in dollar equivalents) will be used in calculating claims:

- For each ton from 501 to 3,000 tons, $600 (approx.)
- For each ton from 3,001 to 30,000 tons, $400
- For each ton from 30,001 to 70,000 tons, $300
- For each ton in excess of 70,000 tons, $200

For other claims, the limit of liability is fixed at $200,000 for ships not exceeding 500 tons. For larger ships the additional amounts will be:

- For each ton from 501 to 30,000 tons, $200
- For each ton from 30,001 to 70,000 tons, $150
- For each ton in excess of 70,000 tons, $100

In the Convention, the limitation amounts are expressed in terms of units of account. These are equivalent in value to the Special Drawing Rights (SDRs) as defined by the International Monetary Fund (IMF).

The Conference decided to use this unit instead of the 'Poincaré franc' based on gold which was used in earlier conventions dealing with liability and compensation. This change was considered necessary since gold no longer provides a basis for expressing uniform amounts in different countries.

However, the Convention provides that States which are not members of the IMF and whose law does not allow the use of SDRs may continue to use the old gold franc.

The Convention provides for a virtually unbreakable system of limiting liability. It declares that a person will not be able to limit liability only if 'it is proved that the loss resulted from his personal act or omission, committed with the intent to cause such loss or recklessly and with knowledge that such loss would probably result.'

Benefit

The entry into force of the Convention is also expected to be of benefit to marine salvage. It will enable a salvor to limit his liability for claims brought against him for damage caused in the course of salvage operations. Under current law the ability of the salvor to limit his liability in such claims is severely limited or totally non-existent. The 1976 Convention will extend this right of limitation to the salvor on terms similar to those available to the shipowner.

It is generally believed that this will provide a much-needed encouragement to salvors and a useful incentive for

them to take action in cases where they might otherwise be reluctant for fear of causing damage to other parties.

(IMO News)

Relations with non-governmental international organizations: IMO Resolution

(Extracts from IMO document: A 14/Res. 595)

THE ASSEMBLY,

RECALLING part XV of the Convention on the International Maritime Organization and in particular Article 62,

RECALLING that rule 1 of the Rules Governing Relationship with Non-Governmental International Organizations requires that consultative status granted by the Council to such organizations be subject to approval by the Assembly,

RECALLING FURTHER that rule 10 of the same Rules provides for periodic review by the Council of the list of non-governmental international organizations in consultative status with IMO and for a report to be submitted to the Assembly on the continuation of such status,

NOTING the Guidelines on the Grant of Consultative Status to non-governmental organizations established by the Council at its fortieth session,

. . . . . .

ENDORSES the decisions of the Council regarding the enjoyment of consultative status by the following organizations:

International Chamber of Shipping
International Organization for Standardization
International Shipping Federation Ltd.
International Electrotechnical Commission
International Union of Marine Insurance
International Chamber of Commerce
International Confederation of Free Trade Unions
International Association of Lighthouse Authorities
International Radio-Maritime Committee
Permanent International Association of Navigation Congresses
International Fertilizer Industry Association
jointly with:
European Nitrogen Producers' Association
International Maritime Committee

International Association of Ports and Harbors

The Baltic and International Maritime Council
International Association of Classification Societies
International Law Association
International Cargo Handling Co-ordination Association
European Council of Chemical Manufacturers' Federations
Latin American Shipowners' Association
Oil Companies International Marine Forum
European Tugowners' Association
International Maritime Pilots' Association
International Shipowners' Association
Engineering Committee on Oceanic Resources
Friends of the Earth International
Institute of International Container Lessors
International Association of Drilling Contractors
International Association of Institutes of Navigation
International Association of Producers of Insurance and Reinsurance
International Council of Marine Industry Associations
International Federation of Shipmasters' Associations
International Life-saving Appliances Manufacturers' Association
International Salvage Union
Oil Industry International Exploration and Production Forum
Association of West European Shipbuilders (on a provisional basis)
International Association of Independent Tanker Owners
International Group of P and I Associations
International Tanker Owners Pollution Federation Ltd.
International Union for Conservation of Nature and Natural Resources
Advisory Committee on Pollution of the Sea
Society of International Gas Tanker and Terminal Operators Limited

Publications

"Containerisation International Yearbook 1986":

National Magazine Co. Ltd.

"There is no doubt that the container shipping industry is currently experiencing a period of profound structural change . . . as fundamental as the original switch from Conventional breakbulk to container liner services proved to be" writes Jane Boyes, editor-in-chief of the recently published **Containerisation International Yearbook 1986.** In her introductory article entitled "A time of structural change," she continues: "The revolution is already producing a more efficient, cost effective industry, eager to seek economies of scale through deployment of larger vessels at sea and double-stack, high-density trains on land".

The themes touched on in this opening article are further expounded in some of the other commentary features which precede the comprehensive reference chapters. These commentaries cover such issues as the current and future containership fleet, the potential impact of the domestic 48ft container and double-stacking in the US rail network, analysis of box traffic through the world's 350 leading ports, and an overview of present and prospective legislative measures to regulate liner shipping. The hardware side of the container industry is examined in articles on **Containerisation International**'s exclusive equipment utilisation survey and on the box manufacturing sector.

The main body of the new 680-page edition of the Yearbook has once again been thoroughly revised, and includes a number of notable improvements in content and presentation of data covering 4,500 companies in all areas of the industry. The "Ports and terminals" reference section, for instance, includes more detailed information on terminal facilities and in particular the total number, models and capacities of container-handling equipment in service.

The "All-water carriers" sub-section of the Services chapter now also gives details of land-, mini- and micro-

bridge services offered, where appropriate, as well as a breakdown of operators' owned and leased container inventories by box dimensions and type.

The use of a tabular format has improved the clarity of the "Combined transport operators" and "Container road hauliers"sub-sections for ease of reference. Destinations served and the types of cargo accepted by the CTOs are summarised in grid form, while maximum legal dimensions and weights of vehicles have been tabulated for the road haulage sub-section.

One of the most significant changes in lay-out for the new Yearbook appears in the "Equipment guide", wherein details of the products from around 700 manufacturers of containers, box components, handling and stowing equipment are featured. Basic specifications are now listed for all models of box handling and stuffing/stripping equipment, and the careful use of tabular formats for other product categories assists speedy reference to the companies of interest to the reader.

Details of organisations offering container repair facilities are presented in a completely new way in the 1986 edition. Site location and size, repair and refurbishment facilities and capacity are all tabulated in great detail, together with an indication of any official approval by the major certification bodies.

The Yearbook's unique "Register of container carrying vessels" now has over 4,000 ships, with full information on type, capacity, operator and route etc. A useful list of vessel name changes enables the reader to follow renamed ships from the previous edition, while the new buildings section indicates box ships due to join the world's fleet.

The 1986 Yearbook is rounded off with a series of appendices covering the BIC code, ISO standards, container certification, international organisations, shippers' councils, freight bureaux and bibliography.

Containerisation International Yearbook 1986 is published by the National Magazine Co. Ltd. Prices (including postage & packing): £87 within UK; £94 surface mail worldwide; £102 airmail to Europe; £122 airmail outside Europe.

Maritime Book Prize Worth Swiss Francs 15,000 announced

BIMCO and Lloyd's List are jointly to sponsor the world's leading Maritime Book Prize. Worth Swiss Francs 15,000, it will be awarded for the first time in 1987.

The biennial prize will go to the author of the best book manuscript on any topic related to the maritime industries and their service sectors – from their commercial, technical and administrative aspects to financial, legal and governmental matters.

The successful author will also be guaranteed publication of the work and be entitled to receive author's royalties. And BIMCO and Lloyd's List have decided that all other entries will also be considered for possible publication under their joint imprint.

The President of BIMCO, shipowner Mr. Atle Jebsen, Norway, announcing the prize said, "BIMCO and Lloyd's List have enjoyed a very successful and fruitful co-operation over a number of years, and the joint establishment of this Maritime Book Prize has therefore been a most natural step".

"We are determined to raise still further both the scope and the quality of maritime book publishing. The areas that might be covered by the competing manuscripts can be as diverse as the modern maritime industries – from ship and port operations to offshore energy and financial and broking institutions."

Entries must be submitted by 1st January 1987. Further details of the Maritime Book Prize, and the Rules applying to it, may be obtained from The Editor, BIMCO, Kristianiagade 19, DK-2100 Copenhagen, Denmark, or The Editor, Lloyd's List, 26–30 Artillery Lane, London E1 7LX, England. *(LLP News)*

Canada, USSR conclude long-term grain sales agreement

Canada and the USSR have concluded negotiations on a long-term grain sales agreement that calls for the Soviet Union to purchase a minimum of 25 million tonnes of Canadian wheat and feed grains between August 1, 1986 and July 31, 1991. The current five-year agreement, which expires July 31, 1986, calls for the same over-all minimum purchase of 25 million tonnes of grain and in the first four years of the agreement, the Soviet Union purchased about 30 million tonnes of grain. The USSR has been a major market for Canadian wheat since 1963–64. In 1984–85, sales to the USSR accounted for more than one-third of total Canadian wheat exports. *(Canada Reports)*

Port of Halifax 1985 traffic report

The Port of Halifax ended 1985 with over 14 million tonnes of cargo being handled in the harbour. Bulk products, particularly crude and refined oil, grain and gypsum, accounted for 11.6 million tonnes; containerized cargo reached 1,953,602 tonnes; and other general cargo just over ½ million tonnes. In 1984, total cargo reached 14.3 million tonnes, or 1.8% higher than in 1985.

Exports of gypsum reached over 3 million tonnes in 1985, showing an increase of 10.6% from 1984. Container imports registered a 6.4% increase over 1984, however exports declined by 3.3%, resulting in a net decrease of 1.5% in container traffic.

Break bulk cargo fell by 12.4%, due to reduced exports of Russian and World gift flour through the Port's shedded terminals. Total flour exports in 1985 were 183,000 tonnes.

Total number of vessels entering the harbour in 1985 were 2,284, comprised of 1,216 foreign trading, and 1,068 domestic trading vessels.

1985 was a very active year for port officials; the Shipping Company of Trinidad & Tobago (SCOTT) commenced a service from Halifax on December 27, 1985, and will offer direct service every two weeks to New York, Miami, Trinidad, Tobago, and Port au Prince, Haiti. The line expects to handle about 75 TEU containers per trip. Associated Container Transportation (ACT/PACE) and Columbus Line entered into an agreement for a joint service from Halifax to Australia/New Zealand, operating from the Halterm Container Terminal. About 35 vessel calls per year are expected from the new service (15,000 TEU's), with operations commencing in mid-January '86.

These recent developments are a boost to the Port of

Halifax, since many lines are rationalizing their operations and endeavouring to operate from a port which has all the attributes necessary for an efficient ship loading/unloading operation. The Port of Halifax is in a good position, as evidenced by the recent trends, to attract world carriers and serve Canadian and International trade.

(Port of Halifax)

Emergency Response '86: Port of Halifax

The Integration of Technology, People and Equipment into an Effective Transportation Emergency Response System for Dangerous Goods.

This international symposium will be held in Vancouver, British Columbia. Canada, September 14–18, 1986 in conjunction with EXPO 86, the World Exposition on Transportation and Communications. The symposium is being sponsored by Transport Canada in cooperation with Environment Canada and Emergency Planning Canada and presented by the Canadian Chemical Producers' Association.

This world symposium will offer opportunities to share information and obtain insights into new methods for training and communications in transportation emergency response. One part of the program will be devoted to response to marine spills. The symposium will feature international authorities who will discuss case histories and how emergency response can be improved using new technology and training techniques.

This symposium will be particularly informative and useful to managers involved in transportation emergency response on behalf of fire and police departments, various levels of government and industries shipping dangerous goods. All managers with responsibilities or concerns in this area who would like to integrate technology, people and equipment into an effective response system should attend this important international symposium.

For further information contact Mrs. Laurie Hogan, Canadian Chemical Producers' Association, Suite 805, 350 Sparks Street, Ottawa, Ontario, K1R 7S8, (613) 237-6215. *(Port of Halifax)*

After a good performance in 1985, the Port of Montréal is investing in the future

The Port of Montréal Corporation made public today *(January 29, 1986)* its operational highlights for 1985 as well as its financial results.

Mr. Dominic J. Taddeo, General Manager and Chief Executive Officer, summerized the situation: "After a very satisfactory year in many regards, the Port of Montréal can now devote its attention and resources to ensure the continuing growth of the Port's activities."

Mr. Taddeo underlined the particular importance of containerized traffic. For the fourth consecutive year, the Port of Montréal achieved a new record with a volume of 4,423,000 tonnes, which represents a gain of 6.6% over 1984.

"The future of maritime transport," added Mr. Taddeo, "lies with the containerized traffic. And Montréal can offer important advantages that already make it the most important container port in Canada with over 50% of the national market. With the continuing growth of its containerized traffic, the Port of Montréal can really be considered a major international port."

Here are the highlights of the Port's activities.

General Cargo

5,440,000 tonnes, an increase of 3.9% from 1984.

- Containerized
  4,423,000 tonnes, an increase of 6.6%. The number of TEU's climbed from 428,747 to 481,525.
- Conventional
  1,017,000 tonnes, a decrease of 6.4%, largely due to the financial difficulties of the developing countries.

Grain Traffic

The poor grain crop of summer 1985 has had its effects on the Port's operations.

4,600,000 tonnes, a decrease of 20.7%.

Petroleum Products

The program of subsidies for the transport of domestic crude oil was cancelled in June 1985, resulting in the interruption of crude oil shipments at the Port of Montréal.

6,000,000 tonnes, a decrease of 24.1%.

Other Dry and Liquid Bulk

5,096,062 tonnes, an increase of 3.6%.

Total Traffic

The poor grain crop of summer 1985 and the cancellation of the program of subsidies for the transport of crude oil account for a decrease of 11.4% in total traffic for the Port of Montréal during 1985.

Total traffic reached 21,093,673 tonnes.

Financial Results

Taking into account the decrease in grain and petroleum products traffic, revenue from operations decreased by nearly 3 million dollars to total 54.7 million dollars. Operating and administrative expenses increased by less than 4% to reach 47.9 million dollars in 1985.

Net income for the Port of Montréal totalled 19.8 million dollars in 1985 as compared to 26.8 million dollars in 1984.

$170 Million to be invested

The Chairman of the Board of Directors of the Montréal Port Corporation Mr. Ronald Corey accepted these results "with satisfaction and most of all with confidence".

Referring to the importance of the Port of Montréal as an element in the economic development of the region and of the whole country, Mr. Corey mentioned that the Port provides 17,000 jobs and generates some 750 million dollars in economic revenues every year.

"The numerous assets of the Port of Montréal," added Mr. Corey, "can give it a major role in the economic recovery of the region. In keeping with our mandate, we will then poll all our resources to ensure the continuing growth of the Port's activities."

The Montréal Port Corporation plans to invest nearly

170 million dollars during the 1986–1990 period to improve and modernize its installations. A large part of that amount will be spent on the container terminals, where the demand is continually growing and where the Port of Montréal can offer distinct advantages.

In order to fulfill its mission, the Port of Montréal must be provided with the necessary means. Concluded Mr. Corey: "The Port of Montréal will thus be able more than ever to play its strategic role in the economic development of our region and our country."

Nanaimo Harbour Commission is now 25 years old; Chairman discusses growth

Nanaimo Harbour Commission celebrates its twenty-fifth anniversary this year. The Commission was established in 1961.

N.H.C. Chairman Ted Stroyan says, "This year, 1986, marks the silver anniversary of the Nanaimo Harbour Commission. It is a time to look back briefly and to look ahead in considerable depth.

"For now let us limit our backward glance to that of paying a warm, sincere tribute to those persons whose great foresight resulted in the formation of the Commission in 1961.

"At the time of formation the N.H.C. operated two berths and an unpaved assembly area; it also administered water lot leases along Newcastle Channel and in the Nanaimo River Estuary."

The Commission has some 36 pieces of material-handling equipment including forklift trucks, carriers and related equipment. The latest addition is the giant container lift, a 40-ton mobile piece of equipment capable of handling any size of container. This went into use last year, as did the new 200-tonne steel barge ramp at Duke Point.

The Commission now operates four wharves which have more than 100 acres of storage area and 116,000 square feet of warehouse space, with another 70-acre storage area at the new Duke Point terminal. Also at Duke Point is the largest all-purpose loading ramp in the Pacific Northwest. Constructed and put into use in 1985, the ramp is capable of carrying more than 200,000 pounds.

"Last year's achievements, such as the new seaplane terminal, completion of Swy-a-lana Lagoon Park and construction of a 500-foot float for berthing cruise ships are projects which are not only a source of pride to the Commission, but benefit the entire community and are valuable assets to the port and the city. Considerable expenditure has been involved. The funds come principally from the operation of the port, which means to a large extent export shipping," said Commissioner Stroyan.

"We now have excellent facilities which are maintained to a very high standard. Our dedicated workforce gives us an excellent reputation for achieving minimum turnaround time," Stroyan added.

According to Chairman Stroyan, "A major problem for us at present is the under-utilization of some of our facilities. The world-wide recession has been having an adverse effect on the forest industry production and we as a forest-industry shipping port have been adversely affected."

This port is fortunate in having a location close to Vancouver Island mills, to road and rail transportation with excellent docks and equipment for handling deepsea shipping and also coastwise shipping, Commissioner Stroyan pointed out. The fact that the port has an established reputation for fast turnaround is a credit to the labour force, as well as to far-sighted policy decisions by the Commission in providing the best in equipment and management.

"Perhaps we must now put even more effort into aggressively pursuing our primary function: shipping forest products from the Port of Nanaimo," he added.

(Nanaimo Harbour News)

Chairman applauds 1985 Saint John Port Days

"The greatest strength of Saint John Port Days is not what happens between organizers and the guests, but what happens between guests."

So says Hugh McLellan, Chairman of the Saint John Port Development Commission, reflecting back on the successful 1985 Port Days which were held earlier this month.

"The onus was on us, as organizers, to create an atmosphere that produced optimum exchange between guests," McLellan noted referring to the importance of social contact between participants.

And in-so-far as the feedback to date, he suggested that this year's Port Days promotion was effective in producing those end results since most of the comments received have been extremely favourable.

Over 500 participants were attracted to this year's function which was held at the Saint John Trade and Convention Centre. Representing all segments of the shipping industry, government officials and support services representatives, the delegates came from all corners of the globe to meet and discuss problems of mutual concern and to ponder the many changes the future will bring to their ever-changing industry.

The conference theme – "Port of Saint John – A New Era" – was developed to encourage some thought-provoking conversation and discussion about the new era of the shipping industry. And true to their word, organizers provided speakers who touched on such relevant subjects as deregulation, free trade and the humanistic treatment of employees whose jobs have been eliminated because of technological advancement.

Mr. McLellan noted that deregulation was the source of repeated conversation among delegates during and outside the formal plenary sessions.

"People were looking ahead to deregulation and saying: 'Okay, now what are you going to do for me when deregulation is introduced?' "

He credited luncheon speaker Tom Crowther and keynote dinner speaker Adam Zimmerman for providing timely messages. Mr. Zimmerman, president and C.E.O. of Noranda Inc., added enough thought-provoking commentary to fuel one hundred fires with his thoughts on how best to deal with the future, Mr. McLellan offered.

Mr. McLellan extended congratulations to Port Days Chairman Doug Anderson and his committee of volunteers

who made the event the success it was, not to mention the hard work carried out by Port Commission Executive Director Ralph Murray and his staff.

(Saint John Port News)

$10 million wood-processing plant project under review: Seaway Port of Duluth

The Seaway Port Authority of Duluth has given tentative approval to a plan to build a $10 million wood-processing plant at the Clure Public Marine Terminal.

International Bio-Fuels, Inc. of Wayzata, Minn., proposes to convert the port terminal's East Warehouse into a facility that would process wood chips into densified fuel logs and briquettes for domestic and foreign commercial and industrial fuel.

William McCartney, president of International Bio-Fuels, said the plant would have an annual production capacity of 225,000 tons. He said the company would employ 45 persons directly and provide additional work for up to 350 loggers and truckers in the region.

Under tentative agreement, the Port Authority would lease the warehouse to International Bio-Fuels for 20 years. McCartney said he plans to arrange financing for the project by April without using any public funds. A final review of the project is expected in March.

In his presentation to the Port Authority, McCartney said he chose Duluth for the site because of its excellent transportation services, including water, rail and truck. He noted that wood fuels are a viable alternative energy source and that "Minnesota is blessed with an asset that is being underused". He said a large wood processing plant can produce fuels at a cost cheaper than oil or natural gas.

The Port Authority and Executive Director Davis Helberg have initiated several projects and tests over the last four years involving use of Minnesota wood fuels in drought-striken nations. McCartney said International Bio-Fuels will also market its products in those areas.

Improvement at Port of Houston Data Processing Center completed

More than $280,000 worth of improvements to the Port of Houston Authority's Data Processing Center have been completed, placing the Port Authority in a position to serve not only current needs but also provide expanded service to the shipping industry in the future.

The project has more than doubled the center's floor space, increasing it from 600 square feet to 1,600 square feet. Usage of an uninterruptible power source and backup generator assures continued operation of the center in emergencies, and a three-level telephone backup system will enable the center to regain contact with other PHA facilities quickly, even after such natural disasters as hurricanes.

A new climate control system and a fire detection and suppression system were also installed to provide optimum daily operating conditions and protect the information handled at the data center. These systems are programmed to notify both on-site and remote personnel if a failure occurs or unusual conditions are detected.

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

Automated documentation proposed for port and airports: Port of Houston

An automated documentation system that could further speed the movement of cargo at the Port of Houston and Houston's major airports is being studied by a joint committee appointed by the port authority and the City of Houston Aviation Department.

The proposed system, called INFOPORT, would cost approximately $3.7 million to develop and install, representatives of Computer Sciences Corporation told the committee in December.

A recommendation could be sent to the Port of Houston Commissioners and the city's Aviation Department as early as February, according to Joe Scroggins, committee chairman and director of facilities for the PHA.

If the CSC proposal is accepted, modifying the software to meet the needs of Houston users and installing the necessary hardware would take at least 35 weeks, according to Donald Fox, CSC project manager.

The heart of the system would be a service center in the port authority's terminal building near the Turning Basin. In addition to the port authority and aviation department, users could include airlines, shippers, customhouse brokers, freight forwarders, federal inspection agencies and any other organizations involved in cargo handling.

Participating companies and agencies would use telephone connections to file and retrieve a wide range of information concerning vessel and air consignments. Among these would be vessel-related data (expected date and time of arrival, expected date and time of sailing, allocated berth, cargo activity, etc.) and cargo status information (goods offloaded, clearance by Customs, collection by inland carrier, etc.) Users would also have access to the U.S. Customs Automated Commercial System (ACS), which includes release notification and the automated broker interface (ABI) for electronic filing of customs entry.

The Houston service center could also provide access to external information systems, including those that contain rates for ocean freight and technical information on handling and storage of special cargoes.

An INFOPORT system is being developed for use by the Miami International Airport/Miami Seaport. Donald Fox, CSC project manager for the Houston proposal, said many features being used in Miami could be incorporated into a Houston system.

U.S. Customs has automated many of the procedures used in clearing cargo. In general, the reduced emphasis on the paperwork associated with cargo clearance allows more effort to be directed toward inspection and enforcement with particular emphasis on drug trafficking.

To accomplish these goals, the Customs service established the Automated Commercial System (ACS), and began to promote the development of automated service centers like the one proposed for Houston.

"Automation is necessary if we are to maintain our position of leadership in the world shipping trade," says

Joe Scroggins, chairman of the committee and director of facilities for the PHA. "Our task is to find the system that will work efficiently and effectively for the Houston cargo-handling community."

Reducing the time it takes to move cargo through airport and Port of Houston facilities is the committee's main concern, but CSC's Fox says INFOPORT would provide system users with other benefits as well.

Steamship agents, customs brokers and freight forwarders would benefit from the availability of accurate information on consignments and their status, he said. Customs brokers and freight forwarders would be automatically notified when a consignment has been released by federal authorities.

The port authority would have quick access to up-to-date data on port activities. Federal authorities would spend less time processing documentation and be able to complete post clearance audits more quickly than is now possible. All participants would spend less time answering telephone inquiries, Fox added. *(Port of Houston)*

New projects coming on line at Port of Long Beach

The year 1986 may well prove the busiest 12 months ever for the Port of Long Beach, already well established as container cargo tonnage leader in the West. Last year, Long Beach moved 1,141,466 TEUs through its seven container terminals, the most 20-foot equivalent units ever recorded on the Pacific Coast.

Following right on the heels of a fiscal year that saw the Port handle a total of more than 53 million metric revenue tons of cargo, valued at some $28 billion, are a number of major expansion programs scheduled to come on line this spring and summer.

Long Beach Container Terminal will move from its present cargo facility on Pier J, itself only five years old, to a new enlarged $77-million 88-acre terminal at Berths 6-10 on Pier A. This latest container facility in Long Beach Harbor was created by filling in 24 acres of water and by removing five huge transit sheds and warehouses in order to use those sites for more productive cargo handling.

The new LBCT facility will be operable by June, with four gantry cranes going into service. This brings Long Beach's container capability to more than 500 acres, employing 24 gantry cranes, with two more on order.

This summer, Maersk Line will move from its present container terminal on Pier G into its new 46-acre home on Pier J. Sea-Land will grow from 37 to 70 acres and add 1,200 feet of new wharf at its Pier G location. A turntable will permit use of up to seven cranes on two sides of the expanded facility. U.S. Line meanwhile will grow from 27 to 46 acres. These three projects represent an investment of $28.8 million.

Occurring almost simultaneously is groundbreaking for the Long Beach World Trade Center, a joint project of IDM Corporation of Long Beach together with Kajima International. To be built on a 13-acre downtown site owned by the Port of Long Beach, this complex is designed to headquarter the Long Beach/Los Angeles harbor complex's vast maritime and business community. Upon completion of its three phases, the $550-million Long Beach World Trade Center will be the largest such facility west of New York.

Late summer is the projected completion date for the long-awaited $70-million ICTF, the Intermodal Container Transfer Facility being built jointly by the Port of Long Beach and the Port of Los Angeles. Southern Pacific will operate the project, which is located only four miles from both harbors. Its goal is to reduce drayage costs, cut freeway truck traffic and increase service to tenants.

Also nearing completion is the $8-million West Seventh Street terminal. Already being utilized for shipments of steel and other commodities, it will be fully functional by fall.

Permits are now being sought and construction is expected to begin within a year on the Pier J expansion plan. This will add 150 acres of new land to the seaward side of Pier J to further increase the Port's container handling capability.

Judging from the current pace of Pacific Rim trade via the Port of Long Beach, which is now entering its 75th year as a municipal port, Long Beach is well on its way to becoming the West Coast load center to the Pacific and the world.

Baltimore's South Locust Point Terminal marks 1985 cargo increases

Cargo handled by the port of Baltimore's South Locust Point Marine Terminal increased 9.8 percent in 1985, the Maryland Port Administration reports.

A total of 739,573 gross tons of cargo was handled by the terminal in 1985, compared to just 672,993 tons in 1984.

The terminal's container cargo jumped 6.1 percent in 1985, going from 424,981 tons in 1984 to 451,136 tons. The terminal's general cargo reached 146,234 tons in 1985, a 29.5 percent jump over 1984's volume of 112,888 tons.

A total of 446 vessels called at the terminal in 1985, keeping pace with the 452 vessel calls in 1984.

The South Locust Point Marine Terminal, a facility with 23 acres of open storage, is owned by the MPA. It is operated by the I.T.O. Corp. of Baltimore.

Report on studies for re-development of Brooklyn Piers: Port of New York & New Jersey

The City of New York and The Port Authority of New York and New Jersey today released a report on studies for the possible re-development of Brooklyn Piers 1-6 located on Brooklyn's waterfront, south of the Brooklyn Bridge.

Spokesmen for both the City and the Port Authority emphasized that the materials being released today do not constitute a plan for the Brooklyn piers, but "a framework for study and discussion."

In a joint statement, New York City Deputy Mayor Alair Townsend and Port Authority Director of Economic Development Philip LaRocco said, "We are reaching out to the public and private entities for comments and ideas, and we plan to meet with all concerned groups systematically."

The report, **Brooklyn Piers 1-6: A Framework for Discussion,** represents the preliminary results of the cooperative efforts of the City and the Port Authority regarding study of the 87-acre site. The Port Authority is the princi-

pal owner and the City of New York and private ownership make up the remaining acreage. The report was made public with a transmittal letter from Deputy Mayor Townsend and Port Authority Director LaRocco.

"The purpose of this report is to familiarize the public with the reasons for these studies and the processes by which they were carried out," Deputy Mayor Townsend said. "The next step to be taken is to continue discussions with the community groups involved and to seek input from private developers," she added.

The agencies involved in studying the site include: The Port Authority, the New York City Departments of City Planning and Ports and Terminals, the City's Public Development Corporation, the Office of the Brooklyn Borough President, and the Mayor's Office of Economic Development. "The Port Authority has been meeting regularly with these agencies and with numerous Community. Boards since January 1985," said Mr. LaRocco. "We are insuring that all concerned groups and individuals have an opportunity to participate in the developing discussions."

The City agencies identified the preliminary land use policy by assessing local development objectives defining the site's urban planning context and regulatory restraints, and by defining the needs and concerns of the adjacent residential, commercial and industrial communities. The existing development plan for downtown Brooklyn will be an important consideration as specific development plans evolve for the piers site.

The **Framework For Discussion** report suggests criteria for governing future development of the site, which allow for a variety of private uses; at the same time, the criteria are designed to assure that public and community values are preserved.

The report cites the following criteria for land use at the piers 1-6 site:

- Development of the site should be compatible with the mix of developments currently planned for the downtown Brooklyn area.
- Development plans should address solutions for traffic burdens and problems.
- The Brooklyn Piers 1-6 waterfront site should be reunited with the surrounding areas both visually and physically.
- All development programs and land use decisions regarding the site should be carried out in the context of the planning constraints and guide-lines that have been imposed either on the site itself or on the adjacent areas.

The Port Authority retained an independent consulting firm, Halcyon Ltd. of Hartford, Connecticut, to analyze the market support for a broad range of possible uses. While the consultant's analysis was under way, the Port Authority also undertook a technical analysis of the site, including studies of the existing waterfront structures, submerged subway tunnels, river hydrology and the implication of special zoning constraints.

The Brooklyn Piers 1-6 site consists of land, wharf and water areas and is adjacent to the expanding Brooklyn central business district. It was the center of Brooklyn's waterfront shipping activity for more than 350 years, as well as a major commercial and commuter link to Manhattan. Marine cargo activity on the site deteriorated after World War II, until the Port Authority, in the 1950's, purchased the properties of the New York Dock Company, cleared the obsolete waterfront structures, and built a series of breakbulk cargo piers. The container revolution in the handling of marine cargo in recent years has led to a shift from breakbulk to container vessels and a drop in use of older-style piers with limited upland area for container storage.

Ports '86 — Conference and Exhibition: Port of Oakland

Ports '86 is the fourth in a series of conferences on port engineering sponsored by the Committee on Ports and Harbors of the American Society of Civil Engineers.

The Conference will be held May 19-21, 1986, at the Hyatt Regency Hotel in Oakland, California.

Speakers at the Keynote Session will be Admiral John D. Costello, USCG; Lt. Gen. E.R. Heiberg, III, Corps of Engineers; and J. Ron Brinson of the American Association of Port Authorities. The speaker at the Keynote Luncheon will be the Honorable Helen Delich Bentley, Member of Congress from the Second District, Maryland. The general theme for the Keynote Session will be "Port Development in the 1990's". Eighty-one papers will be presented at the 28 technical sessions. Session topics include port planning, terminal pavements, Navy facilities, container terminals, wharf design, small boat harbors, tanker terminals, vessel characteristics and operations, container cranes, waterfront redevelopment, dry bulk terminals, maintenance, fender systems, dry docks, channel and harbor design, rehabilitation of port facilities, and geotechnical engineering.

There will be a boat tour of the Ports of San Francisco and Oakland, and a wide variety of exhibits on services and products for port construction and development.

For a copy of the program and reservation forms, please write to ASCE Conference Dept., Attn: Elizabeth Yee, 345 East 47th Street, New York, NY 10017, or call (212) 705-7544.

1985 Golden Gate ship traffic strong despite industry slump

Bay Region ship traffic declined only 2.5% last year — despite continuing, depressed freight rates and heavy import surplus over U.S. exports, the Marine Exchange of the San Francisco Bay Region has reported. 1985's 3,686 vessel arrivals was, however, almost 2% greater than 1983's Golden Gate activity, and an increase of almost 7% over 1982.

Cargo movements through California ports increased 1.5% in the first half of 1985 over the corresponding period of a year earlier, while Washington and Oregon totals showed a drop of more than 4.5%.

Vessels of 47 nations were represented in last year's regional traffic, led by 1,129 U.S. arrivals, followed by Panama (490), Japan (390), Liberia (291), Great Britain (199), Korea (174), Germany (137), Norway (104), and Denmark (101). Last ports of call for arrivals at the Golden Gate were U.S. for 2,758 ships, 77% of the total.

1985 throughput breaks record: Port of Charleston

The Port of Charleston's cargo volume hit record levels for a third consecutive calendar year with a 1985 throughput of 4,940,256 tons.

Containerized cargoes, accounting for 77 percent of the Port of Charleston's general cargo tonnage, surpassed the three-million-ton mark for the first time in any 12-month period, reaching a 1985 total of 3,092,791 tons. That total represents a gain of 9 percent over the previous year's record of 2,827,978 tons.

General cargoes (container and breakbulk combined) totaled 4,015,910 tons, up 7 percent from the 1984 like period figure of 3,764,123 tons.

The Ports Authority's total tonnage for all cargoes in 1985, 4,940,256 tons, represented a 2 percent increase over the Calendar 1984 total.

In terms of TEUs the Port of Charleston handled an unprecedented 431,040 containers, up 3 percent from the Calendar 1984 total of 420,149 units.

Breakbulk cargo, at 923,119 tons in 1985, came within one percent of the break-even mark versus 1984's total of 936,145 tons.

Special (bulk and leased) cargoes in 1985 totaled 890,387 tons, down 15 percent from the 1984 total of 1,025,308 tons.

Although imported cargo volume increased in nearly every cargo classification during 1985, exports still prevailed at the Port of Charleston. By classification, exports accounted for 52 percent of breakbulk cargo, 57 percent of containerized shipments, 56 percent of general cargo and 58 percent of total tonnage throughput.

South Carolina Ports Advisory Committee

The S.C. Ports Advisory Committee held its third meeting recently at the Port of Charleston's Wando Terminal. John Purcell, of Westinghouse Electric Corp. and the Columbia Traffic & Transportation Club, is chairman of the group.

The Committee was formed to provide a means for constructive communications between the Ports Authority and the Port's users. The twenty-two members belong to traffic and transportation clubs statewide, but they represent regions, not clubs, said Patricia Atkinson, of Builders Transport Inc. and the Committee's publicity coordinator.

Sub-committees are analyzing several areas: (1) Port Marketing, (2) U.S. Customs/U.S.D.A., (3) Port Services, (4) Customs House Brokers/Forwarders, (5) Transportation Services, (6) Shippers Services.

Reports on port services have been highly favorable to the Port, said Atkinson. All sub-committee reports are being used to develop action plans and recommendations.

Atkinson said the Committee wants to maintain open communication between the Port and its users. Those needing information on services or having suggestions for improvements, should contact the committee members in their areas. *(PORT NEWS)*

'Strategic planning begins to pay dividends': SCP Executive Director

On 19 November 1985, Executive Director W. Don Welch delivered his 14th annual State of the Port address in Charleston. His observations, which discuss recent developments as well as predictions for the coming year, are printed below.

"Last year when I spoke to you, the big news was Evergreen's selection of Charleston as its South Atlantic load center. Evergreen had a good first year here. Seapac subsequently established its load center here. Those two lines helped the Port of Charleston to its highest annual container tonnage total in history. Almost 2.9 million tons were handled last fiscal year. However, the total represents only small growth over the previous year, which also was a record setter. In other words, Fiscal Year '85 was relatively flat. Four months into this year, this trend clearly continues.

First quarter tonnages are holding steady, but they reflect our stagnant economy as well as the strength of the dollar. The dollar's strength also influences the make-up of our trade.

In the early '80's, about 70 percent of our cargo volume was exported. That has dropped to 59 percent. Naturally, we have worked to bolster our import cargoes to offset that loss. As the dollar situation changes, we hope to be able to hold on to new import commodities and, at the same time, see our exports rise again to more normal levels.

Some of you may have read last week that the Authority's revenues are down. During the first quarter, revenues fell almost $900,000 below projections. This is primarily attributable to the pricing squeeze being put on us by the steamship lines, which are almost desperate to reduce their costs.

We think revenues will remain below projections for the remainder of this fiscal year. Of course, this means we have to take the action necessary to keep our operations on an even keel. More specifically, we need to work hard on the sales side, improve efficiency and control our own costs.

One of our top priorities was to revitalize and redirect our trade development effort.

In this situation, strategic planning begins to pay dividends. Last year I mentioned our work to develop a strategic plan for the Authority. Since then, we have moved beyond the planning stage and into implementation.

To begin with, we changed the name of the department to marketing and sales. The group has new leadership and structure as well as several new faces. Duane Grantham is our new director of marketing and sales. He comes with a solid steamship background and knowledge of Charleston.

Under Duane Grantham's leadership, I believe our talented, energetic marketing and sales team will assure that the port of Charleston provides you the assistance you need to do your job.

Strategic planning, of course, covers the whole range of Authority operations. We are currently completing our study and realignment of terminal operations.

In the past, we have been organized around the four terminals. Henceforth, we will operate on a functional

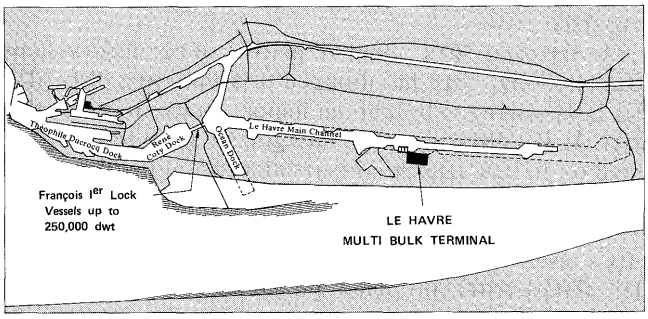
basis. Reporting to the Director of Operations will be the managers of five operating and support groups: Breakbulk Operations, Container Operations, Operations Scheduling and Administration, Maintenance and Heavy Lifts.

The point of this new structure is, of course, to emphasize and achieve efficiency in the utilization of the facilities we have. We just cannot afford major capital additions in the foreseeable future. Everything we can do to forestall the need for such expenditures is mandatory. Considering the current revenue profile, our new approach could not have been determined at a better time.

I am very proud of the support the private waterfront sector has given the Authority over the years. It is very important that we all work together. Today, we are talking to each other more frequently and on a broader range of subjects than ever.

This kind of communication is basic to the future success of the Port of Charleston." *(PORT NEWS)*

Multibulk Terminal becomes operational: Port of Le Havre



The Multibulk Terminal project was something entirely new for the Port of Le Havre in that it implies close collaboration between the Port Authority and private investors, i.e. the companies who jointly set up CIPHA

The Need for a Multipurpose Bulk Terminal

Inadequacy of previous facilities

When electricity generating stations began reverting to coal firing, the Port swiftly provided efficient facilities for them in the shape of two berths in the tidal basin accessible to vessels of respectively 80,000 dwt and 150,000 dwt. These are still ideal for bringing in coal for the French Electricity Board, but they are not suitable for other traffic by reason of their limited back-up areas.

The ore berths available elsewhere in the port can only accommodate vessels of from 10 to 15,000 dwt, mainly for the requirements of local industry. The Multibulk Terminal, on the other hand, will enable the Port of Le Havre to handle the big international transit and transhipment trades.

Criteria adopted

The new facilities have been planned in the light of the new uses found for the coal industry, and this means having infrastructures that meet a twofold requirement:

a) they must provide a large amount of open space behind the wharves for the storage or treatment of coal, with a sufficient area available for processing plant to upgrade its value.

b) they must be able to accommodate large vessels, since on low-value products the scale economies to be made by carrying really big quantities at a time are very substantial.

The Multibulk Terminal has therefore been designed to handle basic traffic consisting of industrial coal brought in by large vessels. But its very existence means we can also look forward to:

- traffic in miscellaneous heavy cargoes, plus those requiring covered storage, such as sulphur, fertilizers, chemical feedstuffs, petrocoke, nitrates and clinker
- traffic in agricultural foodstuffs
- dispersal traffic in bulks transhipped from large to smaller vessels

Market and traffic research

The following traffic can today be realistically forecast for the Multibulk Centre in the medium term:

Inwards:

- Coal for industrial use.
- Phosphates, coking coal, petrocoke, ores, potassium salts, sulphur, kaolin, feldspar and barytes. Several of these products require covered storage.
- Agricultural foodstuffs (grain, soya cake, etc.)

Investment Details

The Port of Le Havre Authority felt that outside companies capable of creating or developing traffics should be associated in the investment required to set up the Multibulk Terminal, and a number of private partners who agreed to match the public investment joined together to form the Compagnie industrielle des Pondéreux du Havre (CIPHA), thereby guaranteeing that their own exertions would be added to those of the public body to boost traffic.

The port authority's share of the capital investment needed to set up the terminal is estimated at 146 million francs for the infrastructure and equipment. In accordance with the law applicable to French self-governing ports, the State is responsible for 60/% of the infrastructure costs.

CIPHA's share of the total investment amounts to 25 million francs in the first stage and will be devoted to the stockpile area and associated equipment. Their share will increase in step with progress on succeeding stages devoted to expanding storage capacity and ancillary equipment.

(FLASHES)

1985 traffic figures & principle evolutions: Port of Bordeaux

With a total throughput of 10,579,000 t in 1985, traffic through the Port of Bordeaux rose by 6% compared with the previous year. This result is the best achieved over the past four years.

This increase is accounted for by a rise in oil throughput, +8.5% (6,672,000 t) and the expansion of general cargo, up 10% at 1,172,000 t.

Oil Traffic

Up 8.5% on 1984, at 6,672,000 t, this increase is mainly due to the busy SHELL refinery, which imported 3,377,000 t of crude oil through Le Verdon (+13%), for refining at Pauillac.

Refined products imports were stable at 1,893,000 t; whilst to the contrary, exports of refined products rose by 30%.

There was a drop in crude oil exports, coming from ESSO, of 8% with a total traffic of 817,000 t.

Liquid Bulks, other than Oil

Compared with the previous year, the liquid bulks, other than oil remained stable in 1985 with a throughput of 335,000 t.

Dry Bulks

In 1985 total throughput for the dry bulk sector reached 2,400,000 t, which is more or less the same as trade in 1984.

Oil-cake (used as cattle fodder) reached 373,000 t, which represented an increase of 27% compared with the previous year. However, soya bean imports, which go to the COMEXOL mill for processing, dropped 38% to 138,000 t. Finally, the overall tonnage of soya oil-cake and beans which are used to make oil-cake remained the same, at over 500,000 t.

The coal and coke trade with 259,000 t was 7% less than in 1984. It would appear that this throughput figure is likely to remain stable.

On the other hand, the fertilizer trade increased its throughput to a record tonnage of 479,000 t, which was 9% higher than in 1984. The result was due mainly to heavy importing in manufactured fertilizers, throughput reaching 256,000 t, (+31%).

Dry bulk exports, at 1,071,000 t, are the second highest (1983 being top) that Bordeaux has ever known. This was mainly caused by bulk grain and oil-seed exports (787,000 t and 173,000 t respectively). This is now the third year running that bulk grain and oil-seed exports have exceeded the figure of 900,000 t, whilst previously exports fluctuated at around 500,000 t. It would appear that these excellent results, at least as far as grains are concerned, are likely to continue.

General Cargo

With a global throughput of 1,172,000 t in 1985, general cargo rose by 10% compared with the previous year.

The import trade fell by 9% to 375,000 t. This was caused by a fall in certain imports such as timber, citrus fruits and early vegetables, aluminium and sheepskins.

Exports, on the other hand, increased by 20% in 1985. In this sector throughput reached nearly 800,000 t and is at a record level for the past decade. This result was due mainly to exports of domestic timber, which accounted for 179,000 t. It is hoped that this figure will be exceeded in 1986, when this new trade will have been established for a full year, having started in mid 1985. Also to be noted in the general cargo sector are exports of bagged grains and flour, which for the first time attained 320,000 t.

There was a Shortfall of 6% in the container traffic compared with the previous year, traffic in 1985 reaching 425,000 t. This was mainly due to the closure of regular line services operating to Australia and the North Pacific areas. This loss could not be compensated by the increased services to other destinations, in the container trade, such as the West African Coast, the West Indies and California. It should be stressed that for 1986, Star Shipping serving the West Coast of the U.S.A. and the Capricorne Consortium, serving the Indian Ocean, have decided to increase the number of their sailings out of Le Verdon's container terminal. This could well have beneficial repercussions on the global container traffic figures.

To conclude, the main features of the 1985 traffic figures, may be summarized as follows:–

- a global increase in trade of 6%,
- a rise in oil throughput,
- stability in liquid bulks other than oil, as well as in dry bulks, where the drop in raw sugar and iron ore imports were offset by the considerable expansion of bulk grain and oil-seed exports.
- an overall rise of 10% in general cargo throughput, thanks to exports of domestic timber and bagged grain and flour.

Port of Marseilles Authority in 1985

Results and Highlights

For the Port of Marseilles Authority, 1985 was a year of encouraging results and several important events.

With total traffic figures nearing the 90 M tonnes mark (an increase of 1.6% over previous year's figures) Marseilles was once again the Challenger in Europe, second only to Rotterdam. Whereas the traffic figures of most other major ports slumped, the upturn in figures in Marseilles–Fos confirmed the trend that had already started the year before.

The results we are reporting to you can be ascribed to two main facts:

- stable crude oil and oil product traffic figures which, after six years of constant regression, managed to top the 65 M tonnes mark.
- a big increase in container traffic (of the order of 30%) with total figures nearing the 500,000 TEUs involving overall figures of more than 10 M tonnes for general cargo.

These figures illustrate the increasing role played by our port in the field of European oil supplies and confirm that we are now the major container reshipment port in the entire Mediterranean.

Other traffic items were also very good namely: fruit and vegetables (+ 21%) and passengers (+8%).

Such results should not, however, mask several subjects of concern, namely:

- the drop in freight from Algeria, the port's main customer. This will generate a rapid response in the face of ever increasingly keen competition from other ports.
- the development of the notion of safety for goods. The increasing deterioration in this field led the Port Authority to take major steps to making the port more theft-tight by introducing Customs checks at port gates.
- concern regarding dock labour. An increase in traffic in the Western Harbour Areas has enabled us to keep the unemployment rate at a steady 25% for both Harbour Areas as the rate was more or less the same in both. The increase in productivity due to the introduction of new technologies will require a much bigger increase in traffic in order to ensure that manning strengths in both Harbour Areas are maintained at an acceptable unem-

ployment rate.

The development of the petrochemical complex in Fos was marked by large scale capital investment in industry and an announcement by ARCD, an American firm, to set up business in Dock 2 to produce propylene oxide and TBA. An investment likely to involve 2.5 Billion Francs that would be another step forward in the development of the Zone of Fos and contribute to supporting employment figures in this part of the country.

A great deal of effort was made last year to modernize port procedures. A protocol was signed on 21st March by the Minister of the Economy and Finance and the Port of Marseilles Authority to enlarge freeport storage facilities. To this date 6 terminals or freeport storage facilities are being operated in all fields of activity, namely: break bulk, liquid bulk, crude oil and oil products, and general cargo both in Marseilles and Fos.

Furthermore, major strides were made in the field of computerization thanks to new developments and applications of the Port's TPE and TELEPAM services and the launching of the PROTIS cargo management system. The PROTIS conventions were signed on 10th December 1985.

Further success was also encountered in the field of International Co-operation (training, consultancy and technical assistance) with an increase in turnover of 25%.

Additional contracts were also awarded to the Port on various continents, thanks in particular to the major strides made by us in the field of port computer systems and the good reputation we have in the field of management.

Much was also done in the field of port equipment and infrastructures in the most appropriate market openings, namely extension of the container terminal and building of a new quay in Fos, which we call Quai Gloria. Additional fruit handling facilities, continuation of the Pinede development scheme and the development of further Ro-Ro capacity not to mention modernization of the Marseilles Passenger Terminal. Work on the Marseilles Road Transport Centre continued and is to reach completion in 1986.

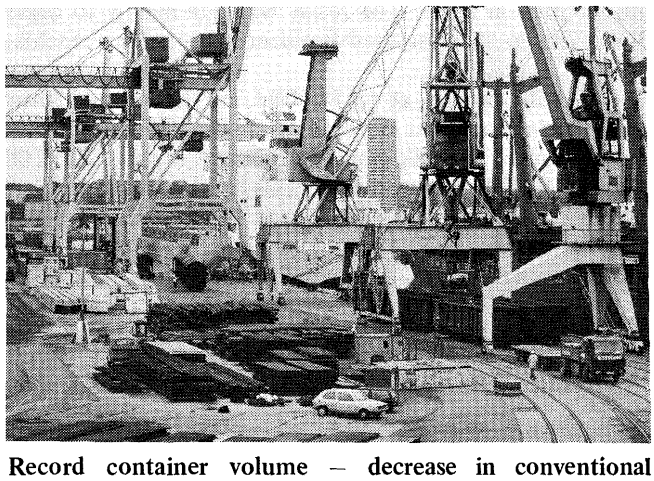
The total turnover of the Port was 837 M Francs, an increase of 11% over the previous year. All management objectives were reached. Further efforts were deployed in the field of productivity, an FNE (Fonds National de l'Emploi, National Employment Fund) contract was also signed and port expenses curbed. Thanks to all of these measures, the port's financial recovery was supported and the return on investment increased by 50%, thus balancing the port's accounts.

This year we at the Port of Marseilles Authority are looking to the future with confidence. If we are careful and persevere in our policy of strict management, our financial standing will enable us to keep up the pace of investments in the most appropriate fields. As port tariff increases are to be very moderate this year, we will be able to engage in a more dynamic commercial policy and be even more competitive than ever before, for the benefit of all our customers and users.

Bremen at the head of all cotton ports; Arrivals near to postwar record

The Japanese port of Kobe and the Bremen ports top the international list of major handling and importation points for 'King Cotton'. In 1985, as already in the two previous years, Japan's Kobe was pushed by the Bremen ports into second place again for cotton intake. According to information from the Bremen Cotton Exchange, 1,350,277 cotton bales were discharged onto the quays of Bremen and Bremerhaven. This quantity was nearly 203,000 in excess of the 1984 figure and only just missed, by some 16,000 bales, attaining the postwar record of 1957 – when 1,366,926 came into the Bremen ports. In the year under review cotton arrived in Bremen from, in total, 66 ports of shipment. Of the overall quantity, 28 percent were of South American origin; 24.2 percent came from Africa; 23.8 from North and Central America; and 19.6 percent arrived from the Near, Middle and Far East. The most important shipment port of cotton was, for Bremen, Buenos Aires, although as regards lands of origin the USA topped the list of supply countries. *(Bremen International)*

1985: Hamburg maintains position as biggest German port



Record container volume – decrease in conventional general cargo

Hamburg has been able to strengthen its position as Germany's largest port. Latest figures show that in 1985, Hamburg handled 40 per cent of the total German ocean transport volume.

The total handled was 59.523 million tons, as compared to 53.568 million tons in 1984. This was an increase of 11.1 per cent. Incoming cargo registered 38.5 million tons, outgoing cargo 21.023 million tons. Bulk cargo was up 18.3 per cent to 38.351 million tons from 32.430 million tons in 1984. Suction cargo – grain, feed, oil seed – made a big jump from 6.432 million tons in 1984 to 10.162 million tons in 1985, an increase of 58 per cent. Ore, coal and fertilizer were up 13.7 per cent from 11.942 million tons to 13.581 million tons in 1985 and liquids up 3.9 per cent from 14.056 million tons in 1984 to 14.607 million tons in 1985.

General cargo, which is of special significance for earn-

ings and jobs in the port, totalled 21.172 million tons, up 0.2 per cent over the 21.138 million tons of 1984.

Hamburg adheres to Free Port status

The Free Port of Hamburg was created in 1888, when the Hanseatic City joined the customs union of the German Empire. The Free Port Status allows the handling of goods and shipping without any customs formalities or duties within the Free Port area. This has benefitted particularly the transit traffic. Incoming and outbound vessels are allowed to travel within the Free Port without customs hurdles. Foreign goods may be loaded and unloaded, transported, traded, stored, inspected or sampled without having to go through customs clearance or costs. In addition, it is possible to treat, process or manufacture goods in the Free Port. The heart of the Free Port is its warehouse "city", with a total of 480,000 square meters of storage space. It is the world's largest warehouse complex to this day. Here, coffee, tea, cocoa, tobacco, spices and carpets are stored for as long as desired next to electronic products, including computers.

At this time, the future existence of Hamburg as a Free Port appears to be in jeopardy. The reason is a European Community draft to unify customs legislation for the entire European Community. The new regulation is to replace the one covering free trade zones from 1969 and will limit the scope of European Free Ports significantly. For example, handling, warehousing and processing of goods in the Free Port area will be drastically limited, perhaps even made impossible.

In the opinion of those responsible for the Port of Hamburg, the European Commission has gone too far in its draft. The status of Hamburg as a Free Port must not be put at disposal by simply excluding the legal base for the status from the new regulations. At the initiative of Hamburg and Bremen, the German Bundesrat (upper house of parliament in which the federal states are represented) has informed the Federal Government of its concern and requested that the Federal Government abstains from approval for the new regulation.

The key to everything – the port worker: Port of Hamburg

Regardless of technological developments, the human factor remains at the center for all port activities. However, the port worker has had to adjust to changes. Once, the port or dock worker needed mainly muscles to carry bags. But he became history a long time ago. Today, the specialist with multiple skills is required. He must know how to operate a fork lift as well as a van carrier or computer.

The port worker has become a highly skilled worker, and the quality of his training and work have been considerably upgraded. Hamburg makes sure that the workers keep up with new developments by offering special training at the port's own training center which last year marked its 10th anniversary.

About 9,500 workers are employed in the port making certain that Hamburg lives up to its reputation of being a speedy, reliable and efficient port. Last year, the port brought a halt to the downward slide in port employment – and simultaneously contributed toward stabilizing the employment situation in the city.

The members of the Hamburg Association of Port Operators employ a total of 15,000 people. In all, some 140,000 people in Hamburg depend on the port – either directly or indirectly – for their livelihood.

Crew costs – how they affect competitiveness: Israel Shipping and Aviation Research Institute

The high cost of Israeli seamen is likely to make competition impossible for at least some segments of the Israel Shipping Industry.

This is one of the major general conclusions emanating from a comprehensive analysis of the share of the costs of an Israeli crew in the total cost of operating Israeli merchant ships. The aim of the study, published by the Israel Shipping and Aviation Research Institute, was to determine how crew costs impinge on the ability of shipping companies to compete in international seaborne trade.

The investigation, entitled "The Effect of Crew Costs on Israeli Shipping Competitiveness," was carried out by Dan Shneerson, a shipping economist at the University of Haifa.

Among some of the specific conclusions drawn by Shneerson are the following:

- Overall Israeli crew costs were between 1½ and 2 times more expensive than the costs of a Korean crew. They were 1.5–1.7 times higher than the scale set by the International Transport Federation (ITF). When it came to officers, Israeli costs were 40%–50% higher, even when comparison was made against some of the highest cost European countries.
- There are two reasons for these high costs. One is the high payments to the crew by Israeli shipping companies; the other is the high manning complements on board Israeli ships.
- Between 1978 and 1983, the last year for which data were examined for the study, the basic pre-tax wage component for Israeli seamen did decline. Social overhead and the company's contribution to various components, however, rose. Similarly, total taxes levied on the income of Israeli seamen stayed fairly even during this period. On the other hand, the percentage of income tax paid by each seaman went down, whereas the tax component paid by the company went up.
- A comparison of a specially constructed index of the basic wages of an AB showed that it increased faster in Israel than in Norway and Japan. The Israeli index, though, rose more slowly compared to Greece, Great Britain, and West Germany.

The high costs of Israeli seamen, according to the report, make it impossible to compete under internationally competitive conditions without some form of protection, whether given by the Israeli government or by means of monopolizing particular trades. The study's general policy recommendation is that the government should compare the terms given to the shipping industry to other export/import-substitution industries in Israel. This may include the following measures:

(1) Incentives to the seamen in the form of a tax reduction or a reduction in the social payments made by the shipping line;
(2) Subsidized loans or state guarantees or accelerated depreciation allowances for the companies;
(3) Providing higher freight rates to Israeli companies.

The study also states that the seamen and the companies themselves should be prepared, too, to participate in increasing the competitiveness of the Israeli fleet. This should be done through reduced wages and shipboard manning as well as the reorganization of large companies into smaller units, rationalization of services, and better utilization of staff ashore.

Throughout the 135-page study, detailed tables and graphs provide statistical evidence for the discussion. To gain perspective, the investigation charts the structural development of the world fleet under both national flags and flags of convenience and fully describes the registration requirements of different maritime states. The methodology employed for the study as a whole enables countries to determine the effect of their nationals' crew costs on their fleets.

The report is divided into five sections. The first two provide a perspective on Israeli shipping policy by describing developments of the world fleet under different flag arrangements and the requirements imposed by countries to entitle ships to fly their national flags. The third section contains an analysis of the direct costs of seamen – the total payments made by a shipping line in regard to a ship's crew. The share of crew costs in the total costs of operating a ship is described and a comparison made of different crews. The composition of total crew payments and their development over time is studied, and compared to other crews. Chapter four compares indirect costs, focusing on two cost components, fuel consumption and repairs. Minute differences were found with the former in favor of Israeli crews, whereas more significant differences in favor of foreign crews were found with the latter component.

The final chapter sums up the question of the competitiveness of the Israeli fleet and considers the use of the domestic resource cost as a criterion in determining whether Israel has a comparative advantage in shipping.

The complete study is available form the Israel Shipping and Aviation Research Institute, P.O. Box 1860, Haifa 31018. "The Effect of Crew Costs on Israeli Shipping Competitiveness," by Dr. Dan Shneerson, 135 pp. Price: $25.

1985 – Increase in Port of Amsterdam tonnage continues

Total tonnage of transit goods in the Port of Amsterdam in 1985 topped the record set in 1984, according to the Amsterdam Port Management. Total cargo volume was up 2% to a level of 27.6 million tons. This increase was relevant to almost all categories of bulk goods. A slight decline in arrivals of animal fodders/oilseeds was largely compensated for by the increase in grain traffic.

The decline in the general cargo sector is almost entirely to be ascribed to a fall in timber traffic, amounting to almost 8%. Roll-on/roll-off cargo increased and the transit of automobiles remained stable. Conventional general cargo and container traffic fell slightly in 1985 with respect to 1984.

In the past year the gross carrying capacity of ships handled in the Port of Amsterdam went up by 782,000 t. to 29,548,313 t. The number of ocean-going ships fell slightly from 4,610 to 4,502.

Expectations for 1986

Based on the continuing growth of the Dutch economy and the clear recovery of industrial activities in the West German hinterland, the Amsterdam Port Management expects further growth of port activities 1986.

With regard to bulk cargoes, both liquid and dry, the Port Management expects an increase of 1 – 2%. This is also due to the increased depth (54 ft.) of the port approach channel at IJmuiden, readied in mid-1985. This improved accessibility to the North Sea Canal area means that the ports in the region will be able to maintain their position in large-scale transport of bulk cargoes.

In the general cargo sector, the Port Management expects a recovery in the imports of automobiles and timber, and a stabilisation of other general cargo categories in 1986. The shift away from conventional break-bulk general cargo to unitised loads such as ro/ro and containers is expected to continue.

The Dutch plan for physical restructuring of general cargo plants is nearly completed. Amsterdam stevedoring companies have made new investments, particularly in the Hornhaven area where a cluster of new warehousing and distribution facilities has been established.

A second portable link span for Oslo harbour: MacGregor-Navire

MacGregor-Navire has won the order to supply Oslo's Port Authority with a moveable type link span. Designed to service two axial-ramped ships simultaneously, the floating, pontoon-based unit is due for delivery early in September this year.

This will be Oslo's second link span of the floating type. The first installation supplied by Navire in 1980, though providing excellent service, is hard pressed endeavouring to cope with the increasing volume – as well as the size – of the rolling cargo now opting to use the port. It has therefore been found necessary to augment the RoRo reception facilities with an additional, larger unit.

The new 'double access' link span will, at 58m overall length, provide a manoeuvring area sufficient to accommodate the turning circles of the largest vehicles. This compares with the 39m length of the existing installation which, though sufficient for traffic at the smaller end of the range (for example, most German cars imported into Norway are disembarked over it) has been found inadequate in area for the manoeuvring required by the largest vehicles.

The new unit will be installed at the 352m long Sörenga Quay on the port's Bispevika Wharf, mainly used by Fred Olsen Lines. Configured for mooring parallel to a straight quay face, the twin 'landing' areas for ships' ramps are located at the opposing ends, with the intervening 50m surface area available for manoeuvring. A wide shore ramp set at 90 degrees to the link span centreline carries traffic from pontoon to quay.

Principal criteria that governed design of the structure are as follows:

(1) Quay height due to tidal variations
- 3.0 m at M.L.W. (s.t)
- 1.0 m at M.H.W. (s.t)

(2) Ship beams – 16 m to 25m

(3) Ship ramp widths – 5 m to 17.5 m

(4) Ship threshold heights – 1 m to 3.5 m

(5) Double-ramped ship
- beam 24 m
- ramp width 19.2 m

(6) Design loads (vertical):
(i) MAFI roll trailer 40'/40t total weight 53.7 tonnes
(ii) Fork lift truck, axle load 78.8t, maximum 86 tonnes
(iii) Normal commercial road vehicles

The facility is designed to accept a total live load of 180 tonnes.

Multi-national success for Newport: Associated British Ports

The ABP Port of Newport recently witnessed an example of international co-operation linking seven different countries: Norway, Rumania, France, Turkey, Iran, England and Wales.

The roll-on roll-off ship *Bazias 3* changed from Norwegian registry when she was bought by her present Rumanian owners. She arrived in Newport on 20th January to load 3,000 tonnes of CKD cars for discharge at the Turkish port of Trabzon. The cased vehicles were manufactured by the French-owned Talbot Motor Company in Coventry for assembly in Iran, following overland transport by road.

Freighter (UK) Ltd, who are based in London, acted for Turkish-owned Marti Line, the charterers and transporters of the cargo. David Nuttall of Freighter said: "Although Freighter have been involved in the Middle East and Mediterranean markets for many years, we have never participated in a business with quite the complexity of this one. Thanks to the professionalism of all involved, the first operation went very well for Freighter and our principals, Marti Line. We look forward to the same success on the next shipments."

Record cargoes at Port of Ayr: Associated British Ports

The ABP Port of Ayr handled two record cargoes during the last week of January: the largest ever inward consignment of phosphates for Scottish Agricultural Industries (SAI) and the largest outward load of coal for 25 years.

4,800 tonnes of powder phosphate in bulk was brought in from Tunisia for SAI on 22nd January. It was discharged from **Minerva 1** using grab cranes. The ship was unloaded at an average of some 210 tonnes per hour.

The cargo's importers said, "We were extremely pleased with the port's discharge rate, bearing in mind the adverse weather conditions."

Minerva 1 was then loaded with 4,800 tonnes of coal for Iceland – the largest single cargo of coal to be exported from Ayr for 25 years. The loading was again completed using grab cranes, at an average of 420 tonnes per hour.

Employee share ownership scheme: Associated British Ports

Another chance to invest

The Directors of Associated British Ports Holdings have decided that there should be a further offer of shares to employees in 1986. The offer will be on a similar basis to the offers made in 1983 and 1984 – employees will have the opportunity to acquire two shares for the price of one, the price being determined by the market price on the first five dealing days on which shares are traded ex-dividend following publication of the 1985 results. Dealing ex-dividend is expected to start on Monday, 14th April.

The likely timetable for the offer will involve applications for shares being made in late April/early May. This advance notification is being given so that employees who may wish to acquire shares can take the offer into account in their financial planning. *(PORTS)*

New PLA river patrol launch named

In a recent ceremony at Tower Pier, the Port of London Authority's latest river patrol launch was named Ravensbourne II by Lady Kellett, wife of PLA Chairman, Sir Brian Kellett. Ravensbourne II is to be the first vessel in a replacement programme designed to provide PLA's Harbour Service with a rationalised and versatile fleet of modern river patrol launches.

The 38ft twin-screwed GRP launch which will be based at the Gallions sub-station, Woolwich, will operate mainly on the 18-mile stretch of the Thames between Dagenham and Putney.

Ravensbourne II's duties will include the inspection of licenced river works, river traffic control, advice and assistance to river users, river byelaw enforcement and attendance at marine and riverside incidents and casualties. In addition the launch has equipment for oil pollution clearance, rescue, salvage work and for fighting minor fires. Ravensbourne II is also fitted with a salvage pump, driven by the main engine, to be used for pumping out small craft and barges.

With all these capabilities Ravensbourne II, with its top speed of 17 knots, will be a valuable addition to PLA's Thames Harbour Service fleet.

The introduction of the new river patrol vessel closely follows the PLA's recent £1.2 m investment in up-rated navigation control equipment for its Thames Navigation Service and the provision of a new £50,000 vessel for its driftwood collection service.

World Bank official forecasts dramatic container port throughput in SE Asia

CONTAINER PORTS in developing SE Asian countries could increase their throughputs by several hundred percent by the year 2000, a senior official of the World Bank has told *Lloyd's Maritime Asia* magazine in its latest issue.

Hans Peters, the Washington DC based deputy division chief of the Bank's East Asia and Pacific office, also had some important warnings about the role of state-backed national shipping companies in the development of competitive export trades with the west.

Peters said in a major profile interview with *Lloyd's Maritime Asia* that large increases in container throughput would be possible through what he called "the inroads of Thatcherism" into the Asian ports industry.

But the increasing tendency in SE Asia towards privatising port facilities or putting them under self-financing public corporations has other benefits besides creating potentially more efficient export container outlets.

The essential spin-off, said Peters, would be the freeing of Government budgets to develop export-based industries and agriculture in the huge hinterlands of countries like Indonesia. These in turn would provide major export throughputs for the ports.

An equally important area, said Peters, would be the development of multimodal through-transport container networks to transfer increasing quantities of export freight from distant hinterlands into national ports. As a result these ports would become major regional trade hubs in their own right.

This comment contradicts the conventional wisdom that SE Asia already has too many national ports trying to compete against the established international transhipment centres of Hong Kong and Singapore.

Peters reflected in the interview that while increasing exports and improved national port efficiency would need to go hand in hand, sheer economies of scale would mean that if the strategy worked, highly successful transhipment ports like Singapore, for example, would not be able to handle all the newly generated trade.

However, Peters made the important point that increased flows of exports would depend on Asian exporters and their ports being able to exploit the least-cost shipping arrangements available.

This would make it difficult for Asian countries to offer at the same time financial support or cargo reservation to their own shipping lines, and maintain the principle of keeping a share of trade on the seaborne leg for themselves. Even with major increases in efficiency by national carriers, it is now hard to counteract the rates afforded by increasingly strong foreign competitors emerging from the recent upheavals in the container shipping industry.

Asia was the World Bank's largest customer last year according to the Bank's 1985 Report, and $709 million or 11% of total Asian borrowing went towards transport related projects. *(LLP News Release)*

Export grain trade looking good: Port of Brisbane

The Port of Brisbane's export grain trade probably will top two million tonnes in 1985/86 – and may even go close to last year's record figure of 2,311,500 tonnes.

That mark could be reached easily if early season export tonnages are any indication.

Grain shipments through Pinkenba terminal to the end of November (beginning July 1) had passed 920,000t. A total of 42 ships had loaded.

By the end of December, the respective totals were 52 ships and almost 1,150,000t., encouraging figures which should ensure "a big year" for the port's grain exports.

According to Bulk Grains Queensland Operations Manager (Mr. A. Hoey), the extremely busy year so far is due to two factors.

"Firstly, we've had a record barley crop (over 700,000t.), and secondly, there has been a large amount of carry-over wheat from last season waiting for export," he said.

Major buyers for wheat and barley included Japan, U.S.S.R., Yemen, Iran and Saudi Arabia, said Mr. Hoey.

He added that an "above average" result is expected for the season's sorghum crop, giving further substance to expectations that grain exports for 1985/86 could top two million tonnes.

New Terminal

The new $38 million export grain terminal on the Fisherman Islands (Bulk Grains Queensland) is expected to load its first ship in the late February/early March period.

Stage 1 of the facility includes storage capacity for over 57,000 tonnes with an annual export capability of 1 million tonnes.

Initially, the approach channels and berth will accommodate 60,000 d.w.t. vessels. This capacity will be improved to handle 80,000 d.w.t. ships, which will call at Brisbane for the vastly greater export quantities likely by 1990.

The terminal is a joint project, financed and developed by the Port of Brisbane Authority ($8 million) and Bulk Grains Queensland ($30 million) *(BRISBANE PORTRAIT)*

Gladstone Marina development starts

The Gladstone Harbour Board today decided to start development of Gladstone Marina without a bridge access across Auckland inlet. The Chairman, Councillor A.W. O'Rouke, said that the Board had decided that initial access would be via the recently completed road leading to the Clinton coal facility.

Plans and specifications are to be prepared immediately for the provision of power, water and sewerage to service the marina and tenders will be called as soon as possible.

It is anticipated that these facilities should be substantially completed by the end of 1986, Councillor O'Rouke said.

Estimated cost of the services exceeds 600,000.

The Board's Marina Committee will report to the Board at its next meeting on ways and means of progressing a suitable style or theme for the development so that initial and future extensions can conform to a common theme.

With regard to a bridge access across Auckland inlet, consideration has been deferred until the Board is able to assess the need. It is the Board's view that this assessment can best be done after the Marina facilities are in operation, Councillor O'Rouke said.

Record cargo through Port of Melbourne: 1984-85 year in summary

The Port of Melbourne achieved a record cargo throughput of 20.2 million tonnes in the financial year ended 30 June 1985. In addition, container movements were a record 557,220 TEUs.

The healthy 9.5 per cent growth in trade following on the world recession experienced in the previous two years reflects the Port of Melbourne Authority's important role in contributing to the economic well-being of the State.

Indicative of the improved throughput of cargo was the increased use of the Authority's container cranes at East Swanson Dock and Victoria Dock and particularly in the use of open berths handling timber and motor vehicles.

In addition to the growth in trade, the PMA returned an improved financial performance evidenced by a real rate of return on current assets of 3.3 per cent compared to 2.6 per cent for the previous year.

Operating revenue grew by $16 million (23 per cent) to $86 million. Operating expenses grew by a similar percentage to $64.6 million. Expenditure on capital works amounted to $21.4 million, a reduction of $3.5 million whilst finance charges increased by $3.8 million to $25.6 million largely due to the increase in amortization of unrealised foreign exchange translation costs incurred as a result of the devaluation of the Australian dollar early in 1985.

Highlights contained in the Authority's Annual Report, which was released early in November, include:

- Early in the year the previous management structure of four branches was changed to eight Divisions, each responsible for a separate functional area of the organisation.
- A further multi-purpose berth was brought into service at 17 Victoria Dock which, together with the reintroduction of 21 South Wharf into common user service, facilitated a corresponding withdrawal of obsolete berths at Princes Pier.
- The completion of the Tasmanian passenger ferry terminal at Station Pier in June and the anticipated increase in passengers using the facility will help foster greater public awareness of the Port.
- Major projects under the Authority's Public Access and Landscape Strategy are proceeding at Port Melbourne's Sandridge Beach, and on the west bank of the River Yarra at Newport as part of the State's 150th Anniversary celebrations.
- Commercial operations of the World Trade Centre continued to make significant progress with tenancies, either occupied or committed, rising from 63 per cent at the start of the year to 91 per cent of the space available for lease. In addition, demand for the Centre's trade-oriented facilities increased considerably.
- The provision by the PMA of dredging works on a contract basis which involved deepening of the approach channel to the Point Henry Pier, Geelong, was completed on time and within budget.
- An Information Technology Policy developed by the Corporate Service Division of the PMA was adopted by the Port Authorities of Geelong, Portland and the Ports and Harbors Division of the Ministry of Transport. The purpose of the Policy is to assist the ports to achieve their goals by providing decision support systems for business planning and strategic purposes.
- A computerised bank reconciliation system, which proved to be a significant labour saving device, and a wharfage revenue and documentation system were introduced during the year.
- An agreement was reached with shipowners in the Australian North Bound Shipping Conference, Japan and Korea Section, to maximise the volume of exports and imports from South Australia transhipped through Melbourne.
- The total number of ships entering the Port in the year was 2,272, an increase of 24 on the previous year. Overseas ship calls totalled 1,455, an increase of 4 per cent, while coastal calls declined by 4 per cent.

(PORT PANORAMA)

Victorian ports adopt Information System: Port of Melbourne

An Information Technology Policy developed by the Port of Melbourne Authority's Corporate Services Division and approved by the PMA Board in March has been adopted by the port authorities of Geelong, Portland and the Ports and Harbors Division of the Ministry of Transport.

The purpose of the policy is to assist the ports to achieve their goals by providing decision support systems for business planning and strategic purposes; management information systems; operational systems for the day to day running of the ports and office automation.

Corporate data bases in similar but not necessarily identical format comprising both computer and non-computer information will be created. These data bases will be in the nature of "filing cabinets" from which information may be extracted.

As far as practicable the corporate data bases will be

capable of ease of use and multiple access without the need for specialist assistance.

A corporate "map" will be developed to provide a directory for the definition source and location of information – whether held inside or outside the ports system and to assist user departments with the extraction of relevant information from the corporate data bases.

Appropriate organisational structures will be developed within each port, and training and educational programs will be provided so that officers are aware of the existence of the information; that they understand the nature of the information and what it relates to; know how to access the information and learn how to use it. User departments will develop management information and decision support systems with specialist assistance and tools being provided where required.

Systems for operational processing and management information purposes will be developed by specialists.

(PORT PANORAMA)

Cargo movement records: Maritime Services Board of New South Wales

Significant increases in coal and wheat exports assisted New South Wales ports to move record amounts of cargo in 1984-85, the annual report of the Maritime Services Board has disclosed.

The annual report was tabled in Parliament by the Minister for Public Works and Ports, Mr. Laurie Brereton.

Each of the major ports of Sydney, Botany Bay, Newcastle and Port Kembla achieved better results in the movement of major trade commodities. Total trade figures for 1984-85 were 89.3 million tonnes, significantly better than the previous record of 80.5 million tonnes set in 1983-84.

Coal exports rose to a record 38.2 million tonnes for the year, 4.5 million tonnes better than in 1983-84.

Wheat shipments increased from 2.7 million tonnes in 1983-84 to 4.3 million tonnes, reflecting the bumper harvest.

Total exports from New South Wales ports rose by 7.6 million tonnes to 57.4 million tonnes. Imports showed a smaller increase of 1.4 million tonnes to reach 32 million tonnes. Much of this increase was in timber, machinery and paper landed in Port Jackson and raw materials used by the aluminium and cement industries in Newcastle.

Port Jackson and Newcastle recorded the largest individual increases in trade for the year. Port Botany had set a new trading record based on a 16.7 per cent increase in containerised cargo, which had registered 4.6 million tonnes. Port Kembla, where coal exports reached 9.5 million tonnes, recorded its best year since 1980-81.

Total revenue for the year was $263.6 million, an increase of $26.3 million on 1983-84. Operating expenditure reached $213.9 million, an increase of $20.8 million.

Trading surplus

The MSB, after meeting all its other financial commitments, ended the year with a $9.6 million surplus. This will be employed in financing new facilities throughout the four major ports.

Mr. Brereton said the increase of nearly 11 per cent recorded by the MSB in trade through the New South Wales ports was an indication of the very buoyant condition of the State's economy.

"Its excellent result for the 1984-85 financial year has been achieved despite a freeze on port and shipping charges," he said.

"Coal handling charges have not risen since 1982 at the Balmain loader, nor since 1983 at Port Jackson and Newcastle.

"Whether or not the Board will be able to maintain its present rates and charges will depend on the amount of trade and movement in costs durings the current financial year."

He paid tribute to the staff at the Maritime Services Board for the trading successes achieved during a time of adjustment to new policies and new demands.

"Re-organisational changes in the Maritime Services Board were introduced to improve efficiency throughout the State's ports and these latest figures are proof positive that this is happening," he said. *(MSB NEWS)*

Major capital expenditure for New South Wales ports

Major development and expansion of facilities in the ports of Sydney, Newcastle and Port Kembla will occur under the Maritime Services Board's $33 million capital works programme during the current financial year.

Significant steps to increase the cargo capacity of Port Jackson are included in the year's projects. Work is already underway on modernising and improving facilities at the Darling Harbour commercial wharves, and redevelopment of Pyrmont wharves is being planned.

The Pyrmont expansion includes the purchase of railway land behind berths 13/14 at a cost of $2 million and the ultimate conversion of these berths to handle growth in general cargo.

Several projects to modernise and upgrade the Balmain coal loader are to be completed this year, and the replacement of the No. 1 and No. 2 reclaimer bins is to be commenced. The capacity of the loader is being almost doubled to more than four million tonnes a year.

Work is nearing completion on the new workshop and supply store at Millers Point which will provide improved facilities and amenities for staff as well as increase efficiency within the port.

At Port Botany, work is to commence this financial year on a new port services area in the vicinity of the eastern quay of Brotherson Dock. A new amenities building at the Bulk Liquids Berth is to be completed soon.

At Port Kembla, $14 million has been earmarked for the expansion programme.

An estimated $6 million will be spent on dredging the berth and channels for the new grain terminal to accommodate vessels of up to 120,000 tonnes.

A further $2 million will be spent on roadworks, a bridge across the western drain to upgrade access to the new terminal, and other services.

More than $2 million will be spent on modifications to the coal loader to improve its efficiency and environmental

safeguards. The Bulk Liquids Berth will get additional firefighting and electrical services and new safety catwalks.

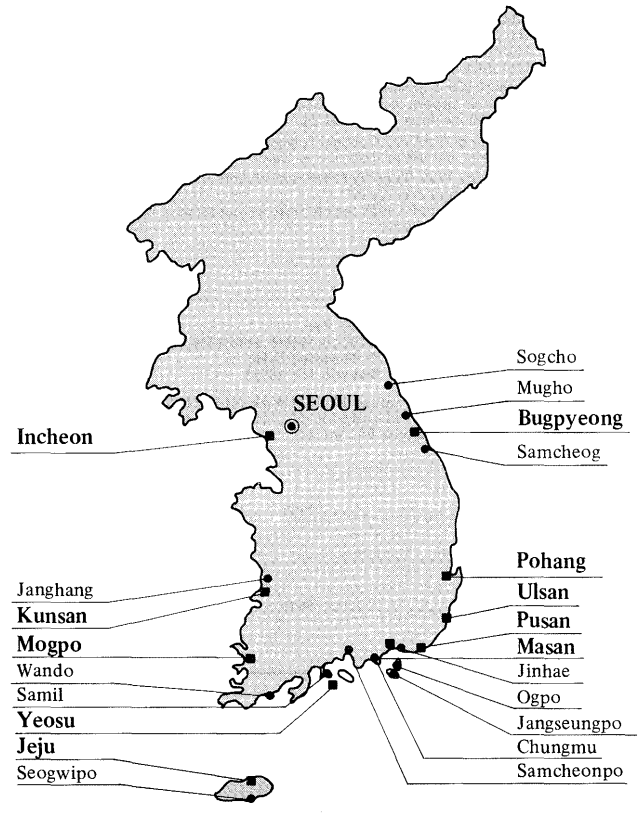
At Newcastle, it is proposed to upgrade the Inflammable Liquids Berth, No. 2 Throsby, at a cost of $1.7 million, including the replacement of dolphins and improvements to firefighting and electrical installations.

The $16.6 million upgrading of No. 3 berth, Kooragang, is to be completed this financial year as well as the upgrading of the tug berth and modifications to the Basin Coal Loader.

The efficiency of operations in all ports will be enhanced by the purchase of computer equipment and systems worth $3.5 million under the capital works programme.

(MSB NEWS)

Main ports in Korea: KMPA



Korea has a total of about 12,789 kilometers of coastline and some 3,000 offshore islands, of which 200 are inhabited. We have 24 first class ports including the Ports of Pusan and Incheon which are open to international traffic. All 24 have been directly constructed and are operated by one of the district maritime and port authorities which are under the control of the Korea Maritime and Port Administration. We have commercial ports which include the ports of Pusan and Incheon and industrial ports which were designed to accommodate special vessels carrying noxious and dangerous substances as well as bulk raw materials.

The Ports of Pohang, Ulsan and Samil are industrial ports. We have another 22 small ports which are designated as second class ports. These ports are constructed by one of the district maritime and port authorities to which the ports belong, but are operated by their respective municipal government authorities. Considering that the cargo handling capacity of the ports run by KMPA will reach its limit and that we ought to deal efficiently with the ever increasing demand for maritime transportation, this Administration is continuously constructing new ports and expanding ports facilities, including stevedoring facilities at each port in Korea. Of course, we integrate a balanced land development plan, balance development among local provinces and take into account decreases in inland transportation costs when selecting a site for port construction.

Facilities and Capacity (latest)

Ports	Length of Quay	No. of Berths	Throughput (1,000 tons)
Incheon	6,818	36	31,861
Kunsan	525	9	4,549
Mogpo	591	5	1,316
Yeosu (Samil)	3,209	23	28,366
Masan	3,223	20	8,891
Pusan	8,747	56	37,409
Ulsan	1,808	16	30,304
Pohang	7,541	35	32,919
Donghae (Bugpyeong)	3,460	18	13,234
Jeju	827	6	1,910
Others	3,085	30	9,724
Total	39,834	254	200,483

Container terminal to be built at Kwangyang: Korean Maritime News

In order to meet an expected growth in the nation's export container cargo volume, the government plans to construct a 47 billion won container terminal at Kwangyang Bay on the southern coast of the country starting in 1987, with the completion date set for 1991.

Following the trend of containerization of world seaborne cargoes, Korea constructed the largest container terminal complex in the country at Pusan port under the 1st and 2nd phase Pusan port development projects, which were undertaken during the 1974–1983 period at a total cost of 198.4 billion won.

But with a prediction that the nation's annual commodity export value will grow to $100 billion in 1990s, the third phase Pusan port development project, which will cost 210 billion won, was launched last year to build another container terminal at the port by 1990.

However, further estimating the nation's annual container cargo volume would grow from the current 1,084 thousand TEUs to 1,752 thousand TEUs by 1991, the Korea Maritime and Port Administration said that it had decided to construct a container terminal at Kwangyang Bay.

The KMPA's plan shows that the terminal project will include the construction of a 280-meter long quay having a berth capable of accommodating a containership of up to 50,000 dwt, and the installation of cargo handling equipment and other facilities which, when completed, will be able to handle 420 thousand tons of cargoes annually.

Southland Harbour Board partakes in joint venture

The Board took another step into the future in November when Board Chairman, Tom Shirley, announced the formation of a partnership of major port interests to operate a locally-controlled cargo handling entity in the Port.

Mr. Shirley was quick to explain that by becoming involved in stevedoring outside a container terminal, the Southland Board was the first Harbour Board in New Zealand to take the bull by the horns and get involved in the whole cargo handling operation.

"Traditionally, Harbour Boards have sought to distance themselves from the business of loading and unloading ships," Mr. Shirley explained. "But my Board has increasingly got into cargo handling with the creation of the Operations Department in 1983, and now this further involvement with port users and the Port's workforce," the Board Chairman said.

Mr. Shirley emphasized that the Board was just one of a number of partners in the venture, with significant representation from port workers, port users and cargo interests. It was hoped to attract as much participation as possible from local organisations who had loyalty to the Port and the Province.

"The Board has always believed that the Port needs a locally controlled stevedoring business," Mr. Shirley said. "However, this current proposal goes further than previous ones in that the various interests at the Port of Bluff now consider it is critical that we respond to the on-shore costs studies with an authentic Bluff solution to the various problems raised," he said.

The proposal contemplated a cooperative arrangement between the various parties involved, emphasizing their local nature. For the first time in many years, the Port of Southland would have its own locally-controlled cargo handling entity. "What makes this venture possible is the unique cooperative spirit that prevails in Bluff," Mr. Shirley contended. At no other port in New Zealand is there the same level of co-operation between the port authority, the employer and the workforce, he said.

Mr. Shirley said that he expected the venture to be trading early in 1986, after an initial set-up period when the necessary premises and gear were located and appropriate staff recruited. *(BLUFF PORTSIDER)*

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