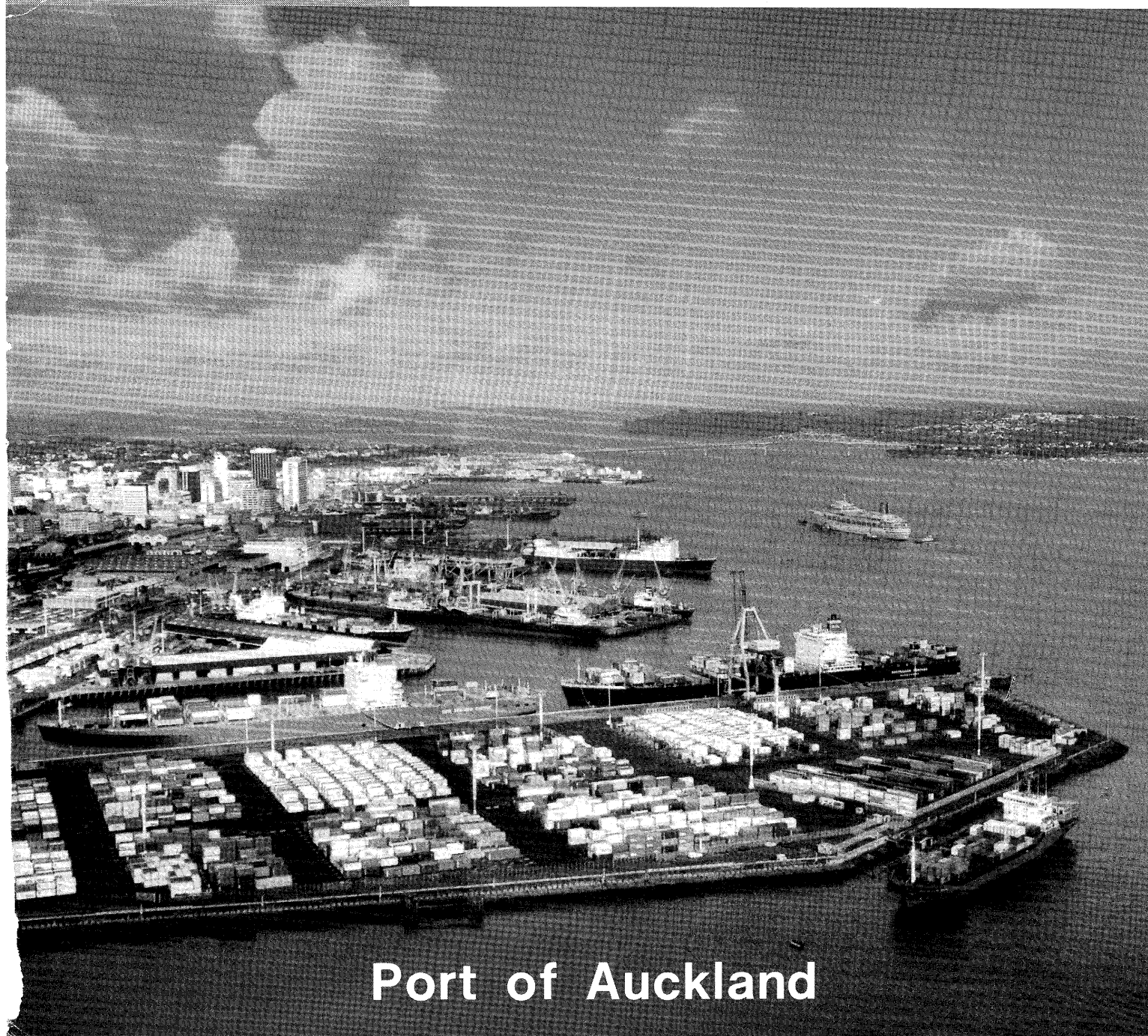


PORTS *and* HARBORS

June, 1986 Vol.31, No.6



Port of Auckland

The Publisher: The International Association of Ports and Harbors

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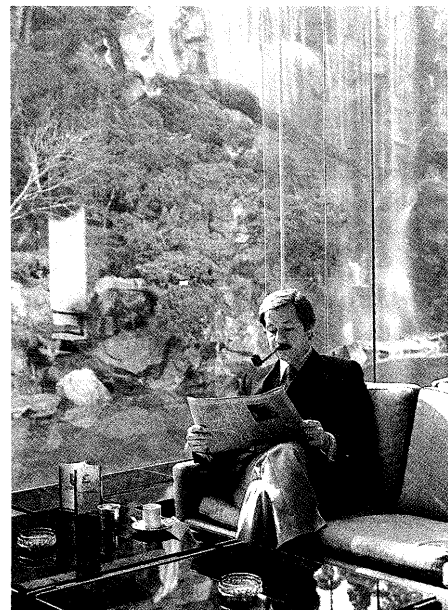


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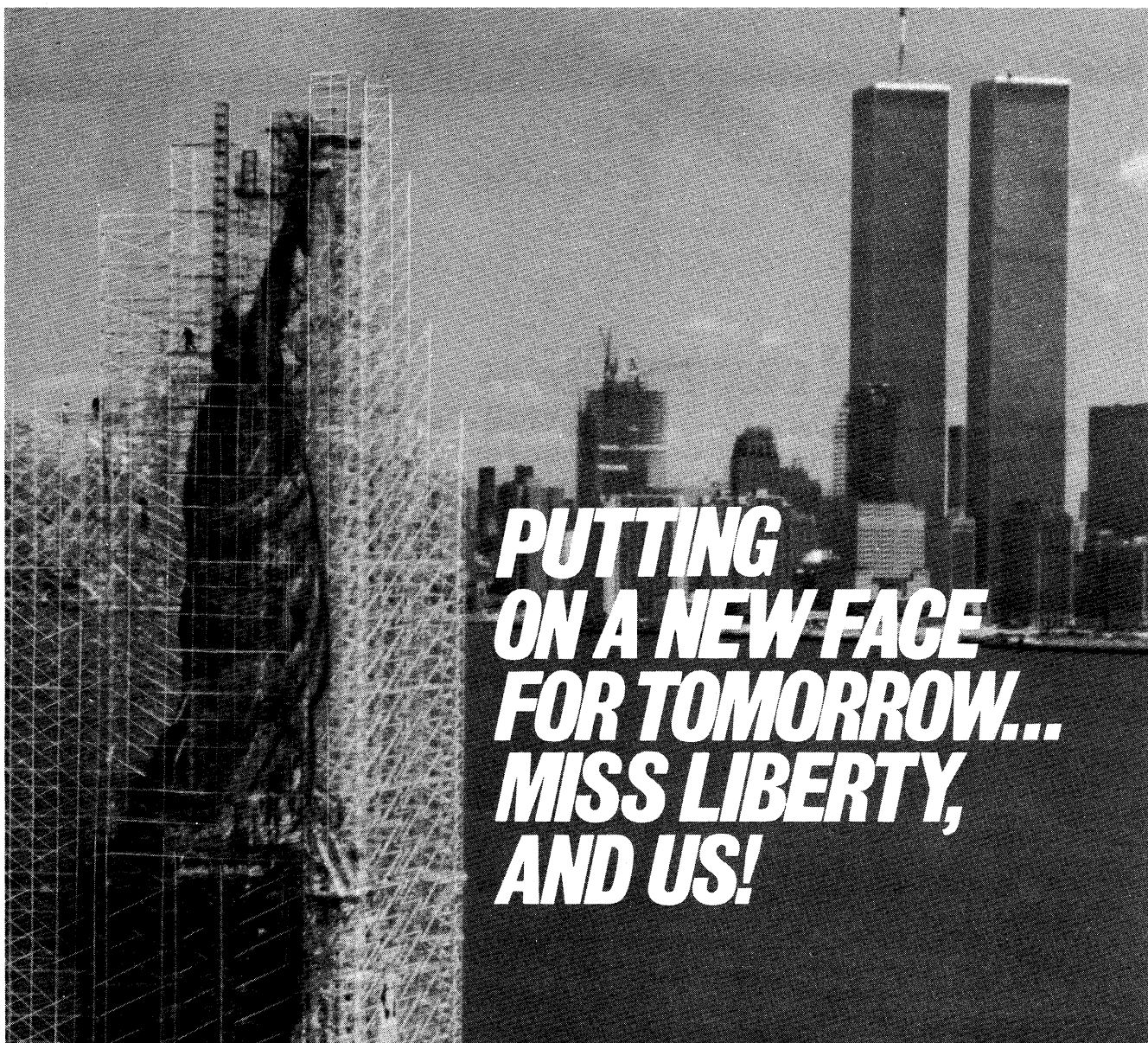
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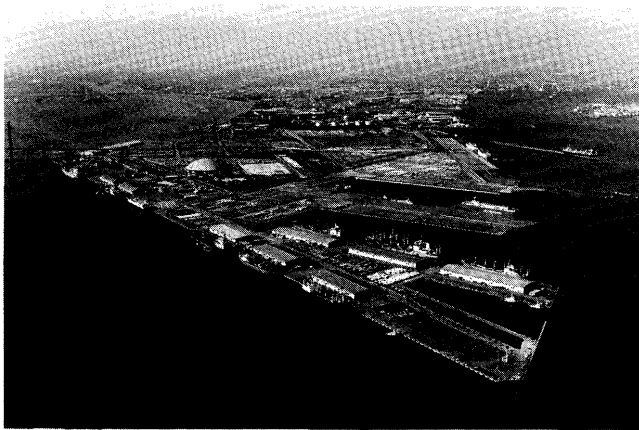


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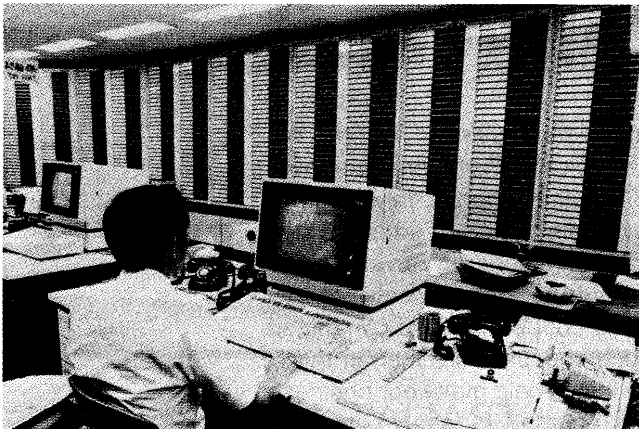
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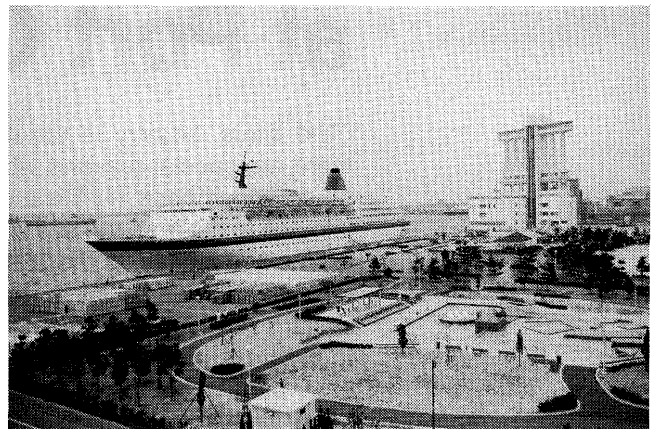
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June, 1986 Vol. 31, No. 6

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The Cover: Port of Auckland, New Zealand

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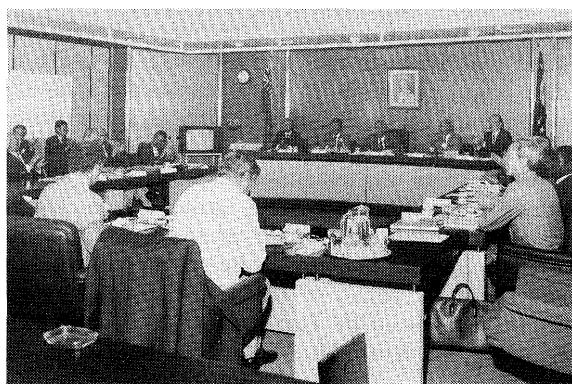
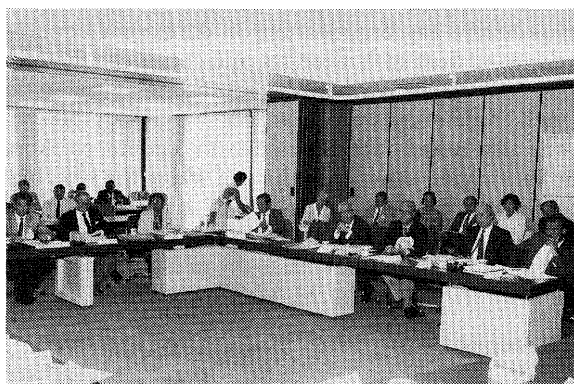
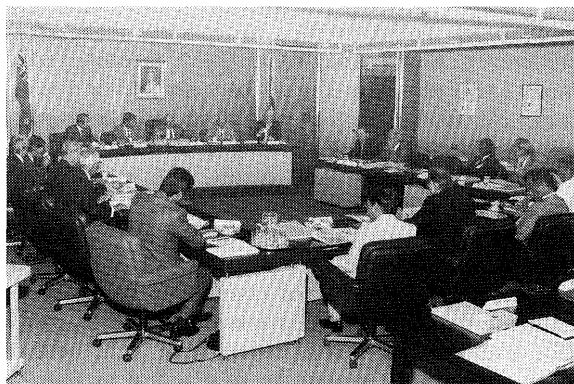
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IAPH announcements and news

Executive Committee meets in Auckland

— IAPH explores how to step up its activities —



The mid-term meeting of the Executive Committee was convened in the Board Room of the Auckland Harbour Board, New Zealand, for the two days of April 9 and 10, 1986, under the chairmanship of Ir. J. den Toom. It was attended by the Exco members, chairmen of the internal and technical committees and many observers. During the preceding two days, meetings of the three internal committees and of technical committees (PSECC, Public Affairs, Cargo Handling Operations and CLPPI) were held.

After the welcoming addresses by Mr. Harry Julian, Chairman of the Auckland Harbour Board, and the Honorable Catherine Tizard, Mayor of Auckland, Mr. W.P. Jeffries, Parliamentary Under-Secretary to the Minister of Transport, officially opened the Exco meeting on behalf of the Government of New Zealand.

Among the varied items of importance discussed at Exco, such as the overall organization of the 15th IAPH Conference to be held in Seoul in 1987, it should be highlighted that there was an open floor discussion on how to reinforce and expand the range and volume of IAPH activities, with particular emphasis on the European maritime scene.

President den Toom, noting the necessity for reinforcing IAPH's readiness and capability to represent the voice

of ports in the various international maritime theaters located in Europe, emphasized the added need for IAPH to create some kind of representation system on a permanent basis by allocating the appropriate funds. He concluded that a special ad hoc committee should be set up to study and come up with specific recommendations for the Seoul Conference. Below is a summary of what occurred at the meeting.

Future Directions of IAPH

"IAPH's role in international organizations", "New subjects for technical committees", "More IAPH meetings in Third World Countries", and "IAPH journal" were four major discussion items opened to the floor.

1. IAPH's role in international organizations

President den Toom, referring to a letter from Mr. J. Dubois, led the meeting by saying that IAPH was founded at a time when ports generally had an urgent need to improve communications among themselves. The idea originally came from Japan and the Association started as a Pacific organization, but it is now also a considerable force in Europe and around the world.

To make further progress, he noted, IAPH will have to

carefully consider what its policy in the future will be. For many years, IAPH has been talking about having more members in French and Spanish-speaking countries, as the organization is at present generally an English-speaking one. The Association will have to do more for French and Spanish-speaking people.

He further noted that there is a lot of hard work done for IAPH by port members, especially in Europe as most of the international maritime organizations are based there. However, there is a growing feeling that these port members have reached the limit of what they can do. Every port manager is responsible for his own port, and although they are willing to do a lot for such an international organization as ours, there is a limit to how much can be accomplished. It is essential that IAPH makes progress, and to do so our organization needs a full-timer in Europe. The Association will therefore have to spend more money in Europe to support this full-time representative.

He concluded by suggesting: a) IAPH is aware of the fact that it needs a full-timer in Europe and should ask appropriately qualified people in Europe to make a proposal as to who that representative should be; b) To make it possible to finance such a representative, an additional US\$50,000 per annum should be allocated in the 1987/88 budgets.

Lively discussions followed in support of the presentation. At the same time, however, some concern was expressed by Finance Committee Chairman Gingell who emphasized that although the capital reserves of IAPH are at present large, the funds must be husbanded carefully since membership fees are not currently expected to be increased and in view of fluctuations in the exchange rates.

As a result, there was unanimous support for President den Toom's proposal that a study group be formed to consider recommendations on the cost and location of the representative, and also to consider the question of whether he should speak on behalf of IAPH. (Nominated by the President and supported by Exco were: Mr. J. Dubois to chair the group, Mr. Kruk, Mr. Mather, Mr. Smith and Mr. Valls.)

2. New subjects for technical committees

President den Toom, questioning whether or not the subject areas covered by the current technical committees would be enough to accommodate possible future development, invited the members to comment.

Mr. Rommerskirchen, mentioning his joint conference with Mr. Hayes, briefly presented the topics to be covered as follows: —

- a) What to do with dredged materials (in the context of pollution, etc.);
- b) Port and environmental protection;
- c) Stocktaking vis-à-vis the internationally valid regulations on the transport of dangerous goods;
- d) Automated inter-port data communication;
- e) Free ports and free zones;
- f) Ports' organizational forms and structures;
- g) Standardization of statistical materials;
- h) The effects of Spain and Portugal joining the European common market;
- i) The problems of training and acquiring skills; and
- j) Improving schoolchildren's knowledge of ports and shipping.

Mr. McJunkin raised the subject of strategic planning as a study item. The essential items to be considered are

IAPH's future role and how it will affect ports.

Mr. Kruk raised these three subject areas: (a) The problem of transshipment ports, especially in developing countries, (b) statistical problems; and (c) foreign currency in developing countries.

It was concluded that all technical committee chairmen should be asked to make comments on Mr. Rommerskirchen's paper and send them to the Secretary General within a period of a few months, whereupon the Head Office would take stock of them and then submit them to Exco.

3. More IAPH meetings in Third World Countries

President den Toom, reciting his remarks made at the post-conference Board and Exco joint meeting, stated that more IAPH meetings should be held in Third World countries. He further noted that costs of the biennial meetings had been growing, making it difficult for Third World countries to host such events, and indicated the possibility of holding mid-term meetings, which are normally composed of a small number of people (40–50), in Third World countries.

After an active exchange of comments, President den Toom summarized that special attention should be paid to the place where mid-term conferences were to be held and that the arrangements should be as practical as possible. He further accepted Mr. Kruk's comments that it would take time before any organizations in developing countries could decide to host such meetings, and concluded therefore that the time element should be taken into consideration when such conferences were arranged.

It was also noted that the mid-term conference should be held in a region other than the one where the next biennial conference is scheduled, and that in view of the fact that the 16th Conference is to be in the American Region, efforts should be made to organize the mid-term meeting of Exco in 1988 somewhere in the African continent.

4. IAPH journal

President den Toom opened the floor, referring to a study paper prepared by the Head Office to consider the question of upgrading the quality of the journal. Discussions focused on the fact that IAPH did require some sort of communication medium for its members but it was necessary to look at the format, as well as the matter of whether the journal should be a purely internal magazine or if it should speak to the world on behalf of IAPH.

Mr. Kruk, expressing the opinion of his committee, raised several points as follows: —

- a) The number of issues should be reduced.
- b) Care should be taken concerning the presentation and conciseness of the articles.
- c) The number of copies of the journal sent to members should be increased so that middle managers as well as the Port Managers would have an opportunity to read it.
- d) The reduction or elimination of operational and financial news should be considered.
- e) IAPH Newsletters could be issued instead, as they were cheaper to send out and many more copies could be distributed, thus reaching a wider audience.

President den Toom proposed that the Head Office should further consider the matter and recommend members who might form a study group to look at the matter in greater detail.

IAPH Position Paper to IMO

In connection with the MARPOL "reception facilities", Exco, based on suggestions made by the Committee on Legal Protection of Port Interests, decided to express its position to the IMO Secretary-General and further resolved to circulate a letter to the IAPH Directors so as to bring the matter to the attention of the authorities concerned within the respective countries. (Accordingly, the letters were sent out from the Head Office, as reproduced on page 16 of this issue.)

Personnel Matters

1. To fill the 4 positions presently open on Exco, President den Toom, with the unanimous endorsement of the Exco members, appointed one member and nominated three individuals for further approval by the Board of Directors, as follows: —

Mr. Dominic J. Taddeo, General Manager & Chief Executive Officer, Port of Montreal, Canada; **Mr. Alexander Krygsman**, Port Director, Stockton Port District, U.S.A.; **Mr. C.L. Jordan**, General Manager, Port of Melbourne Authority, Australia and **Mr. R. Cooper**, General Manager, Auckland Harbour Board, New Zealand (as appointive member).

2. Also nominated at the meeting was Mr. Einar C. Petersen, City Attorney of Long Beach, as IAPH Legal Counselor to succeed Mr. Parkin, who had left the office due to his appointment as a Judge of the Superior Court for the County of Los Angeles.

Both these matters were later placed before the Board for approval by the Head Office.

Financial Aspects

1. After Exco endorsed the financial reports from the Secretary General, Mr. Fred Gingell, Chairman of the Finance Committee, pointed out that the current international monetary situation, in particular the appreciation of the Yen against the SDR, had wiped off as much as 15% or more of the Association's revenues. Coupled with a proposal by the IAPH Foundation that IAPH make the necessary adjustments in the cost-sharing ratio of personnel and office expenses, Mr. Gingell stated that IAPH's future financial situation looked set to deteriorate rather more quickly than anticipated.

Exco, accepting the situation, asked the Secretary General to make recommendations on the present and future staffing levels and other costs of the IAPH Head Office with a view to amending the distribution of costs and liaising with the Officers and Finance Committee so that a firm proposal could be considered by Exco at their meeting in Seoul.

The meeting adopted a resolution that the President be authorized, after studying the financial status based on the report, which would be submitted by the Finance Committee towards the end of 1986, to decide whether or not to propose to the Board of Directors an increase in dues of no more than 10% for the year 1987.

Chairman Gingell was asked by Exco to visit the Tokyo Head Office and discuss the matter in detail with the Secretary General. (His visit to Tokyo is separately reported in this issue.)

2. **Contribution to the CIPD Fund:** Exco, noting that there was still \$42,694 to be raised as against the target amount of \$70,000, ruled that a second circular, together with a

list of those members who had already contributed to the Fund, should be sent to the rest of the members with a request for contributions before the assessment is made.

3. **Special Projects:** As the result of lively discussions, the fund allocation for the Special Projects for 1986 was reconstituted as follows: —

| Items | Amount (Yen: 1,000) | US\$ |
|--------------------------|------------------------|----------|
| French version | 6,000* | |
| Baudelaire book | 5,000 | |
| Dredging Task Force Fund | | 15,000** |

Notes: * Allocated till the first half of 1987, ** Including the portion for 1985.

Membership Committee

Issues discussed related to the **membership campaign**. **Chairman Mather**, noting that the results of the membership campaign conducted last year were not so fruitful, pointed out that the value of personal contacts should be known to everybody.

In relation to the Seoul Conference, Mr. Mather suggested that special consideration be given to the creation of a luncheon table for non-members and temporary members, so as to give them an opportunity to talk freely with the members of the Membership Committee and other senior officials and, hopefully, to persuade them to take permanent membership.

Constitution & By-Laws Committee

In view of the procedures required for action by the Board of Directors, particularly at the post-conference, Chairman McJunkin proposed that the **Quorum** requirement be reduced from a majority to one-third, citing the fact that, at its post-conference meeting in Hamburg, the Board had been unable to select the site for the 16th Conference. The recommendation was moved and carried. The wording of "**means of communication in regard to meetings by correspondence**" was then recommended. The suggestion was that, in addition to those examples of modes of communication, there should be the words "other equally efficient means" so that people could employ such new communications systems as facsimiles or any other types of transmission as were available.

The 15th IAPH Conference in Seoul, Apr. 25 — May 1, 1987

At the invitation of President den Toom, Mr. Y.S. Cheung, Conference Vice-President of IAPH, as the host of the 15th Conference, stated that preliminary work had been carried out in order to make the Conference meaningful and at the same time enjoyable to the delegates. He concluded that Exco's deliberations were needed to give the final go-ahead for preparations for the Conference. Following a VTR presentation on the preliminary work conducted by SEPRECO, the meeting confirmed the following basic items: —

Dates: From Saturday, April 25 until Friday, May 1, 1987

Venue: Hotel Lotte, Seoul, Korea

Conference Theme: "Ports Looking into the 21st Century"

Host: Korea Maritime & Port Administration (KMPA)

Conference Chairman: Mr. Y.S. Cheung, Administrator of KMPA

Conference Vice-Chairman: Dr. T.Y. Hahn, Deputy Administrator of KMPA

Registration fees: With presidential acknowledgement of the efforts made by the host in suppressing the cost burden on the delegates, the meeting approved the registration fees as follows: —

| <u>Membership status</u> | <u>US Dollars</u> |
|--------------------------|-------------------|
| Regular Members | 550 |
| Honorary Members | Nil |
| Founder Honorary Members | Nil |
| Life Supporting Members | 550 |
| Temporary Members | 550 |
| Associate Members | 715 |
| Non-Members | 880 |

As to the keynote speakers, the meeting recommended that individuals of international fame in the fields of "international banking", "international shipping and its future" and "international cooperation for development" be invited. Moreover, it was decided those individuals so named should be approached as soon as possible so that arrangements by the host could be finalized without delay.

An Overall Plan of the Working Sessions

Monday, April 27, 1987

- 08:30/09:30 **Opening Ceremony**
10:00/11:00 **3 Keynote Speeches (20 min. x 3)**
11:00/12:00 **1st Plenary Session (possibly extended to 12:15)**
12:30/14:00 **Luncheon**
14:30/17:30 **No. 1 Working Session**

Session Chairman: Mr. J.K. Stuart

Presentation A: On Finance and Management

Presentation B: On Operation, Labour and Logistics

Presenters: As suggested in the programme prepared by KMPA

Group discussions: Groups A, B, C and D

Group Leaders and Co-Leaders: As suggested in the programme prepared by KMPA

Appropriate grouping arrangement will be made by SEPRECO (Note: Grouping by language is to be avoided)

Synthesis Session

Tuesday, April 28, 1987

09:00/12:00 **Working Session No. 2**

Session Chairman: Mr. J.K. Stuart

Presentation C: On Competition and Coordination

Presentation D: On the Community and the Environment

Presenters: As suggested in the programme prepared by KMPA

Group discussions: Groups A, B, C and D

Group Leaders and Co-Leaders: As suggested in the programme prepared by KMPA

Appropriate grouping arrangements are to be made by SEPRECO (Note: Grouping by language must be avoided)

Synthesis Session

Thursday, April 30, 1987

08:30/11:30 **Working Session No. 4**

Symposium: International Port Development

Mr. B.C. Kruk, Chairman, CIPD, IAPH

08:30/11:30 **Working Session No. 6**

Presentations to take place on world business perspectives by speakers from

a) Int'l organization of business institutions

b) Int'l organization of shipping industries

c) Int'l organization of freight forwarding businesses

Notes: Subject to further confirmation.

13:30/17:00 **Working Session No. 5**

Meetings of the Technical Committees

A room will be prepared for each committee where the members and any other delegates can talk freely. Thus, people can also go to other rooms to communicate with other committee members

15:30/18:30 A half-day tour will be organized for any delegates who may wish to take part.

List of participants

(Underscored person was in the chair.)

1. Host Port

Mr. H.L. Julian, Chairman, Auckland Harbour Board, New Zealand

Mr. R. Cooper, General Manager, Auckland Harbour Board, New Zealand

2. Executive Committee

Ir. J. den Toom, IAPH President, Managing Director, Port Management of Amsterdam, Holland

Mr. H.K. Wong, 1st Vice-President of IAPH, General Manager, The Port of Singapore Authority

Mr. J.H. McJunkin, 2nd Vice-President of IAPH, Executive Director, Port of Long Beach, U.S.A.

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

Mr. Y.S. Cheung, Conf. Vice-President of IAPH, Administrator, Korea Maritime & Port Administration, Korea

Mr. R. Cooper, General Manager, Auckland Harbour Board, New Zealand (newly appointed by the President on the 2nd day of EXCO meeting)

Mr. F. Gingell, Chairman, Fraser River Harbour Commission, Canada

Mr. T. Hirota, Dir.-Gen., Port & Harbor Research Institute (MOT), Japan

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

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

Mr. P.O. Okundi, Managing Director, Kenya Ports Authority, Kenya

Mr. J. Rommerskirchen, Head, Office for Port, Shipping, & Transport, Port of Hamburg, West Germany

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

Secretary General: Dr. H. Sato

3. Internal Committees

3.1. Finance

Mr. F. Gingell, Chairman, Fraser River Harbour Commission, Canada

Mr. J.H. Gray, Commissioner, Port of Long Beach, U.S.A.
Mr. C.L. Jordan, General Manager, Port of Melbourne, Australia
Mr. R. Steiner, Dy. Dir., Port Dept., Port Authority of NY & NJ, U.S.A.

3.2. Constitution and By-Laws

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

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

Mr. J. McCarthy, Commissioner, Port of Tacoma, U.S.A.

Mr. E.T. Waiyaki, Secretary & Legal Officer, Kenya Ports Authority, Kenya

Mr. H.K. Wong, General Manager, Port of Singapore Authority, Singapore

3.3. Membership

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

Mr. C.J. Lunetta, Port Director, Port of Miami, U.S.A.

Mr. A.S. Mohamed, General Manager, Sabah Ports Authority, Malaysia

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

4. Technical Committees

4.1. Public Affairs

Mr. G.B. Page, Gen. Manager & Chief Engineer, Port of Launceston, Australia

Mr. A.F. Calis, Commissioner, Fraser River Harbour Commission, Canada

Ms. W.Y. Dixon, Manager, Nat'l Port Authority, Liberia

4.2. Cargo Handling Operations

Mr. C.J. Lunetta, Port Director, Port of Miami, U.S.A.

Mr. R. Cooper, General Manager, Auckland Harbour Board, New Zealand

4.3. Legal Protection of Port Interests

Mr. A.J. Smith, Secretary, British Ports Association, U.K.

Mr. P.J. Falvey, Gen. Counsel/Asst. Executive Director, Port Authority of NY & NJ, U.S.A.

Mr. T. Hirota, Dir.-Gen., Port & Harbor Research Institute (MOT), Japan

Mr. S.M. Ho, Director (Coml.), The Port of Singapore Authority, Singapore (on behalf of Ms. Mudeliar)

Mr. K. Jurriens, Head, Legal Dept., Rotterdam Municipal Port Management, Holland

Mr. J. McCarthy, Commissioner, Port of Tacoma, U.S.A.

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

Mr. J.F. Stewart, New Zealand

Mr. E.T. Waiyaki, Secretary & Legal Officer, Kenya Ports Authority, Kenya

4.4. Port Safety, Environment and Construction

Mr. A.J. Smith, Secretary, British Ports Association, U.K.

a) Marine Safety Sub-Committee

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

Mr. B. Coloby, Assistant to the Port Operations, Port Autonome du Havre, France

Mr. A. Guicharousse, President, IMPA, U.K.

Mr. N.F. Matthews, IALA, France

Mr. J.J.H. van der Schaaf, Harbourmaster, Port of Rotterdam, Holland

b) Port Safety Sub-Committee

Mr. P.H. Olson, Operations Manager, Port of Gothenburg, Sweden

Mr. A.J. Smith, Secretary, British Ports Association, U.K.

Mr. P.C. van der Kluit, Head of Safety & Operational Research, Port of Rotterdam, Holland

Mr. J.J.H. van der Schaaf, Harbourmaster, Port of Rotterdam, Holland

c) Ship Sub-Committee

Mr. A.J. Smith, Secretary, British Ports Association, U.K.

Mr. A. Guicharousse, President, IMPA, U.K.

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

Mr. L.G. Schouten, Executive Director, Voith Australia Pty. Ltd., Australia

d) Dredging Task Force

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

Mr. A.J. Hope, Chairman, Northern Shipping & Stevedoring Pty. Ltd., Australia

Mr. K. Jurriens, Head, Legal Dept., Rotterdam Municipal Port Management, Holland

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

Mr. J.A. Mulock Houwer, General Manager, IADC, Holland

4.5. Legal Counselors

Mr. P.J. Falvey, Port Authority of NY & NJ, U.S.A.

Mr. J.L. Wells, Chief Deputy Executive Director, Port of Los Angeles, U.S.A.

4.6. International Port Development

Mr. C.B. Kruk, Head, TEMPO, External & Commercial Affairs, Port of Rotterdam, Holland

5. Observers

Mr. C. Johnson, Port of Tacoma, U.S.A.

Mr. J.S. Kyandih, Kenya Ports Authority, Kenya

Mr. A. Mwandawiro, Manager, Cargo Operations, Kenya Ports Authority

Mr. N.G. Samuels, Chairman, Port of Geelong Authority, Australia

Mr. J.G. Suh, Dir., Port Management & Operation Bureau, KMPA

6. (SEPRECO) Seoul Conference Preparation Committee

Mr. J.S. Lee, Director General

7. Head Office

Mr. H. Kusaka, Deputy Secretary General

Mr. R. Kondoh, Under Secretary

Ms. K. Takeda, Under Secretary

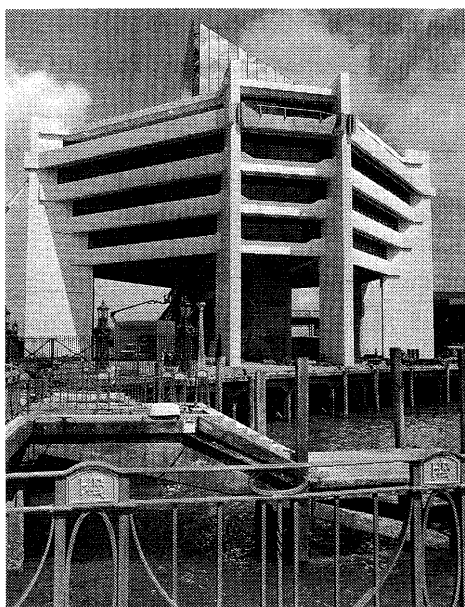
8. IAPH Foundation

Mr. T. Akiyama, President

Ms. K. Tatsuta

Mr. K. Onso

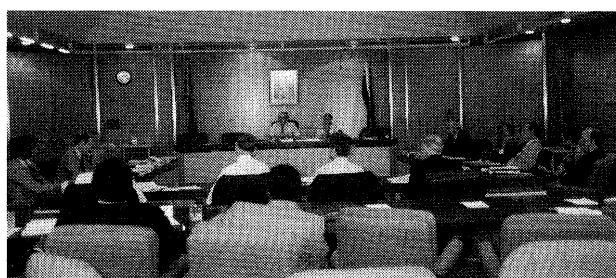
Some Scenes from the IAPH gathering in Auckland



The spacious Board rooms on the 7th floor of the new and most impressive-looking AHB Building, completed late 1985, were the venues for the IAPH meetings.



The AHB Chairman H. Julian (standing) welcomes IAPH delegates at the opening ceremony.



Committee Meeting



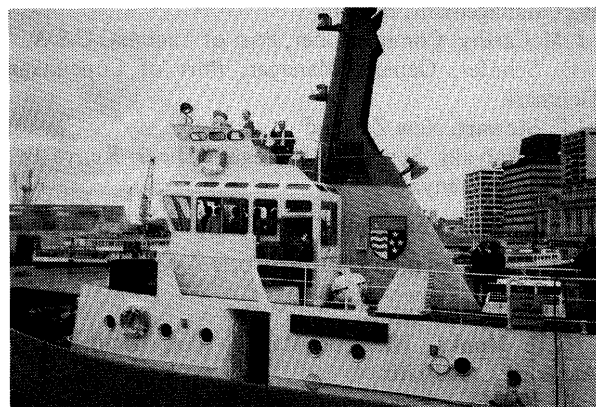
Young Maori girls welcome IAPH delegates at an evening function held at Corban's Vineyards.



Committee Meeting



Mrs. Cheung (left), wife of Mr. Cheung Yeun Sei, the host of the Seoul Conference, and Mrs. den Toom, wife of the IAPH President at a reception.



Delegates depart for the Port of Auckland harbour inspection tour.

Speeches delivered at the official opening ceremony of the Executive Committee Meeting in Auckland, Wednesday 9 April 1986

Mr. H.L. Julian, Chairman, Auckland Harbour Board

The Board deems this a great privilege to host this mid-term conference for the I.A.P.H. In Hamburg last year Mr. Lorimer, the then General Manager, and myself were hoping we could persuade you that Auckland would be more suitable for this conference than Bombay and we hope with the weather we have shown you, you believe you made the right decision.

This getting together of senior members of ports and harbours throughout the world, the Executive of the I.A.P.H., is something that only gives benefit to all those who have the opportunity to participate. I myself have found it tremendously interesting and beneficial to sit in on conference committees and see the way things go.

I think we are looking forward to the next conference in Korea and I can only assure those people who have not seen the preparations that Korea has made for the next conference then you should take the opportunity to see the video they have. This video was shown in Hamburg last year and it was most impressive. I think the small function we put on today will pale in significance when compared to what is in store for those who will attend the Seoul Conference.

We trust that the facilities we have laid on for you, the programme we have arranged for the ladies, have all been something you have enjoyed participating in. It always seems strange to me, we have had all the meetings and now we have the opening. If you could only see all the preparation that has been going on since Sunday! I wish you an interesting and enjoyable stay and I hope that the remainder of your stay is beneficial to all concerned.

Her Worship the Mayor, Dame Catherine Tizard

Thank you for the opportunity to join you for a short time this morning to welcome your guests from overseas, whether from the South Island of New Zealand or further afield, to the City of Sails.

The partnership between the city and the port authority, the Auckland Harbour Board, has been an increasingly productive and warm one in recent years and Mr. Julian and I find ourselves frequently on occasions such as this speaking together to welcome people to the Harbour Board, to the port, to the city. These two entities are so much a part of the character of Auckland that they are inextricably combined together. The relationship between the Board and the city has not always been a good one, but given two such enlightened leaders as Mr. Julian and myself, we have no problems, despite occasional small differences, of putting our skills together for the benefit of the city and most of all for the people who live here, as you will see at a glance, many many of whom regard the harbour as their front play pool.

I am happy you have come here to Auckland at this time of year in autumn, or in the fall, and however you describe it, it is a very pleasant but sometimes unpredictable time of the year. I hope in addition to your light clothes you brought a raincoat, macintosh and perhaps umbrella and



Mayor Tizard (standing) welcomes IAPH delegates. Others at the Head Table, from left, are Dr. Hajime Sato, IAPH Secretary General, Ir. J. den Toom, IAPH President, Mr. Harry Julian, Chairman of the Auckland Harbour Board, and Mr. W.P. Jeffries, Parliamentary Under-Secretary to the Minister of Transport, New Zealand.

stout shoes, because I must confess the weather in Auckland is very frequently rather unpredictable and you are likely to get damp at some stage.

I am sure the organisation which the Harbour Board and staff of the Board have put into this conference will ensure that the organisation is absolutely superb. The most recent joint exercise we were involved in was the official opening of this building which we are in at this moment, which enhances the waterfront in such an interesting and dramatic way and we hope this new Harbour Board building will be the first in a series of progressive redevelopments and re-enhancements of this part of the industrial and commercial waterfront of Auckland.

We are very anxious, all of us, to get people involvement back on that interface between the city and the sea. It has been achieved in many cities. We have many examples, — Fishermans Wharf in San Francisco — but many cities and perhaps your cities have this interface where the people of the city can interact with the commercial and port operations in a very mutually satisfactory way. We look forward to this sort of development coming up in the next few years through this port, through the Viaduct Basin, with the co-operation of both city and the Harbour Board.

The Harbour Board occasionally leads us into unknown paths, and it was on the initiative of the Auckland Harbour Board which has a sister-port relationship with the port of Hakata in the city of Fukuoka, which led us into becoming interested in establishing a sister-city relationship with Fukuoka. This is going ahead now at a very fast clip, and in two months time we will be jointly sponsoring the New Zealand/Japan Week Fair which will be held here in Auckland. The Auckland/Japan Week promotion is supported by the city, the Harbour Board and the Chamber of Commerce, and at that time the sister-city relationship with the Mayor of Fukuoka will be signed. Little did we know when Mr. Julian first suggested that we should explore this sister-city relationship with Fukuoka what we were getting into. It has opened our eyes, widened our horizons and is proving a very interesting and productive exercise, both in Japan and here. I guess with some reservations I should say "thank you" for taking us by the hand and leading us into Japan.

I do most cordially welcome you here. I trust your committee meetings and your deliberations are both interesting and fruitful and you feel inspired to come back again not only to Auckland but to see some of the rest of our beautiful country.

Mr. J. den Toom, President of IAPH

As President of IAPH I am very grateful to the Under Secretary Mr. Bill Jeffries that he was so kind to open the conference, and I am also very grateful to the Mayor and Chairman of the Board that they are so kind this morning to add with their presence and words lustre to the opening of the Executive Committee. By your presence you don't only underline the importance in our organisation of ports and harbours, it shows also that the central government of New Zealand is very well aware of the important role of the ports of New Zealand for the benefit of the nation.

The world needs modern ports to provide for the exchange of goods in a most efficient way. You can be proud of your port, of which I have seen quite a lot.

Your presence, Mrs. Tizard, is for me not only the representation of the city of the highest level for an international group, I think it shows at the same time that the city of Auckland is aware of the fact that Auckland cannot exist without its port.

For the Chairman, it is difficult to find words of praise for everything the Auckland Harbour Board has done to make it possible to meet in Auckland. Their generous gesture to allow IAPH to make use of this magnificent office on its main floor, the programme you arranged, all the logistics for food, coffee, tea, during the meetings. It seems a little early for those words and comments for those here present who arrived recently, but you mentioned already several of us have had already three working days so we know what is done for us.

Allow me to thank not only you but the whole group of people of the Auckland Harbour Board, women and men, who gave and give their utmost to make the stay both for the ladies and delegates useful and very enjoyable.

May I now, Mr. Jeffries, as a token of our appreciation that you opened this conference, give a small present on behalf of the IAPH.

May I conclude my words of thanks to wish the best for New Zealand, the city and the port of Auckland.

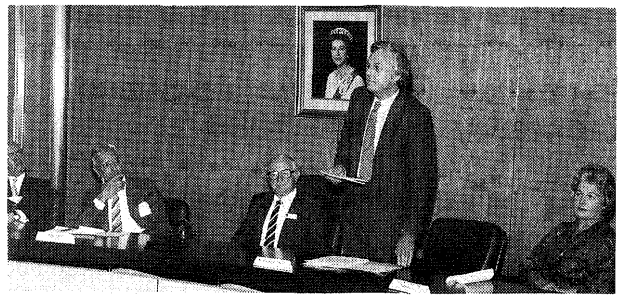
Mr. W.P. Jeffries, Parliamentary Under-Secretary to the Minister of Transport

It is a great privilege for me to be here on behalf of the Government of New Zealand to welcome you to this important gathering.

I have asked to be given a list of the various people who have come here and the names of your countries and we have a large representation from the Pacific area, from Japan, Canada, the United States, our close neighbour Australia, and Korea. In addition we have two Asian countries, Malaysia and Singapore. We have recently been graced with the visit of the Prime Minister of Singapore, who is always welcome in New Zealand. We have from Europe France, a country New Zealand has enjoyed a relationship with for over a century, Holland, the United Kingdom, Sweden, Denmark, West Germany and, lastly, we have visitors from Africa — from Nigeria and Kenya.

Right across the world we have come to this new fine building in the city of Auckland, many nations, but I think there are two things that bind us all together, and that must surely be a love of the sea and a love of trade and business and the exchange of ideas and culture.

I understand that this Association was founded in 1955 and it has made great strides in its efforts to develop under-



Under-Secretary W.P. Jeffries officially opens the IAPH gathering on behalf of the Government of New Zealand.



standing and co-operation among the world's ports. This is reflected in the growth of its membership, now in the region of 400. So many representatives here today representing such a wide range of countries is a clear indication of the importance you attach to the Association's work and the benefits to be gained from it.

It is apparent to me that the various Association meetings, conferences, scholarships, bursaries and publications provide an ideal venue for dissemination and discussion on a wide range of issues and topics related to port management and operations among its member ports. In particular the Association's technical committees have contributed to a better global understanding of the changes that have and are taking place in ports and shipping fields and how these impact upon port operations. The cross-fertilisation of ideas that arise are, of course, of great benefit to all ports.

It has been my experience that many of the problems which confront port authorities throughout the world today are very similar. The way problems are tackled is different. The objectives are always the same and that is the promotion of port efficiency and the service of trade. It is therefore no accident that one of the Association's principal objectives is to promote and increase the efficiency of ports and harbours.

Some of you may be aware that we in New Zealand are currently looking at the performance of our own port industry to find ways efficiency can be improved. It is apparent New Zealand must be able to compete for any export markets if the overall economic performance of the country is to be improved. We are an island nation, geographically isolated from the rest of the world and our transport costs to overseas markets are vitally important to the competitiveness of our products.

For this reason the government has been reviewing the entire transport generally with a view to improved efficiency. While I am running the risk of sounding a bit repetitious to the New Zealanders here today, it might be of some benefit for the visitors for me to describe the process that has led to the review of our own port industry.

I think it is fair to say we began the process in 1985, following a review into shipping policy with the publication

of a Ministry of Transport discussion document into the entire on-shore transport sector, that is from the farm gate or factory door to the harbour pilotage limit. This publication provided an over-view of the transport industry. It discussed various links and relationships in the transport chain. It highlighted problem areas and, most important, provided a framework for widespread public debate on the various issues.

Some of the major issues raised included the average of certain internal transport costs, the existence of practices relating to waterfront labour and manpower employed, relationships and appropriateness of the elected port administrators. While some of these relate solely to New Zealand, I am sure others are recognised by you as they relate to your own port or your own country.

A month after the release of this publication, the Minister of Transport convened a forum on on-shore transport where industry representatives were invited to discuss matters arising out of the discussion documents. Following the receipt of public and industry submissions on the discussion paper, the views of the industry were summarised in the publication that outlined a framework in which we might be able to deal with particular problems we identified.

It was apparent that most respondents considered the port industry itself should be looked at first. There was an acceptance within the industry that problems obviously existed and there was a need for change. It was clear the majority of respondents considered many of the deficiencies were to a large extent only symptoms of the inadequacies of our peculiar port structure. As such, solutions would not be found by debating a piece-meal approach, but rather a change to the basic structure of the industry was required.

As a result of this the government agreed the framework of the industry should be accorded first priority. It was decided that the other areas of on-shore transport would be looked at in more detail later.

We called a ports industry seminar last September and had representatives of those most closely involved in the industry, harbour boards, stevedores, ship owners and shippers. Unfortunately a large part of the labour force did not come to the forum. Nevertheless we pushed on with the forum and we expressed a consensus view on the various different interests.

The over-riding objective for the port industry, as decided at the workshop, was "The New Zealand ports industry should actively promote New Zealand trade objectives in the national interest by providing within an integrated transport network a port system which ensures efficiency of cost, efficient transfer of cargoes between land and sea".

A number of subsidiary objectives were agreed to. Some of these additional issues are issues that you will be looking at at your own conference, and they were these: — What is the role of a port authority as regards its public and civic responsibilities? What degree of central control should be present in a port system? To what extent should port authorities control handling of cargo within wharf gates? What type of industrial disputes machinery is likely to produce efficient, equitable and acceptable decisions?

These we know are all basic questions, but they are ones that have been the basis of discussion over the years in most other countries which depend on a port system for transport of cargo. In addition the workshop identified a number of options in the political area in the industry in

order to improve those objectives.

You might have noticed that one of the prevailing themes running through the review process as described has been a desire on the part of our government to work in a consensus way to achieve the solutions. I told you unfortunately we did not have the presence of a major part of the labour force at our first major meeting on this matter in September 1985. Recently there have been negotiations between the Waterside Workers Federation and waterfront employers concerning the issues which arose out of the workshop and the Minister of Transport will later be reconvening a steering committee under my chairmanship of industry representatives that will be asked to resume the process of reform. This should enable all sectors of the industry to continue through direct participation in the review process.

I am pleased to say that, due to these negotiations and some frank talk that has gone on, we have been able to get the labour representatives back into the reform process.

The on-shore cost review has highlighted the extent to which demands on the industry have changed markedly over recent years. This is particularly so on the part of harbour boards, who over the last 10 to 15 years have overseen revolutionary changes in cargo handling methods involving enormous capital expenditure.

The changing face of waterfronts everywhere has been characterised by the shifting of cargo handling operations and new facilities to new locations, liberating old wharf areas for other more social and human activities. This is a feature of a port scene which is common throughout all the countries you represent, I know.

I have been particularly impressed by the series of objectives which are having the effect of populating port areas through the development of residential and recreational facilities. When visiting the United States of America last year I was able to see several such examples of this type of development and movement, which I like to call the humanisation of the waterfront. Possibly because most of our population is within reasonable travelling distance to our coast, New Zealanders have tended in the past to disregard their commercial port areas. In my view this has resulted in a situation where the presence of urban waterfront and the potential to have physical links between land and sea has been denied. Changes to the port scene resulting in under-utilisation of land have given us a new opportunity to rectify this situation.

In the city of Auckland the restoration of the old Ferry Building and the opening up of Princes Wharf at the time of the Whitbread Round the World Yacht Race are two small scale examples of what can be done to attract people to the wharves of this city.

In Wellington we have far more ambitious plans for development at Lambton Quay. It is the view of many people that better use can be made of these areas, and I know this is being done in the countries you represent.

It is good to see that the Association has chosen the city of Auckland for the meeting of this Executive Committee, and I hope you have a very pleasant time, that your deliberations are fruitful and that you enjoy the tremendous facilities this city offers not only its residents but those fortunate enough to come to visit, and I hope this New Zealand conference is a memorable one in the history of this great organisation.

I have much pleasure in declaring it open.

Special Port Development Technical Assistance Fund: Contribution Report

The contributions from members to the Special Port Development Technical Assistance Fund ("the Special Fund") as of April 30, 1986 are listed in the box below. The amount received in contributions totaled US\$28,500 against the targeted amount of US\$70,000, leaving an amount of US\$41,500 yet to be raised.

As a result of the recent Executive Committee meeting, it was decided that a second request for voluntary contributions should be made to all members who had not yet made contributions. Thus the Secretary General's request for voluntary contributions will be addressed to the members concerned in due course.

Contributions to the Special Fund (As of April 30, 1986)

| Contributors | Amount |
|---|--------|
| <i>Paid:</i> | (US\$) |
| Port of London: | 750 |
| Port of Copenhagen: | 350 |
| Port Services Corp., Oman: | 500 |
| Associated British Ports: | 3,000 |
| Port of Houston: | 1,000 |
| 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 |
| Rinkai Construction Co., Ltd., Japan: | 250 |
| Osaka Prefecture, Japan: | 500 |
| Saeki Kensetsu Kogyo Co. Ltd., Japan: | 250 |
| <i>Pledged:</i> | |
| Directorate-General of Shipping and Maritime Affairs, Netherlands: | 720 |
| Ghana Ports Authority: | 500 |
| Kawasaki City, Japan: | 1,000 |

IAPH Position Paper submitted to IMO

At its meeting in Auckland, the Executive Committee approved the recommendation made by the Committee on the Legal Protection of Port Interests (CLPPI) to issue two letters concerning "Reception Facilities in Ports for Noxious Substances".

As a result, the following letters dated April 25, 1986 were sent to the Secretary-General of the International Maritime Organization (IMO) and the IAPH Board members respectively from Secretary General Hajime Sato.

1. Letter to IMO

Dear Mr. Srivastava:

Re: 1973/1978 MARPOL Convention

You were kind enough to write to me on the 17th October, 1985 to thank me for the letter I wrote to you on the 30th September, 1985 concerning the entry into force of the 1973/1978 MARPOL Convention, and to inform me of the importance which your organization attaches to this very important question.

May I assure you that your concerns are shared by the international port community, which IAPH represents.

The provisos stipulated in Annex I to this Convention have already been respected in a very large number of ports, thanks to the initiative of the various parties involved (the oil industries, the port authorities or government administrations). And it is most desirable that other ports make good this lacuna as quickly as possible.

The entry into force of Annex II poses problems, however, and possible solutions involve numerous partners in the different ports (chemical industries, consignees and port authorities, as well as regional and local governments).

IAPH has urged its members to continue to call upon all of the interested parties to take all the necessary steps to fulfill these requirements.

Yours very truly,
Hajime Sato
Secretary General

2. Letter to the IAPH Board Members

Dear Sirs:

Re: 1973/1978 MARPOL Convention

The 1973 MARPOL Convention, completed by its Protocol of 1978, contains various provisions, amongst which are: —

- those defined by its Annex I, relating to the installation of reception facilities in ports for oily residues and mixtures; and
- those defined in Annex II, relating to the installation of reception facilities in ports for liquid noxious products, carried in bulk.

IMO has noted that the provisions made in Annex I, which should have been respected in all ports, as of 2nd October 1983, have still not yet been given proper effect in many ports. The Organization has requested that IAPH support its cause and encourage those ports not meeting the necessary requirements to ensure compliance as rapidly as possible.

IAPH must offer this support, particularly since the oil trade represents one of the most important trades in our ports.

It is therefore suggested that those Port Authorities, members of IAPH, who have not yet arranged for the provision of facilities for the reception of oily residues and mixtures, contact the oil industries concerned, as well as their respective local or central Governments, so that the necessary measures are taken rapidly.

The date of the entry into force of Annex II is the 6th April 1987, which implies that the preparation by those concerned of measures to be taken to comply with the requirements should begin as of now.

In this respect, may I ask you to find attached a note which makes a few suggestions.

Yours very truly,
Hajime Sato
Secretary General

1973/1978 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 the 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 1973/1978 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, PSECC is following the preparation of extensive guidelines for installing such facilities. However, clarification from the technical point of view will not be sufficient to solve the problem completely.

IMO has not and does not intend to concern itself with the way in which, at a local level, the provisions of this Convention are met. Thus it is up to each State to decide, together with the various parties involved (shippers, ports, shipowners etc.) who is to accept the burden of 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 a minor part, in traffic movement terms, of the global traffic of a commercial port;
- 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 destruction of these residues and mixtures;
- is integrated into a transport chain, which extends inland, with port storage facilities that are linked (pipelines, wagons, lorries or lighters) directly to inland industries;
- normally concerns industries who have their own specialised cleaning, collection or treatment facilities for residues — or, notably in large industrial regions, collective treatment centres — which implies dedicated facilities for the different types of products.

Action on the Ship

According to the recent work carried out by IMO's Maritime Environment Protection Committee (22nd Session, Point 4 on the Agenda): —

- A considerable effort is to be devoted to specialised ships, in order to perfect their pumping equipment and

pipings so as to reduce the quantities of residues left on board and then, eventually, washed and deposited on shore.

- Dedicated ships, ferrying only one type of product, will not be required to wash tanks, except when changing products or to undergo repairs.

HOWEVER:

- The time limit for compliance to the new specifications for vessels has been set for 2nd October 1994 which does not mean to say that in the meantime substantial progress will not have been made.
- Where ports are concerned, the provisions are due to be effective by the 6th April 1987,
- This would mean to signify therefore that the objectives enumerated above, for the protection of the marine environment, will be realised in phases between now and 1994.

Intervention in Each State

It can be seen, therefore, the ports can rarely assume the costs of providing these reception and treatment facilities for residues: —

- either from the investment viewpoint;
- or from the technical management viewpoint.

The ports are not the originators of the residues under consideration; the costs therefore will have to be met by the other parties involved (consignees, naval repair yards, the State, . . .) without IAPH being able, in its interventions at IMO, to specify which.

It is for these reasons that IAPH would draw the attention of all Port Authorities involved in this traffic to the present situation and would urge them strongly to alert their Governments to the position so that satisfactory solutions may be found rapidly in order to comply with the Convention provisions without over-burdening the Ports financially.

Introducing IAPH Reporting Expert for CCC



Mr. John Raven has been named as IAPH Reporting Expert concerning matters related to the CCC (Customs Co-operation Council, Brussels) from April 1986, thanks to the good offices of Mr. G.D. Gotschlich, Director, Customs Technique Directorate of the CCC.

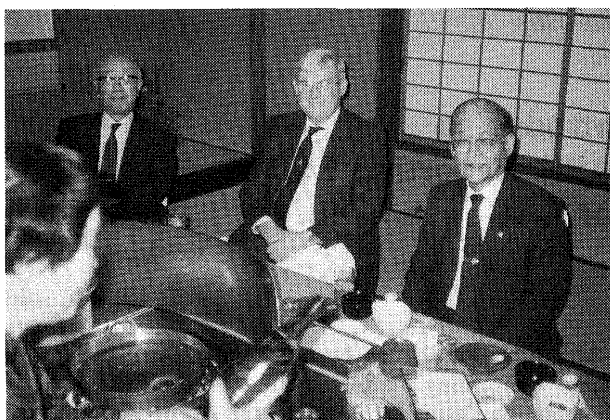
Mr. Raven, now living in Brussels, was chief executive of the SITPRO U.K. Board for many years and was associated with the IAPH Committee on Trade Facilitation as special advisor between 1977 and 1983. He also served on the Committee of International Port Development as special advisor for 1981–1983. He was a panelist in the Working Session "Problems of Port Congestion" at the 10th Conference in Houston, and was a speaker at the Open Symposium on Trade Facilitation at the 12th Conference in Nagoya. He has contributed to the journal several times and has emphasized the increasing need for ports to prepare EDP-oriented information services.

This arrangement originated from the suggestion made by Mr. Fernand L.H. Suykens, General Manager of the Port of Antwerp and IAPH Liaison Officer with the CCC since 1985, who had hoped to create a system to facilitate the reporting of CCC affairs on his behalf so as to better serve IAPH members.

Visit by the Finance Committee Chairman Gingell to the Head Office

On April 18, 1986, Mr. Fred Gingell, Chairman of the Finance Committee, visited the Head Office and met Dr. Sato, Secretary General, and Mr. Toru Akiyama, President of the IAPH Foundation, to discuss the financial affairs of the Association. Prior to visiting the Head Office, he had visited the Tokyo Office of the Port Authority of New York and New Jersey and met Mr. Michael A. Potterf, Far East Director, to familiarize himself with the local situation. The arrangement was made possible by the suggestion of Mr. R. Steiner, Finance Committee member, of PANYNJ, who had attended the meeting in Auckland.

The full afternoon meeting concluded with Dr. Sato's statement that he was determined to act on the hopes and requests for the enrichment of the IAPH role in the international maritime theater and to examine every facet of IAPH financing and how the funds were spent. He added that he would be submitting recommendations to the Finance Committee, mentioning at the same time the critical situation posed by the dramatic appreciation of the Yen against the SDR. Chairman Gingell, accepting the statement, mentioned that, despite existing difficulties, the Association must be prepared to find ways and means of better serving the membership all over the world. He left Tokyo for home in Vancouver on the afternoon of Sunday, April 20.



From left, Dr. Sato, Mr. Gingell and Mr. Akiyama at a Japanese restaurant in Tokyo.

Visitors

On April 14, 1986, Mr. Jong Soon, Lee, Executive Director, Seoul Conference Preparations Committee (SEPRECO), visited the Head Office and met the secretariat, on his way home from Auckland. Detailed points relating to the items deliberated at the Exco meeting in Auckland were discussed and confirmed.

On April 2, 1986, Mr. Vernon W. Chase, Marketing Manager, Port of Valdez, Alaska, visited the Head Office

and was received by Mr. R. Kondoh. Mr. Chase was visiting Japan on a trade promotion mission of Valdez to Japan. The Mission headed by the Mayor of Valdez, had previously visited the Port of Muroran in Hokkaido.

AAPMA 30th biennial Conference in Perth September 1986

The Secretary General has recently received a letter from Mr. J.M. Jenkin, President of the Association of Australian Port and Marine Authorities (AAPMA), extending to IAPH members a cordial invitation to be present and take part in the Association's 30th biennial Conference, which will be held in Perth, Western Australia from Sunday 14 September to Thursday 18 September 1986.

The invitation letter indicates that the venue of the Conference is the Merlin Hotel in Perth, and the joint host will be the Department of Marine and Harbours W.A. and the Fremantle Port Authority. The registration fee is \$425 (Australian) each delegate. Wives of delegates are most welcome and a ladies programme is being arranged. Information on the agenda for the conference, together with details of social events will be forwarded at a later date to those interested.

IAPH members who are interested in participating are requested to contact Mr. R. Brokenshire, Secretary, Association of Australian Port and Marine Authorities, A801 Port Authority Building, World Trade Centre, Melbourne, Australia 3005, Telex 34211, Telephone 611 2541.

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GUIDE TO KOREA — Part II

IAPH Seoul Conference Preparation Committee

Culture and Arts of Korea

The azaleas

*If you go away
through with me
I will gently let you go.*

*I will gather an armful
of azaleas at Yaksan, Youngbyon
and scatter them on your path.*

*Tread with a tread,
Soft and light,
On the flowers as you go.*

*If you go away
through with me
No tears I will show though I perish.*

Sowol Kim (1904 — 1934)

Korea is a country blending change with the tradition grown out of a history stretching back some 5,000 years into a mist of mystery and myth to form a culture which has a special flavor of its own. The course of Korean culture has been tremendously influenced by state ideologies such as Buddhism and Confucianism over the past millennia and it can be described as a "Melting Pot" of ideologies, stocked by Shamanism, Buddhism, Taoism, Confucianism, and also Christianity in more recent times.

The ancestors of today's Koreans migrated from Siberia and Manchuria 24 centuries before Christ. Tribal communities rose and fell until the three kingdoms of Koguryo, Paekche and Shilla appeared. During this period, Buddhism was introduced. Shilla consolidated the other two kingdoms in 668 to create the first unified state on the Korean peninsula. The unified Shilla was replaced in 918 by a new Dynasty, Koryo, whose state religion was Buddhism. Koryo was in turn superseded in 1392 by the Yi Dynasty, which continued until 1910. Confucianism, the state religion of the Yi Dynasty, profoundly influenced the people then and even does so today: respect for age, strong loyalties and a proper sense of decorum are at the heart of Korean society.

Judging by surviving remains and relics, it is often said that Koguryo was most excellent in its monumental tomb painting, Paekche in its ceramic tiles and jade jewelry, Shilla with its elaborate gold crowns and Buddhist architecture, the Koryo Dynasty in celadon ceramic ware, and the Yi dynasty in painting and calligraphy.

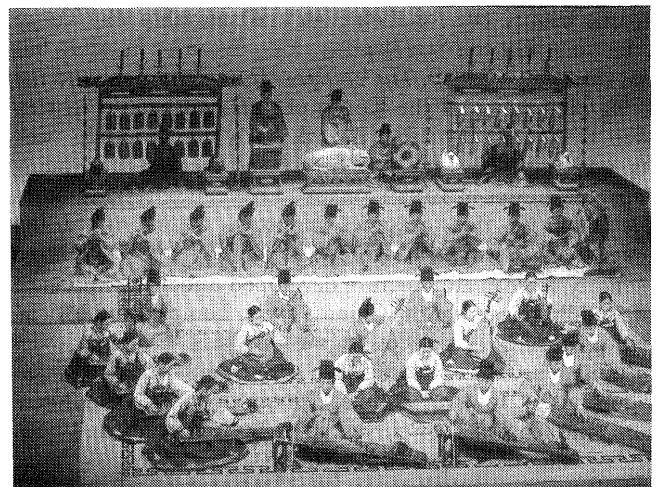
Some commentators once tried to compare the Korean culture to those of the other principal north Asian nations. It was said that Chinese culture appears massive and ornate, whereas Japanese seems dainty and refined, while Korean is simple and strong. Such formulae may indeed be useful if it is carefully borne in mind that generalizations will not necessarily fit all the arts or every period in the histories of the three countries.

Arts of Korea

The above poem, one of the most beloved by Koreans, shows love in separation. Sowol Kim is one of the most admired poets of Korea. Early Korean literature was

influenced by China in terms of its themes and style. However, certain Korean strains can be observed through the nation's literary history: a spirit of flexible resilience and humorous bravado in the face of adversity, balanced by nostalgia and the love of nature and allied with an uneasy sense of the transitory and fragile quality of life. These strains relate to the troubled political history of the peninsular and are deeply ingrained in the Korean character: thus they also pervade the national literature.

Traditional Korean music comprises Confucian ritual music (aak), and court ceremonial music of Chinese (tangak) and local (hyangak) origin, as well as vocal music. Court music is slow, solemn and complex in its intertwining of long, elaborately decorated melodic lines. The human voice is traditionally accompanied by drum only, to mark the beat. With so much musical interest and activity, it is not surprising that a dozen or more younger Korean musicians have already gained high reputations abroad as top performers in both concert and entertainment fields.



Traditional Korean Music Performance



Traditional Korean Drum Dance

Traditional Korean dance is graceful and beautiful in its rhythm and costume. Dances such as the Flower Crown Dance that goes with some of the court music are stately and highly stylized. Among Korean folk dances, the Farmers' Dance is exciting and enjoyable to watch, the Buddhist Womens' Dance is most graceful, while the Fan Dance is extremely popular. Korean folk dances such as the Doll Dance and Mask Dance, as well as the above, are much acclaimed.

There were two classes of artist in Yi Dynasty painting. The first included professionals employed by the court for portraits, decorative landscape and genre painting, and amateurs actually highly cultured scholar-poets – who also painted and practiced calligraphy. Their works mainly consisted of humorous animal pictures, scroll paintings of dream-like, mist-clad mountains, and sharply-observed sketches of modern life dashed off with brush and ink. The second group included numerous unnamed folk artists who created a unique Korean art reflecting the life and vitality of the common people. Besides calligraphy, Oriental brush writing is a definite art form in Korea and has exerted a strong influence on social and cultural life.

Korean ceramics, especially the glazed celadon utensils of the Koryo Dynasty (918 – 1392), are by far the most singular class of art objects the nation has produced. Long valued and sought after in the West not only for their artistic beauty but for their high craftsmanship, the Koryo celadon – like the Stradivarius violin – can be imitated but not duplicated today. The composition of the glaze and the firing techniques of the Koryo potters had been forgotten even by the Yi Dynasty, though Yi white porcelain with its underglaze designs was a worthy successor. Invading Japanese troops in 1592 kidnapped Korean potters to begin the Japanese fine ceramics industry, testimony to the preeminence assigned to Korea's ceramic arts.

Early Korean architecture developed under the influence of Buddhism, and in the Chinese style. Temples and official buildings such as palaces follow the basic Chinese design in initial style: horizontal wooden beams supported on wood posts. However, unlike Chinese or Japanese architecture, the Korean roof curves up at both corners, and both ends of the roof ridge curve up also.



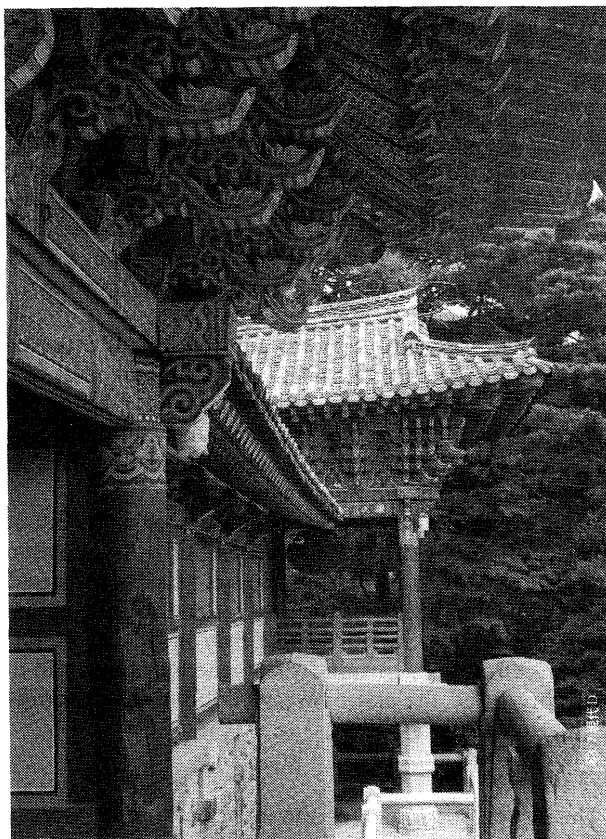
12th century Koryo celadon

Early sculpture in Korea is identified with the inflow of Buddhism. The image of Buddha in his various incarnations was the main subject, reaching breathtaking heights of artistry during the Unified Shilla period and exemplified by the Sokkuram Grotto shrine. Moreover, the grandiose originality of the openwork Shilla gold crowns and the ethereal grace of the pictorial patterns chased in relief on the surface of certain huge cast bronze bells also attracts our attention for their striking, exquisite beauty.

Korean culture has entered a period of renaissance. Korean artists are more active than at any other time, both at home and abroad. There are a number of modern performing facilities, such as the Sejong Cultural Center downtown and the National Theater in Mt. Namsan, where operas, ballets, choral works, dances and dramas are frequently staged. Such institutions as the National Symphony Orchestra and the National Opera Company, operated under the aegis of the national and city government, frequently perform, sometimes with leading foreign artists and conductors.

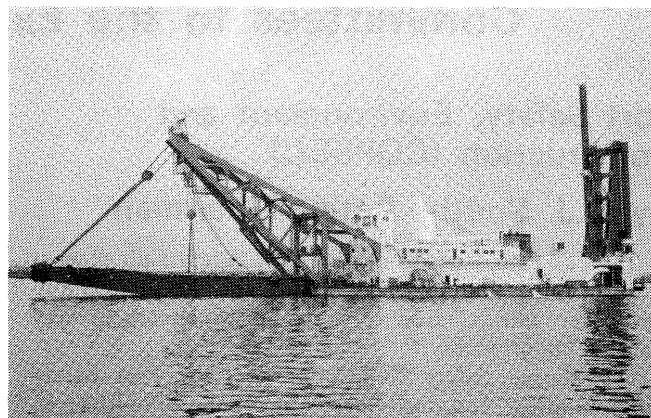
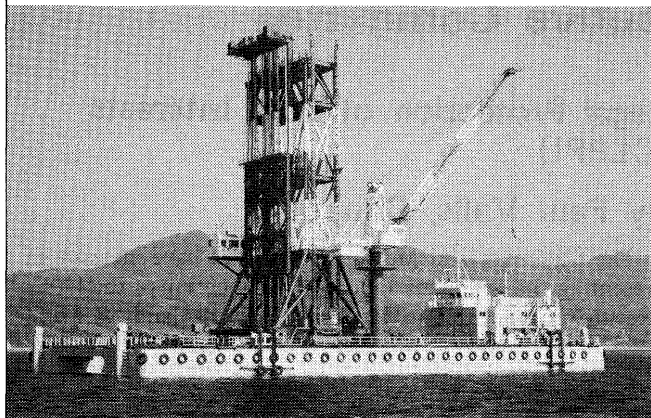
There are many leading cultural institutions such as the National Museum with its many provincial branches, the National Folk Museums and the National Museum of Modern Art. There are also a number of private and college museums throughout the country, as well as private galleries where exhibitions of painting, calligraphy, sculpture, ceramics, handicrafts, photography and other arts are frequently held.

Korean Culture is going through an exciting time and should prove to be increasingly dynamic as well, with the elements of the old and the new, the East and the West, through various religions and other sources of stimulation, inspiring one another and melding together in the world of the artist.



Traditional Korean Architecture

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OFFICES THROUGHOUT THE WORLD AND AT LLOYD'S

Mid-term Reports by Chairmen of Technical Committees to the Executive Committee

Port Safety, Environment and Construction (COPSEC)

By A.J. Smith, Acting Chairman

The basic work of monitoring Port Safety Guidelines is of an ongoing and continuing nature and the sub-committees cover a wide range of activities which are of very practical importance.

The Marine Safety Sub-Committee, the Port Safety Sub-Committee and the Engineering Sub-Committee, although the latter body has not met, have been reviewing the Guidelines and considering input.

Report on the trends of ships' characteristics

The input to Guidelines has been revised by the Ships Sub-Committee and the Committee has produced a valuable document dealing with trends and categories. The document will be finalized this year and will be available by the time of the Seoul Conference. The Committee recommends that the report, when received, be given special treatment at the Seoul Conference. It is considered sufficiently important for those present at that conference to have an opportunity to discuss its contents.

The Committee has taken note of and discussed **MARPOL 1973/1978** and **Measures to prevent Unlawful Acts against Passenger Ships and Crews**. Guidelines have been prepared by the Maritime Safety Sub-committee and will be circulated.

The Committee requests that when the Guidelines are received from IMO they should be marked "Guidelines" due to the danger that they might be taken as regulations.

The Committee will be supportive of the Committee on International Port Development on the matter of the exchange of information between ports in developing countries and those in industrialised nations.

The Committee has reviewed the Lloyd's Maritime Information Service, with particular regard to casualties, and has also looked at the relationship between IAPH and other international organizations, on which the Committee has strong views.

The Committee recommends that the Executive Committee has the opportunity to formulate a group to look at the situation with a view to members reporting more on the subject at the Seoul Conference.

Mr. Dubois, Chairman of the Committee has put forward three recommendations to be put to the Executive Committee.

- 1) The structure of COPSEC should be more in line with that of the IMO.
- 2) Persons representing IAPH should have enough authority to address and defend port interests and to speak in the name of IAPH.
- 3) With regard to finance, IAPH must seek the possibility of reimbursing people representing IAPH for expenses incurred.

Legal Protection of Port Interests (CLPPI)

By Paul Valls, Chairman

The Chairman and Members of CLPPI have pleasure in presenting the following report to the meeting of the IAPH Executive Committee in Auckland, New Zealand, in April, 1986.

1. Introduction

CLPPI met formally in London on 21 November 1985. Though that meeting was less well attended than we would have hoped, its grasp of the details of the CLPPI work programme was most marked. The meeting contributed, we believe, to a well-reasoned port approach to a number of interesting issues — reported on in more detail below.

The substance of our discussions has been circulated to CLPPI members world-wide where, it is hoped, it will have generated interest, debate and action in certain respects.

Relevant issues have also been the subject of correspondence between CLPPI members, who have proposed refinements to arguments which, in the event, have proved very beneficial in IMO discussions.

There has always been a strong identification of CLPPI's work programme with that of IMO and, in particular, that organisation's Legal Committee. It will be very apparent from this report that the parallel tracks are even closer together — which makes it imperative that IAPH be fully conversant with the port implications of IMO's work programme; that appropriate representations are made to IMO bodies as and when necessary; and that IAPH should always be ready to explore and develop initiatives to assist in the furtherance of IMO's objectives.

These sentiments were conveyed personally to IMO officials in a formal visit to the IMO offices paid by the Chairman, André Pages, and Alex Smith at the conclusion of the November meeting.

2. Matters arising from the Hamburg Conference

CLPPI has an interest in developments stemming from resolutions nos. 5, 6 and 7 of the Hamburg Conference. More particularly, CLPPI would see it as essential that IAPH members, generally, should contribute to the evolution of IAPH policy by responding as fully as possible to questions emanating from technical committees, and given an added force through Conference resolutions, as in the following cases:

Resolution 5 — Both CLPPI and PSECC urgently need details of accidents/incidents involving the transport of hazardous substances; fires or explosions on board tankers, whether in ballast or not; and the illegal use of crude oil, carried as cargo, or as bunker fuel.

Although the need for information on the last of these points is now less urgent with the approval of IMO resolution A 565 (14) recommending procedures to prevent the illegal or accidental use of low flashpoint

cargo oil as fuel, we still need hard evidence to demonstrate the credibility of our pronouncements and views. IAPH will be expected to be authoritative when intervening in IMO's legal and technical discussions relating to the transportation of hazardous substances.

Resolution 6 — asked IAPH members to look at international conventions from the standpoint of their ports, and encouraged their Governments where necessary, to speed up ratification and eventual enforcement if they felt it to be in the port's interest to do so.

An example of the efficacy of this approach is provided by the Convention on Limitation of Liability for Maritime Claims 1976, which will enter into force on 1 December 1986. The turning point came with the deposit of the necessary 12th Instrument by the Government of Benin.

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% higher than in the 1957 Convention. In a property context, for example, 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 — 30,000 tons | \$200 |
| | 30,001 — 70,000 tons | \$150 |
| | in excess of 70,000 tons | \$100 |

CLPPI wishes to remind IAPH members of the reservation clause in Article 18.1 of the 1976 Maritime Claims Convention, referring to wreck removal. Members may feel that their Governments should exercise this reservation.

Resolution 7 — dealt with norms for maritime containers. Though successful in our representations to ISO in 1985, there is a continuing need to be vigilant to see that these norms are respected by manufacturers, ship-pers and so on.

3. CLPPI and IMO Discussions

We have referred earlier to the close identification of CLPPI's work programme with that of IMO's committees. It is therefore useful to remind ourselves of pertinent activity areas included in IMO's long-term work plan by the 14th Assembly in November 1985. As regards IMO's Legal Committee, these include:

- a possible convention on wreck removal and related issues;
- a possible convention on the régime of vessels in foreign ports;
- a possible review of the CMI Brussels Conventions, with a view to their being replaced by updated Conventions under the auspices of IMO;
- the revision of the 1974 Athens Convention;
- possible revision of the 1976 Maritime Claims Convention in order, particularly, to update the limitation figures therein; and
- the arrest of sea-going ships.

As regards the last of these work areas, no work has been done so far by IMO's Legal Committee. It will begin, in the event, with the revision of the existing Brussels Convention of 1952.

We believe this matter to be of sufficient importance to IAPH members to commend it to CLPPI as a special project for the 1985/87 Biennium. We should be in a position — with assembled data — to establish the scale of the problem for our ports and remedies for overcoming these, for acceptance by the Seoul Conference and use as a positive input by IAPH to IMO. To that end, we have circulated a memo to CLPPI members, providing some background to the subject and posing certain questions which will be considered in preliminary terms at the CLPPI meeting to be held in Auckland in April, 1986.

CLPPI should also be ready, and able, to contribute to relevant discussions in work areas of IMO other than the Legal Committee. Specifically:

Maritime Safety Committee

Implementation, technical interpretation and improvement of conventions, codes, recommendations and guidelines;
casualty statistics and investigations into serious casualties;
measures to improve navigational safety, including ships' routeing, requirements and standards for navigation aids and ship reporting systems;
emergency procedures and safety measures for ships carrying dangerous goods;
safe handling and storage of dangerous goods in port areas;
tonnage measurement of ships;
a possible single comprehensive convention concerning safety of life at sea and marine environment protection.

Marine Environment Protection

Development of suitable procedures for the enforcement of conventions relating to marine pollution;
promotion of technical cooperation, including the development of regional arrangements on cooperation to combat pollution in cases of emergency;
entry into force of the optional annexes to MARPOL '73/78;
uniform interpretation and application of the provisions of MARPOL '73/78 and possible amendments thereto;
reception facilities for residues;
promotion of regional arrangements for combatting marine pollution.

Technical Cooperation Committee

Advice and assistance to Governments of developing countries for the development of well-coordinated and more efficient maritime transport systems;
advice and assistance to Governments of developing countries in taking appropriate measures to ratify important Conventions and IMO, and to implement their provisions.

Facilitation Committee

A number of work areas, beginning with the implementation, technical interpretation and improvement of the Facilitation Convention 1965 and its Annex.

4. Ongoing Matters

CLPPI is currently monitoring and providing a port viewpoint as appropriate to a number of IMO and UNCTAD activity areas.

4.1 Revision of the 1910 Salvage Convention

CLPPI has previously – and widely – circulated its view that the time of normal acceptance of the success of a salvage operation, i.e. a salvage vessel's appearance in port waters, is the time of greatest danger to the commercial life of ports and the security of the port environment.

1. CLPPI would like it clearly understood that the acceptance of a ship in difficulties in a nearby Port must not be considered as automatic. When a casualty occurs, it must be the coastal State Authorities which decide what measures are to be taken, to minimize its adverse effect on the parties involved, including the ship, the lives of those on board, as well as her cargo, the adjacent environment and the Port which eventually accepts her.

Whilst the concern of saving lives must, of course, be given the highest priority, it may be satisfied in different ways. These are dealt with in other fora.

2. Technically, decisions as to the specific conditions which are to govern the acceptance of a ship in difficulties into a Port's waters, can only be made by that Port Authority.

The risks incurred by the accepting port can be much greater than those involved when ships in a seaworthy state enter in the normal course of business. There are, for example, risks of fire, explosion and pollution; blockage of the port's channels, to the detriment of the Port and its Users; damage to port equipment and installations; and injuries to port personnel.

The ceilings of guarantee provided by International Conventions on the Limitations of Liability for the Owners of Seagoing Ships (1957 Convention, which is still applicable until the 1976 Convention comes into force), will not provide adequate coverage for such risks. Port Authorities must therefore be assured that these risks are totally covered.

3. Each of the world's ports is subject to unique local circumstances when faced with the possibility of accepting a ship in difficulties and the risks to which they may be exposed by such acceptance.

It must be borne in mind, for example, that:

- some ports are located close to major maritime routes of the world, which are frequented by a considerably larger number of vessels in transit, as distinct from those which actually call to use their facilities;
- others may be located at the extremities of such routes, and at risk only from calling ships;
- an accident, resulting in a channel blockage, in a port of a developing country could have disastrous results, since in many instances the national economy may be dependent on it for external trading purposes.

Thus there is a great disparity between the different Ports of the world and their ability to accept a disabled ship and the risks involved for them.

The same is true between the various countries, according to their geographical location and to the impact that a given port may have upon their economy.

CLPPI therefore concludes that, without questioning the obligation to help those who are in danger, Ports have to assure themselves of their ability to accept disabled vessels in their waters and, in the event, the availability of indem-

nification against damages suffered as a consequence of the ship's arrival. There should be no derogation from decisions taken in these regards.

In light of the foregoing, CLPPI has not thought it appropriate to associate IAPH with observations to be made to the 56th Session of IMO's Legal Committee by ICS and others, including FOE International, that a contracting state should have an obligation to designate ports of refuge for severely disabled vessels and establish conditions for their use.

CLPPI will be represented at the 56th Session of IMO's Legal Committee and will represent views expressed above at that time.

4.2 An HNS Convention

A draft Hazardous and Noxious Substances Convention was first considered by IMO in 1984. Nothing materialised beyond a need to identify the fundamental issues on which there was an evident and wide disagreement. New approaches were clearly needed as regards:

- (a) the scope of application of the convention, in particular, whether the convention should be absolutely restricted to bulk carriage or whether it would be desirable and feasible to envisage a régime which could be extended by individual States to some packaged substances, either by means of a permitted reservation to the convention or under an optional protocol to that convention;
- (b) the relationship of the HNS Convention to the 1976 Limitation of Liability Convention. Reference was made to the possibility of amending the 1976 Convention in order to allow for a separate limitation fund for HNS damage or alternatively of excluding HNS damage from the 1976 Convention in the same way as oil pollution damage was excluded. Another suggestion was the possibility of elaborating a protocol to the 1976 Convention to deal exclusively with HNS claims;
- (c) the liability of the shipping interests, in particular whether there was a feasible way of imposing part of the liability for HNS damage on the cargo interest without actually identifying the specific party liable. This would avoid the difficulty arising in connection with the definition of the 'shipper'.

Essentially, CLPPI's position is that:

The risk areas need to be clearly specified in the convention, with the inclusion, in particular, of fire, explosion, pollution, collisions, groundings and their consequences and of accidents which occur on LNG or LGP and oil tankers, whether in ballast or in operation.

The levels of damage compensation should be high enough to cover these situations, with limitation levels being capable of simple, rapid revision to guard against inflationary distortions.

Damage victims need to be freed of the onus of finding the possible liable persons and of the apportioning of liability between them.

They should need to address only one person, who is easily identifiable, to obtain full compensation for the damage they have sustained, without having to concern themselves with the outcome of recourse suits which are always possible against other parties involved.

The solvency of the person liable must be guaranteed by a solid and simple insurance mechanism.

The person liable should have a mandatory insurance coverage guaranteeing all the risks involved and proof of this coverage available, on simple request by any authority, such as a Port Authority, who might be involved.

As and when the opportunity presents itself, IAPH representatives would wish to express these views to IMO's Legal Committee.

4.3 Enforcement of MARPOL 1973/1978 – Annex 2

The implementation date for Annex 2 MARPOL is 6 April 1987. The success of implementation, however, will be dependent on the availability of adequate reception facilities at ports.

Both CLPPI and PSECC have taken steps to examine the implications of implementation for ports – and are continuing to do so. Questions have to be asked as to the size of the problem at individual ports, including quantities to be received and disposed of. More particularly, IAPH will want to provide an input to the meeting of IMO's MEPC (7–11 July 1986) on the standard format of conditions attaching to the use of reception facilities; and how the facilities might be financially administered so that charges for their use would not be a disincentive to the disposal of wastes on shore.

Having alerted IMO to the problem as seen by ports, by resolution of the Board of Directors (31 August 1985), we thought it appropriate to alert IAPH members, through Secretary General Sato, to their need to discuss the situation urgently with their respective Governments. An explanatory letter was therefore circulated.

CLPPI – and also PSECC – will also be looking at safety and pollution standards applicable to ships when converted to floating reception facilities. These standards have to be related to current international conventions, only parts of some of which will apply to ships "permanently" moored in ports.

4.4 Prevention of Unlawful Acts

Responding to Assembly Resolution A584(14) on Measures to Prevent Unlawful Acts which threaten the safety of ships and the security of their passengers and crews, the Maritime Safety Committee of IMO set up a Working Group to propose measures for application to passenger ships engaged on international voyages of 24 hours or more, and the port facilities which serve them.

IAPH was represented on the Working Group. Draft guidance on the measures needed has been circulated for early comment by CLPPI and PSECC, noting that IMO will except views by not later than 1 July 1986 for finalisation at the 53rd MSC (8–17 September 1986).

4.5 Maritime Liens and Mortgages

A significant part of the April 1986 meeting of IMO's Legal Committee will be given over to consideration of a draft Convention on Maritime Liens and Mortgages, which are said to facilitate the construction and exploitation of ships.

The Chairman has circulated an authoritative background note on the subject, which will facilitate the discussion at CLPPI's April 1986 meeting.

4.6 Port Congestion Surcharges

CLPPI took note of an UNCTAD progress report on port congestion surcharges. The principles enunciated in the

report seemed reasonable; the feeling was expressed, however, that leaving effective implementation to the honesty of the parties involved left much to be desired.

4.7 Liability of International Terminal Operators

CLPPI has continued to be closely identified with both the development of a draft Convention and the formulation of uniform rules. Details of the present position reached are expected to be made available to the April 1986 CLPPI meeting.

5. The CMI and National Maritime Law Association

CLPPI has had the benefit of a detailed exposition of the impact on international maritime law of the Comité Maritime International (CMI), prepared by Mr. André Pagès.

Mr. Pagès's paper has been given a wide circulation to IAPH members through Ports and Harbors Magazine. It points to a way of furthering IAPH objectives and influence as a truly representative body of Port Authorities the world over.

It is warmly endorsed by CLPPI.

6. Conclusion

It will be apparent from the foregoing that CLPPI's work programme is heavy. If CLPPI is to achieve positive results, it will require dedicated and committed effort from all our members, and the support of IAPH members generally. An example to us all, in that regard, is André Pagès, who continues to personify the dedication and commitment which will bring success to our endeavours.

International Port Development

By C. Bert Kruk, Chairman

- I was appointed Chairman of the CIPD at the IAPH Conference at Hamburg as the successor of Mr. J. Keith Stuart.
- During the Hamburg Conference two meetings took place with the Committee members, and members present were requested whether they intended to continue their membership.
- Other members were requested by correspondence.
- After the Hamburg Conference IAPH Headquarters requested me to inform them if the IAPH bursary Terms and Conditions had to remain the same or whether changes were preferred.
- After requesting of all members their views by correspondence, it was decided not to change the Terms and Conditions, which were then published in "Ports and Harbors" Magazine.
- In July 1985 I produced a Working Paper. This paper contains the views on existing CIPD schemes and new initiatives as proposed in Hamburg. The working paper was sent to all Members for comments.
- Several reactions were received and Members not responding were sent a reminder.
- Finally all reactions received were compiled in another paper which formed the basis of the Mid-Term CIPD Meetings which were held in Rotterdam on March 7 and in Bangkok on April 4. The Bangkok Meeting agreed with the conclusions of the Rotterdam Meeting, except for some minor changes/additions which I shall incorporate. The conclusions, including the views on the con-

clusions of the meeting held in Amsterdam in December 1985 under the chairmanship of the IAPH President Mr. den Toom, have been printed and distributed.

- Since May 1985, in total 26 IAPH Bursary requests have been received.

Out of these:

3 were awarded

8 are still pending

15 were rejected, or can no longer be awarded because the procedures were not fulfilled at the time the particular course started. Requests were also rejected because the requesting party was not an IAPH Member.

- In my capacity of Chairman of the CIPD I undertook the following missions/attended the following meetings:

- 1) International Port Training Conference at Cardiff (UK) in September 1985. My report was published in Ports and Harbors, January-February 1986 issue
- 2) The European Exco members and European Committee Chairmen Meeting in Amsterdam in December 1985
- 3) The Ad-hoc Intergovernmental Meeting of Port Experts organized by UNCTAD in February 1986 in Geneva
- 4) The Silver Jubilee of the Ghana Cargo Handling Company in March 1986

The reports on items 3) and 4) will be published shortly. Except for the local expenses in Ghana which were paid by the Ghana Cargo Handling Company, all travel and lodging expenses were borne by the Port of Rotterdam.

- The Conclusions of the year of activities are that a large number of CIPD Members are eager and willing to contribute, for which I am very grateful.
- We have developed some new ideas and initiatives which could, provided they are well prepared and planned, make a good contribution to the work of the IAPH in general and to that of the CIPD in particular.
- To achieve the goals set at our meetings, it is however essential that adequate finance be available, and therefore I hope that the target amount of contributions to the Special Fund of US\$70,000 as set at the Hamburg Conference can soon be achieved.
- Finally, I came to this Meeting on behalf of the CIPD Members with a number of proposals as presented to you. I hope I can return to the Netherlands with approval to go ahead with our work.

Report on the Meeting of Members of the Committee on International Port Development held at the Office of the Rotterdam Municipal Port Management on March 7, 1986

Introduction

The purpose of the mid-term meeting was to report to and consult the CIPD Members on the past year's performance and on the status of new initiatives, before the Mid-Term Executive and Technical Committee Meeting, which is scheduled to take place in Auckland, New Zealand, on April 9th and 10th, 1986.

A basis of discussion also was the Working Paper, and reactions received thereon, which was prepared by the CIPD Chairman after the IAPH Meeting which took place in Hamburg in May 1985.

For various reasons it was not possible for all CIPD Members to attend the Rotterdam Meeting. Therefore, a second mid-term Meeting is planned to take place in Bangkok on the 5th of April 1986.

1. Participants

The following persons attended the Rotterdam Meeting:

- Mr. C.B. Kruk, Rotterdam Municipal Port Management, the Netherlands, Chairman
Mr. J. Bayada, Cyprus Ports Authority, Cyprus, Vice-Chairman
Mr. J.P. Lannou, Port Autonome du Havre, France
Mr. G. Wiliamson, UNCTAD, Switzerland
Mr. M. Ohue, Port of Kobe Authority (London Office)
Mr. Y. Ouro-Guidou, Port Autonome de Cotonu, Benin
Mr. D. George, Associated British Ports, United Kingdom
Mr. J.H. Nagdan, Mauritius Marine Authority, Mauritius
Mr. J. Belford, Port of Seattle, United States of America
Mr. A. Gauthier, Port of Rouen Authority, France
Mr. D. Noll, Port of Rostock, German Democratic Republic
Mr. G. de Monie, Antwerp Port Engineering and Consulting, Belgium
Mr. G. Gudmundsson, Port of Reykjavik, Iceland
Mr. J. Kolthof, Rotterdam Municipal Port Management, the Netherlands
Mrs. F. de Groot, Rotterdam Municipal Port Management, the Netherlands
Messrs. Ohue, Lannou, Ouro-Guidou and Nagdan attended the meeting on behalf of Messrs. Matsuura, Dubois, Houncarnin and Ramnarain respectively.

2. Agenda

The Agenda of the Meeting was as follows:

1. Welcome
2. Introduction of Delegates
3. Discussion of reactions on the Working Paper concerning:
 - Bursary Scheme
 - Monograph Scheme
 - Essay Competition
 - Sisterport Scheme
 - 57+ Scheme
4. Relations with Specialized Agencies and other Organisations
5. Any other business

Conclusions of the discussions

1. Introduction

Although the Meeting lasted a full day and fruitful discussions took place, this Report confines itself to the conclusions and recommendations reached on the various agenda points

2. Bursary Scheme and related matters

The Meeting was of the opinion that Bursary Funds should be used for port training courses rather than for Academic courses (often offered by Institutions not affiliated to IAPH). In other words, staff members of developing

ports should benefit from the expertise provided by developed ports, for instance through the various port training courses provided or by on-the-job training. This point of view shall be clearly presented in the journal "Ports and Harbors" after discussion in Auckland.

With respect to on-the-job training Mr. Williamson presented an UNCTAD paper on this subject (called JOB-MAR). This initiative aims to train ports and shipping staff from developing ports for specialized tasks through a programme of on-the-job training to be provided by a developed port which has adequate training facilities.

It was decided to present the JOBMAR idea to the Auckland Meeting and to discuss at that occasion whether IAPH can financially contribute to the training costs.

It was also decided to publish the JOBMAR idea in the journal "Ports and Harbors".

Furthermore, it was decided that a list of ports willing and capable to participate in the JOBMAR Scheme should be drafted and published in Ports and Harbors.

For this purpose, and for any other training or information related subject, it was decided to propose to the Auckland Meeting that all IAPH Member ports should appoint (if necessary) and publish the contact person or department concerned with international port relations and/or training, including all relevant particulars.

Finally, "Ports and Harbors" should publish all information on courses available. For this purpose, courses should be brought to the attention of the Secretary General directly or to the Chairman of the CIPD to secure publication.

3. Monograph Scheme

To date, four monographs have been published and distributed, whereas several others are being prepared. In order to increase the number of monographs it was decided that during the Auckland Meeting it will be proposed to urge all IAPH Members to contribute to the Monograph Scheme.

In order to improve the distribution and to make the existence of Monographs better known to the users aimed at, the Meeting concluded that the information on the Monograph Scheme should be improved through "Ports and Harbors".

4. Essay Competition

The Meeting was in favour of expanding the Essay Competition to port staff of developed ports. The awards to be presented to prize winners will have to be discussed at a later stage.

Winners of the present Essay Competition should be invited to present the highlights of their paper at the IAPH Conferences.

At this point the problem of languages came up. It was felt by the Meeting that IAPH should pay attention to more languages than the ones used at present.

This applies, for instance, to the Essays which are published in "Ports and Harbors" but also to the Conferences (see also paragraph 8).

IAPH Members of, for example, French or Spanish speaking countries can only benefit from the Essays when these are available in these languages.

The Meeting, however, was aware of the problems of costs involved.

5. Sisterport Scheme

In spite of all the work executed in relation to this Scheme, it is quite obvious that the Sisterport Scheme has not developed itself into the Scheme originally anticipated.

Therefore, the Meeting decided that:

1. IAPH should support relations between developing ports to the extent possible.
2. Developing ports should tap the expertise of developed ports, which in many such ports is now available in institutional form.

With respect to the latter point, it is essential that the item raised in paragraph 2, viz. the availability and publication of contact persons or departments, be materialized.

Furthermore, the special expertise of the port concerned should be published as well.

6. 57+ Scheme

The basis of this Scheme, presented for the first time to the CIPD members at the Hamburg Conference, is to make use of the expertise of early retired port staff of developed ports. These experts could be sent to developing ports to assist them in solving operational and/or technical problems.

The major advantages are that such experts have experienced the introduction and development of modern transportation and cargo handling techniques, but on the other hand are not allowed to earn a salary (due to legal/social arrangements). It appeared during the meeting that such a situation exists only in the Netherlands. Other countries have different arrangements, which could, however, fit in with the Scheme as well. The only costs involved therefore would be: preparation, international travel, board and lodging, out-of-pocket expenses and reporting.

When the Scheme was presented in Hamburg, the Chairman emphasized that:

- a. the 57+ expert should not get involved in professional consultancy activities;
- b. the 57+ expert should confine himself to observations, discussions and on-the-job training in the fields of cargo handling, ship movements and technical matters;
- c. the duration of fieldwork of a 57+ expert should be confined to a maximum of 2 months.

The Chairman has had discussions with potential 57+ experts as well as the relevant authorities in Rotterdam and it appears that, if careful steps are taken, the system is likely to be successful.

The 57+ Scheme is a new initiative still containing many uncertainties, but it was decided to continue the development of the Scheme, be it carefully.

If the financial and contract aspects have been solved after discussions in Auckland (what party pays which expenses, the question of a partial contribution from the Special Fund), the Meeting agreed that a well prepared, guided and reported pilot project should start in Rotterdam under the direct supervision of the CIPD Chairman and his staff.

7. Relations with Specialized Agencies and other Organizations

IAPH has relations with various Agencies and Organizations, such as IMO, UNCTAD, PIANC and ICHCA. In some cases these relations are maintained by Liaison Officers.

Yet, the Meeting was not fully convinced that all items relevant to IAPH members discussed and decided at such and other Agencies and Organizations always come to the attention of the IAPH Members.

Should this opinion be correct, the situation could be improved by the establishment of a system of Permanent IAPH Representatives.

Such a system has two repercussions:

- a. The costs involved may be quite considerable.
- b. The Representative must have board experience and good insight in all matters related to IAPH and the particular organization.

Notwithstanding the fact that the cost may be too high and/or the qualifications of the expert may make it difficult to appoint appropriate candidates, the Meeting supported the idea to bring this point to the attention of the Auckland Meeting.

In the Meeting's opinion such a Permanent Representative should have the status of an observer and report all relevant matters to the Head Office of IAPH for publication in "Ports and Harbors".

8. Any other business

In relation to this subject, the Chairman briefly presented the results of the Meeting which was held in Amsterdam in December 1985 under the Chairmanship of Mr. H. den Toom, President of the IAPH.

8.1 How to increase the Membership of the IAPH

Here again the subject of languages was discussed. It is considered essential, that IAPH takes notice of certain language groups, e.g. French and Spanish.

8.2 The journal "Ports and Harbors"

The Meeting was of the opinion that, notwithstanding the high appreciation for the staff of the Head Office, which prepares and issues 10 editions of "Ports and Harbors" per year, the distribution and set-up is not completely meeting the requirements.

It was discussed to propose to the Auckland Meeting the following:

1. Reduce the number of issues of "Ports and Harbors" and assure that it contains many articles with high reference value.

Such articles should be well presented. The remaining pages should be well structured and devoted to IAPH and Technical Committee News.

2. Increase the number of copies of "Ports and Harbors" sent to the Member ports so as to ensure that also the middle and lower management staff can benefit from it.
3. Reduce or delete items such as port performance (operational and financial).
4. Issue IAPH Newsletters to compensate for the reduced number of journals at regular intervals.

These newsletters should contain just headings of IAPH and Technical Committee matters, joined by references (in full detail) to be contacted for further information. The advantages of such a system are:

- a Newsletter is cheaper to produce and to be mailed
- many copies can be sent to the members at the same cost as the present Journal, so many staff members will receive and benefit from it
- a staff member is more likely (due to an overloaded workschedule) to read a Newsletter than the present

Journal

- the workload for the Editorial Staff of the IAPH Head Office can be reduced considerably.

8.3 The principles of the biennial IAPH Conferences

The Meeting, in general terms, agreed to the conclusions of the Amsterdam Meeting, insofar that Conferences should strive for more of a balance between business and pleasure, but should at least create ample time for Committees to meet and reach decisions.

8.4 Mid-Term Meetings and Conferences

The Meeting is supporting the initiative that future Mid-Term Meetings and/or Conferences, should, whenever possible, be held in developing ports so as to incorporate such Members more in the work and success of IAPH.

9. Summary of viewpoints of the CIPD to be presented to the Auckland Mid-Term Meeting

1. IAPH Bursariés should only be used for port-to-port training.
2. The JOBMAR programme of UNCTAD and its requirements will be presented at the Auckland Meeting and published in "Ports and Harbors".
3. All Member ports will be invited to appoint and publish full details of contact departments/staff members directly involved in International Port relations and/or Training Facilities.
4. The information on the Monograph Scheme should be improved and Members should be urged again to contribute to the Scheme.
5. The Essay Competition should be open for Staff members of developed ports. The awards will have to be discussed.
6. Winners of the Essay Competition should be invited to present the highlights of their essays at the Conference.
7. IAPH should devote attention to the languages used at the Conferences and in publications, so as to attract more potential Members and/or to improve the benefit of IAPH activities so as to reach more Members.
8. The basic set-up of the 57+ Scheme shall be presented and discussed in every detail, including the financial repercussions. After obtaining approval of the Auckland Meeting, a pilot project should be started from Rotterdam.
9. IAPH should seriously consider the importance of her relations with Specialized Agencies and other Organizations and discuss the repercussions of the establishment of a system of Permanent IAPH Representatives.
10. Reducing the number and improving the reference value of the Journal as well as the additional issuing of IAPH Newsletters should be discussed.
11. Biennial Conferences should be aimed at a proper balance between business and pleasure.
12. Developing countries should be given the opportunity to host Mid-Term Meetings and/or Conferences.

JOBMAR: on-the-job training for ports and shipping management from developing countries

UNCTAD has been involved in maritime management training since the early 1970's. The secretariat has conducted a wide variety of courses and seminars for senior management and, more recently, through projects such as TRAINMAR (Training Development in Maritime Trans-

port) and Improving Port Performance (IPP) serious steps are being taken to strengthen the local maritime training capability in developing countries through the development of courses for middle and junior levels of management, and the training of local instructors and course developers. Over 2,000 port and shipping managers participated in a TRAINMAR or IPP course in 1985 and evidence collected so far indicates that these training efforts are beginning to bear fruit.

There are situations, however, where, for certain specialized tasks, a different approach might be called for. Take, for example, the case of a computer specialist from a developing country who is given the task of setting up and managing a computerized management information system for his port authority. There will probably be no local training programmes where he (or she) can learn about this. One approach is through a programme of 'on-the-job' training with a port authority which has such an information system. Such an approach was used recently in connection with an UNCTAD technical co-operation project in China when two Chinese engineers underwent on-the-job training in computer applications in the ports of Seattle and Long Beach. The two Chinese engineers were highly motivated and the Ports of Seattle and Long Beach took great pains to prepare and supervise a detailed training programme which, according to the reports of the participants, fully met their needs. This approach may be worth extending.

On-the-job training differs from conventional training since the venue is the place of work — not the classroom, and the trainee learns by seeing and doing rather than by studying. Such training emphasises a 'hands-on' approach to acquiring skills and stresses the application of knowledge rather than simply its acquisition. On-the-job training is, of course, not new, and it is clear that, compared to the organization of a training course, which may benefit up to 20 people, the effort involved in the arranging of such training for just one individual can be considerable. Nevertheless, with careful planning, with goodwill on behalf of the co-operating organization, and given that the individual is sufficiently motivated to make the most of the opportunities afforded him, secondments for on-the-job training can prove extremely valuable and help the individual make an important contribution to the management of his port when he returns to his home country.

UNCTAD would like to explore the interest of port authorities in developed, or more advanced developing, countries in offering such on-the-job training opportunities to suitable candidates from developing countries. One way of handling this matter might be to see it as an exercise which could be carried out in collaboration with an organization such as IAPH.

An initial step would be to identify ports ready to offer such training opportunities and prepare a general syllabus of the training activities which could be carried out during, say, a 2–4 month training period. These training opportunities would then be made known to ports in developing countries who would be invited to nominate suitable candidates. It is expected that 'donor' ports would offer their services free-of-charge, but that they would not be responsible for such incidental expenses as travel, hotel accommodation, books, etc. These expenses would be covered either by the 'recipient' port or through a bursary or fellowship and, of course, the 'recipient' port would

continue to pay candidates' salary during the training period.

The difference between JOBMAR and the present IAPH bursary scheme is that the training would be exclusively (or almost exclusively) on-the-job training whereas most IAPH bursary holders attend courses. If IAPH decide to support such a scheme, say on a trial basis for two years, by contributing an IAPH bursary for suitable candidates from developing ports which are members of the Association, UNCTAD could probably arrange that the difference between the total cost of the training and the value of the IAPH bursary be met from other sources.

Report of the IAPH Liaison Officer with IMO for the period May 1985 – April 1986

By A.J. Smith

1. General

IAPH is in good standing with IMO, as was borne out by the felicitous remarks by IMO's Secretary-General, Mr. C.P. Srivastava, in his address to the Hamburg Biennial Conference in May 1985.

Not only is there a recognition on the part of IMO staff and official delegations to IMO meetings of the close interest paid by IAPH to the business conducted — as is evident from the IAPH attendance record — there is also an increasing awareness of the balance given to IMO discussions by a well-prepared and reasoned port-related input.

The range of subject matters dealt with at IMO, on which IAPH might reasonably expect to comment, is growing. It is in the interest of IAPH members that they sustain and nourish an active commitment to the determination of related policies and press IMO for their acceptance.

IAPH was directly represented at meetings of the:

- Assembly
- Council (3)
- Maritime Safety Committee (2)
- Committee on Technical Cooperation
- Safety of Navigation Sub-Committee
- Sub-Committee on Bulk Chemicals
- Legal Committee
- Marine Environment Protection Committee
- Fire Protection Sub-Committee
- Facilitation Committee and Facilitation Conference
- The 9th Consultative Meeting of Contracting Parties to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter

Port-related issues addressed by these meetings have been the subject of discussions/correspondence within IAPH committees and, in the case of reception facilities essential for the effective implementation of MARPOL 1973/78, by the IAPH Board of Directors. Points arising from these meetings have been inserted into discussions where it seemed appropriate to do so.

The importance of IAPH committee involvement with IMO discussions cannot be too highly stressed. I have therefore seen it as basic to my liaison role to give "early warning" of impending discussions and to provide pointers to IAPH committees on specific issues on which an IAPH viewpoint would benefit both IMO and ultimately, the

IAPH membership. Brief reference to some of the more significant issues is made in the following paragraphs.

Much goodwill derives from personal contacts with IMO officials and with the membership of delegations to IMO meetings. It is therefore pleasurable, and invaluable from an IAPH viewpoint, to reinforce my own contacts with visits paid to IMO from time to time by IAPH members. Such visits can easily be arranged.

One such visit paid in November, 1985 by Mr. Paul Valls, Chairman CLPPI, and Mr. André Pagès was particularly beneficial in clarifying port interest and involvement in a number of matters currently under examination, both by IMO's Legal Committee and the CLPPI Committee.

2. The 14th IMO Assembly

IAPH was represented at the 14th Session of the Assembly from 11–21 November 1985, including the Council meeting on 22 November 1985. The business of the Assembly customarily includes a mix of domestic and external issues, with attention focussed on the resulting Resolutions. These Resolutions arise from discussions during the period of the Assembly of two Committees, one dealing with administrative, financial and legal issues, and one with technical matters. These Committees, in turn, set up small working groups to tackle drafting problems.

On this occasion there were some 29 measures aimed at improving the safety of shipping and preventing pollution of the sea.

IAPH members will particularly welcome the adoption of Resolutions dealing with.

- guidelines for vessel traffic services;
- guidelines on surveys required by the 1978 SOLAS protocol, the international bulk chemical code and the international gas carrier code;
- the use of inert gas systems on chemical tankers;
- recommended procedures to prevent the illegal or accidental use of low-flashpoint cargo oil as fuel; and
- measures to prevent unlawful acts affecting passenger ships and crews, to which particular reference is made elsewhere in the Report.

These Resolutions have been noted by the appropriate IAPH Technical Committees. Copies can be made available to IAPH members on request.

3. Maritime Safety

Two meetings of the Maritime Safety Committee (MSC) were held during the period under review. As is usually the case, the main business dealt with was very much ship-related. There were a number of matters, however, of particular interest to ports. These are referred to below.

(i) 1988 Conference to modify the SOLAS and Load Line Conventions

The precise legal instrument to be used following the 1988 Conference has been left open at this time. There is little doubt, however, of the need for amendments to the Conventions, given the present complexity of problems arising from ships certificated under a variety of instruments.

(ii) International Safety Guide for Oil Tankers and Terminals (ISGOTT)

The revised Guide, in the preparation of which IAPH was closely involved, has been commended to member Governments for use in association with any national regulations on the subject.

IMO has noted that the Guide was written in such a way as to avoid the specific hazards associated with each method of tank cleaning. It was emphasised that procedures laid down in the Guide should be followed without deviation. The parties involved in the development of the Guide have confirmed to MSC that they would be very ready to consider comments from IMO members in keeping the Guide up-to-date. Having amended the Guide for use, it was further agreed there was no need to develop IMO guidelines for oil tankers not fitted with inert gas systems. Again, however, it was emphasised that ISGOTT needs to be applied strictly. It was also agreed that there was no need to develop guidelines for chemical tankers not fitted with inert gas systems, as the Tanker Safety Guide (Chemicals) would also apply to this type of ship.

(iii) Ship Identification Numbers

MSC has been looking into the feasibility of establishing a system of assigning an IMO identification number to each ship. It has been said that if the number was to be used as a bar to fraud, an individual or organisation would not experience any greater difficulty in changing numbers than they do in changing letters that currently exist. The view was expressed that while a workable system might be proposed, there was no compelling need to implement it at present.

If IAPH feels that there is a strong need for numbering, an effective case will need to be put to the next MSC meeting, to be held from 8–17 September 1986.

(iv) Tankers used as Floating Reception Facilities

Discussing the possibility, the question has been asked whether safety and pollution prevention standards applicable to ships and oil tankers are adequate. Clearly, if the tanker is still going to perform voyages from one port to another, it must be covered by the regulations in the relevant international Conventions. If it is going to be permanently moored in port as a reception facility, other factors must be considered. IAPH committees will want to consider this question and, in particular, whether a separate "convention" needs to be applied.

(v) Deficiency Reports

MSC noted that, of 186 Deficiency Reports received in the period from June 1984 to August 1985, 151 of the Reports indicated that the deficiencies had been rectified before the ship left the port of control. It should always be remembered that greater emphasis on port state control procedures will have consequential effects on ship time in ports, particularly where serious defects have to be rectified. Unless special berthing/repair facilities are made available, ports may well have to make allowance for berth congestion.

(vi) Safety of Navigation

From a port viewpoint, the major issue dealt with by IMO was the development of Guidelines for Vessel Traffic Services. IAPH played a significant part in the successful evolution of an Assembly Resolution (A 578(14)) on the Guidelines. Thanks should be expressed, in particular, to the co-ordinating role played by Mr. B. Coloby (Le Havre).

VTS is no longer to be dealt with in general terms; ports must therefore be watchful to ensure that specific problems are highlighted sufficiently early to allow for their international examination and resolution by IMO if that is thought to be the best approach.

(vii) Measures to Prevent Unlawful Acts

During the period 27 January to 3 February 1986, I was able to participate in meetings of an MSC Working Party, which had been asked, by Assembly Resolution, to develop draft technical measures to provide for security at passenger terminals and on passenger ships on international voyages exceeding 24 hours; these measures to be framed in sufficiently broad terms and to take account of local conditions and circumstances.

At the outset, I made the point, which was accepted, that whilst ports internationally would be as committed to the underlying objectives as the other parties concerned, they would necessarily be conscious of the fact that any measures proposed for the enhancement of security could well be costly. They would expect, in any event, that Governments would always be mindful of the cost burden and make appropriate provisions for it to be met. The requirements of nations, moreover, not to mention those of individual ports, would vary appreciably so far as the measures to be taken are concerned. It was therefore essential that guidance should be realistic and couched in terms which would allow each nation and the ports in each nation to establish security measures clearly appropriate to their own circumstances.

IAPH committees are currently examining the draft Guidelines in preparation for an IAPH input to further IMO discussions later this year.

(viii) Work Programme

The MSC work programme is invariably lengthy and very technical in nature. It continues to be largely ship-related. Nonetheless, there are a number of areas of particular interest to IAPH, and these are itemised below:

- implementation, technical interpretation and improvement of Conventions, Codes, Recommendations and Guidelines;
- casualty statistics and investigations into serious casualties;
- measures to improve navigational safety, including ships' routing, requirements and standards for navigation aids, and ships' reporting systems;
- emergency procedures for ships carrying dangerous goods;
- safe handling and storage of dangerous goods in port areas;
- tonnage measurement of ships;
- a possible single comprehensive Convention concerning safety of life at sea and marine environment protection.

4. Marine Environment Protection

This subject is of increasing importance to IMO. Reports of IAPH technical committees will have drawn attention to specific issues, highlighting the fact that an IAPH view on a number of matters dealing with environmental protection is considered essential if port interests are to be safe-

guarded. These include:

- development of suitable procedures for the enforcement of Conventions relating to marine pollution;
- promotion of technical cooperation, including the development of regional arrangements on cooperation to combat pollution in cases of emergency;
- entry into force of the optional annexes to MARPOL '73/'78;
- uniform interpretation and application of the provisions of MARPOL '73/'78 and possible amendments thereto;
- reception facilities for residues;
- promotion of regional arrangements for combatting marine pollution.

IAPH in particular needs to be closely in touch with the MARPOL reception facilities situation. Mr. Per Olson, Chairman of PSECC Port Safety Sub-Committee, and I were involved in the preparation of Annex II Reception Facilities and Guidelines. IAPH will want to look at certain questions arising, however, including the following:

- (i) whether a standard format of conditions should attach to the use of reception facilities;
- (ii) how facilities might be financially administered so that charges for the use would not be a disincentive to the shore disposal of wastes;
- (iii) how tankers used as floating reception facilities are to be treated from the standpoint of protection of the port environment; and
- (iv) whether there are likely to be problems for ports in implementing Annexes 4 and 5 of MARPOL '73/'78, which deal with sewage and garbage arising from ships.

5. Legal Affairs

CLPPI has traditionally been most closely identified of all IAPH committees with IMO discussions. The CLPPI Report to the Executive Committee draws attention to the main issues under consideration at IMO, and points to the direction which IAPH should take in presenting its views to these discussions.

6. Facilitation of International Maritime Traffic

The Facilitation Committee and Conference held by IMO during the period 3–7 March 1986 unanimously adopted amendments to the Annex to the Facilitation Convention 1965, regarded as a fundamental step in the process of reducing the paperwork and red tape involved in international maritime traffic. The agreed amendments now enable automatic data processing (ADP) and other modern techniques to be introduced into the formal facilitation process.

As regards IMO policy on ADP of shipping documents and documents used for the clearance of ships, a range of recommended processes and standards were re-examined and brought into line with current requirements. Particular note was taken of a harmonised approach on how separate particulars of dangerous goods should be furnished to authorities. Increased use of the cargo manifest is now possible.

IMO hopes that a delegation will be able to visit the port of Le Havre to examine existing data interchange systems. There was a recognition of a limited need for data interchange between ports, with a proviso that any interchange standard would require compatibility of communication and interchange protocols; internationally recommended data elements should be used. The Committee also agreed on a feasibility study on data interchange between shore

authorities and ships underway, to be carried out using the INMARSAT system.

As regards illicit drug trafficking, there was general agreement that cooperation between Customs and other competent authorities, including ports, would significantly assist in combatting the traffic. Guidelines are being prepared. When these are available they should, in my view, be circulated widely to IAPH members.

7. Technical Cooperation and Assistance

As reported on earlier occasions, IMO is keen to achieve positive results from its technical assistance programmes.

It bears repeating that ports in developing countries should be encouraged to look closely at their resource needs to determine whether, in what direction and to what extent their respective Governments should be asking for technical advice and assistance from IMO on their behalf.

8. Conclusion

There is no doubt that there is a speeding-up in the tempo of work carried out by IMO, affecting the interests of ports internationally. It is essential that IMO committees' work programmes are carefully screened to ensure that IAPH activities are complementary. It is also important that IAPH be more positive in developing initiatives in support and in the protection of port interests. IMO has repeatedly given assurances that such initiatives will always be given a fair hearing for adoption where appropriate.

Finally, I cannot overstate the value to me, in my liaison role, of the presence, advice and active participation at IMO meetings, given freely by IAPH members. Their contributions are of inestimable benefit to the IAPH organisation and through it, to IAPH members the world over. They deserve all our thanks; they certainly have mine.

* * * * *

Minutes of the joint meeting of Marine Safety Sub-Committee and Ships Sub-Committee of COPSEC at Auckland, New Zealand (April 7, 1986)

Marine Safety

Mr. Smith explained that at the recent meeting held in Paris chaired by Mr. Dubois, this committee was charged with the responsibility of looking at a draft submission to the IMO on the revision of the 1910 Salvage Convention, Article 9 – Sheltered Havens. This subject will be discussed further after the CLPPI committee have considered the question. Mr. Smith asked the committee if they felt that the IAPH should have to get involved in the whole question of ports of refuge. He pointed out that new legislation has been passed in the U.K. (The Dangerous Vessels Act 1985) whereby no port in the U.K. is forced to take in a disabled ship if it is felt that doing this would endanger the port itself. The Chairman will circulate a paper on this subject and further discussion will take place, as comments must be returned to the Executive Committee by 8th April.

The Safety Guide was discussed and it was noted that Captain van der Schaaf has been doing some revisions to chapter 4.1 of this guide. The entire chapter will be reviewed in co-operation with the Port Safety Committee and the Marine Safety Committee. Captain Guicharrousse was asked to consider, in his revision of sections of the Safety Guide, the subject of safe navigation through bridges and measures to avoid collisions.

The subject of accident reporting was raised by the Chairman. Statistics can sometimes be misleading as although all accidents/casualties are as a matter of course reported, it was felt that there might be a high incidence of "near misses" that are not logged correctly. The Chairman would like to see a standardised reporting system developed for all ports. Mr. Matthews cited the situation in Jeddah where in the past 5 years, 72 strandings have been reported but with insufficient information to ascertain how these incidents occurred. A standardised reporting format would allow the correct dissemination of information.

It was felt that the Harbour Masters should be involved in this subject to ascertain whether they feel such a format would be of use, and Captain van der Schaaf will present this subject at the European Harbour Masters Congress at Teesport in May 1986.

The Pilots Association will be asked to make a report on the subject of incidents/near misses for statistical purposes.

The Committee decided that Mr. Coloby, Captain van der Schaaf and Captain Guicharrousse would advise on some form of common reporting system for accidents to be recommended to the IAPH, with input from Mr. Matthews. Mr. Coloby also felt that in drafting this format, the committee should consider some tie-in with Lloyds.

Mr. Matthews raised the subject of navigational aids and asked if the members would consider recommending to IAPH that they participate in a committee with the IALA to study these aids in more detail. The IALA is already studying this subject on an ongoing basis. This will be discussed further.

Mr. Coloby was asked to give the committee information updates on the Cost 301 project. This is a huge research study covering extra navigation in European waters. It is basically divided into 8 programmes:

- Programme 1 : aims to avoid strandings of ships in European waters.
- Programme 2 : aims to avoid collisions in European waters.
- Programme 3/4 : deals with operational aspects.
- Programme 5/7 : deals with equipment and materials aspects.
- Programme 8 : deals with specific problems in the Mediterranean Sea.

The objective of this study is to harmonise relations between European ports.

Mr. Matthews highlighted one particular aspect of the above study entitled "Seaspeak", which is a standardised set of vocabulary and procedures for use over the VHF which he would like to see in worldwide use. English speaking countries have apparently objected to the use of this system and it is these countries that need to be persuaded of the usefulness of the system. VTS operators would have a manual on the language and also ship masters. The final intention is that in the future, nautical schools will teach

students to limit their language to Seaspeak.

The Chairman will recommend to COPSEC that IAPH take part in a tripartite technical committee, together with the IALA and IMPA, to study the validity of the use of Seaspeak.

Ship

The last sitting of this committee was in November 1985 and the provisions of the meeting were the revision of the Guidelines of Manoeuvrability of Ships. These recommendations have been circulated and comments are requested as soon as possible from members.

With reference to the project of compiling a report of Development Trends on Ship Characteristics, this was circulated to all sub-committee members on March 17th. The committee felt that this was a valid document but needs considerable revision:

Page 2, penultimate paragraph — it is felt that this section is not clear and should be re-worded.

Page 5, chapter 1.5, 4th paragraph — it is felt that there should be clarification of the wording reference "pilot's ladder". Input was requested from members.

Page 3, penultimate paragraph — the Chairman disagreed with the wording dealing with channel widths, which seems to favour dredging companies and is very misleading.

Page 6, chapter 1.4, paragraph 2 — needs alteration.

Mr. Smith would like to see this document, once refined, used as a discussion paper at the Seoul Conference. If this document does not go out as a base document to the Conference, Mr. Smith would like to see it widely circulated to IAPH members.

The committee agreed that this document should be revised, at the latest by the end of June 1986, and submitted to the next Ships Sub-Committee for discussion in Seoul. All members' comments should be with Mr. Smith by the end of June.

Mr. Matthews, representing the IALA, explained to the committee about the idea of having a VTS worldwide port entry guide. Each port would have its own VTS entry in the guide, and a sample from Marseilles was circulated. Information would be regularly updated.

With regard to cost, Mr. Matthews suggested that those people who were in the guide should pay for their entry and the guide should be given to ships free of charge for their use. The IALA are suggesting forming a technical committee to study the project and make some recommendations.

After discussion, the committee decided to recommend to IAPH that they involve themselves with the IALA in the Port Entry Guide. Mr. Coloby will represent the committee on this subject.

The Kenyan delegation expressed interest in having more information on the subject and Mr. Coloby will ensure that correspondence is sent to Kenya on this matter.

(Chairman: Capt. Monks)

Minutes of the meeting of Dredging Task Force of COPSEC at Auckland, New Zealand (April 6, 1986)

1. Report on September 23–27, 1985, Meeting of the 9th Consultative Meeting of the London Dumping Convention

The Chairman reported on his attendance at the 9th Consultative Meeting of Contracting Parties to the London Dumping Convention, as above. He handed out copies of the December 1985 "Ports and Harbors" issue, which had an extracted copy of his report on this meeting, at which he was accompanied by Mr. Joseph E. LeBlanc, Jr. as legal counsel where he submitted, on behalf of IAPH, a special scientific paper entitled "Special Guidelines for the Ocean Disposal of Dredged Material."

2. Report on the November 1985 LDC Intersessional Meeting of Experts

The Chairman reported on the attendance, on behalf of IAPH, of Dr. W. E. Pequegnat, Scientific Consultant to IAPH, to a meeting of a group of experts at IMO's headquarters in London on 25–30 October 1985. He handed out to the Task Force and extract copy of "Ports and Harbors" January/February 1986 issue that gave an account of IAPH's attendance at this meeting.

In reference to this item, Mr. Jurriens of the Port of Rotterdam asked that a copy of the report rendered by the Dutch delegate at the meeting be furnished to him. He also requested that the overall report of the meeting be furnished to him. Mr. Haar promised to furnish the overall meeting report to Mr. Jurriens and Mr. Smith agreed to get a copy of the Dutch report to the meeting from IMO headquarters and to furnish it by mail to Mr. Jurriens.

Mr. Jurriens also asked that the Port of Rotterdam be given a better opportunity to have input to further submissions by IAPH to the LDC. The Chairman promised to meet separately after the meeting with Mr. Jurriens to work out an arrangement as to how this could be accomplished and to report back to the other members of the Task Force at their second meeting on the morning of April 7th.

Mr. Jurriens will give Mr. Haar information on the outcome of the two court cases pending presently in the Dutch Administrative Court between the City of Rotterdam as plaintiffs (Port of Rotterdam) against the State of the Netherlands (Rijkswaterstaat) as defendants, concerning a refusal by the State to give the City a permit for certain North Sea dumping under the requirements of national law (North Sea Water Act), which is based on both the LDC and the Oslo Conventions.

3. Review Status of the Update on the IAPH Dredging Task Force Booklet entitled, "Ports and Dredging in the Developing Countries"

Mr. Haar distributed copies of the above booklet for information purposes. This booklet, originally developed by the Dredging Task Force, is to be updated. ESCAP (Economic and Social Committee for the Asian and Pacific Region [UN]) have been involved in publishing a very similar pamphlet to the one under discussion, and Mr. Mulock Houwer felt that part of this pamphlet could be incorporated in the revised IAPH booklet. ESCAP have no objections in principle as long as they are given credit for

their contribution. Bill Murden will also contribute towards the revised booklet. Mr. Haar will be responsible for the review of Section 5 of the booklet. It was felt that the booklet should not basically change in format or content.

Mr. Mulock Houwer asked if the Task Force had any objection to including the booklet in another publication — "Terra et Aqua." The Task Force offered no objection to this request.

It was agreed that the booklet would be updated, with the help of the IADC in editing and putting together the first working draft with materials supplied not only from their own resources but also from members of the Task Force, the World Bank, and others. The first draft will be given to Mr. Haar by the end of September 1986 and will be reviewed by him and sent out to all Task Force members within 10 days for their comments and review. These comments will then be forwarded by Mr. Haar at the beginning of November to the IADC. The IADC should be ready with the final product in January 1987.

4. Report on the Projected April 28 — May 2 Meeting of the LDC Scientific Group in London

Mr. Haar distributed copies of the recent submission to the LDC. Mr. Mulock Houwer raised the point that he felt the third sentence, third paragraph, page 3 was phrased in possibly controversial language — "Thus to prohibit . . ." Mr. Haar will follow up on this point with Dr. Pequegnat.

The point was raised that communications between the various organizations (IMO and IAPH) were inadequate, with agenda items arriving too late to allow sufficient preparation of positions on items to be discussed fully with the Task Force members. It was suggested, and will be discussed further, that an executive subcommittee should be formed to facilitate the speed with which information can be disseminated. Mr. Haar will informally meet with Mr. Jurriens to work out some better form of overall coordination on this matter.

At a further meeting of the Task Force on April 7th, it was agreed that the Executive Committee for this improved Task Force coordination would include Mr. Haar, Mr. Jurriens and Mr. Smith. Additionally, Mr. Haar, Dr. Pequegnat, Mr. Jurriens and the Port of Rotterdam Scientist would meet in the near future in London to open an ongoing dialogue that would ensure the Port of Rotterdam's input into future positions developed by the Task Force for submission to IMO.

5. Report on the Status of the PIANC Dredging Booklet

Mr. Haar distributed a summary of the PIANC dredging booklet which has yet to be published. It was felt that this would be a useful reference and policy item that will complement the work that the IAPH Dredging Task Force is involved in.

6. Discussion on Budget Status

Ron Brinson (the President of AAPA) has sent out a letter to all U.S. Port Directors asking for funds to be contributed towards a budget for the IAPH Dredging Task Force during calendar years 1986 and 1987. All Task Force members agreed that at the forthcoming COPSEC meeting it should be recommended that the IAPH donate US\$15,000 to support the work of the Task Force for the calendar years 1987–1988. The United States are raising US\$72,000 and the current (after Hamburg) IAPH dona-

tion (US\$15,000) will cover the 1985–1986 period. This money is held in a special account of the American Association of Port Authorities and the money is dispersed as and when Mr. Haar bills the account, all in accordance with standing resolutions of the AAPA and IAPH. After the Task Force meeting, the Chairman was told by the IAPH staff that the US\$15,000 for 1985 and 1986 has not yet been acted on by the IAPH leadership. Further consideration on this matter will be handled by the IAPH leadership during their current business meetings. At the Executive Committee meeting on 9 April, funding as requested for 1985–1986 and 1987–1988 was approved.

7. Review of Terms of Reference

The official mandate (terms of reference) published by the COPSEC Committee was reviewed.

It was decided that Point 6 may not be appropriate at this time.

Mr. Mulock Houwer raised the point of a document published by FIDIC (Federation Internationale des Ingenieurs Conseil) entitled "Standard Conditions of Contract." The third chapter of this document is particularly concerned with dredging and has a high technical content (of particular interest and value to our members) and it was decided that the Task Force should review it and propose to the membership of the IAPH to endorse the contents. Mr. Mulock Houwer will write a letter jointly to the legal committee and Mr. Haar (Dredging Task Force) enclosing copies of the FIDIC document, and will also send all Task Force members copies of the document.

It was finally decided that no changes in the overall Terms of Reference would be required at this time.

8. Administrative Details

A 12-minute video cassette tape on the Port of Rotterdam and Rhine River pollution and contaminated dredged material handling methods now and for the future was shown to the members of the Task Force. A copy of the tape was made available to the Chairman.

(By H.R. Haar, Jr., Chairman)

Minutes of the meeting of Committee on Cargo Handling Operations at Auckland, New Zealand (April 8, 1986)

(a) Production of World Statistics Report

As this report could be a useful tool, properly documented and with more support from ports, after some discussion on the continued need for these statistics, their use to the United Nations, universities, research organisations etc., it was recommended that the committee report to the Seoul Conference —

1. On a change in format with possible varying formats for a simpler questionnaire for consideration at the meeting. Included in the questionnaire should be the level of management which supplied the information.
 2. That the statistical data going into the report be reliable.
 3. That the members of this committee be asked what statistical information they want and why they want it.
- Mr. Kondoh undertook to determine whether the

proposed budget is a realistic one to accomplish this type of publication.

(b) Dissemination of Information of Modern Cargo Handling Technology

(c) Exchange of Information

It was recommended that a questionnaire be created for forwarding to all members so that they can be made aware of what is available. The questionnaire would include —

- (a) A list of all publications and whether they are available to be sent out on request.
- (b) When they are published — quarterly, annually — and whether they are useful or simply statistical.
- (c) A request to be on the mailing list.

(d) Port Training in Cargo Operations

As this subject is also dealt with by the International Port Development Committee, to ensure there is no duplication the Chairman advised he would consult with the Chairman of that committee and obtain a copy of their agenda with the objectives, criteria and goals they are seeking.

It was pointed out this committee could provide the resources for areas where a need for training is identified by the International Port Development Committee. Reference was made to the need to train future potential managers on an international basis to broaden their outlook.

It was recommended —

- (a) That included in the questionnaire be a request for every port to advise what they have in the way of training, and whether they have people who would be willing to travel to seminars at their own expense to act as training leaders.
- (b) That a calendar of training events be compiled and circulated to all members, advising what level the training would be.
- (c) That a joint committee be formed with the International Port Development Committee to co-ordinate the resources of both committees.

(e) Proposed Changes in size of Containers

Reference was made to the problems caused by the use of high containers in the transport chain and the flow-on costs involved in handling such containers.

Mr. Kondoh advised IAPH has expressed views to ISO, that this is still open and cannot be determined by individual ports.

It was considered that changes in standards need wider consultation than that involved in manufacturers, shipping lines or transport operators making a decision to increase the size.

It was decided that Mr. Cooper would take on the task of ascertaining the present thinking of members and what the trends are, and then look at whether those trends should prevail and be implemented, what the impact would be, the concern in respect of future equipment, the economics of being able to convert the total equipment of a port and, if that is the case, take a very strong position with ISO over what is accepted as standardisation.

A paper on the results should be presented to the Seoul Conference.

Marketing and Port Promotion

The Chairman suggested a committee be formed to compile a list of present publications and whether they are still viable documents or whether they should be updated, discarded or replaced.

The question was raised whether this function came within the purview of this committee.

As it was not known why it was decided at Hamburg that the Cargo Handling Operations Committee should have an input in Port Marketing, it was decided to leave this item open until information was obtained from those who were present at Hamburg.

The Chairman advised he would put a committee together of his own staff to review all documents and mail the resulting summary to all members.

New Business

Reference was made to the extensive list of cargo handling publications available in the IAPH library and the need to keep track of recent papers.

The Chairman said a concerted effort would be made to ascertain what publications are available and he would try to have a report ready for the committee meeting at Seoul. In the meantime he would give interim reports of what progress is being made and requested a response from the membership as to whether this was the right direction to be taking to cover this gap.

In summary it was emphasised that the exchange of cargo handling information and 'hands on' training were the most important functions of the committee, and that ports could no longer afford to sit back and let other organisations control a situation to which ports had to react.

(C. Lunetta, Chairman)

Minutes of the meeting of Public Affairs Committee at Auckland, New Zealand (April 7, 1986)

As the Chairman of the Committee on Public Affairs was unable to be present, Mr. G.B. Page was elected to act on his behalf.

Following general discussions on the various functions of the Public Affairs Committee, it was resolved that:

- * Contact be made with the ports of Newcastle, Brisbane and Townsville, to determine what action, if any, had been taken by those ports as a consequence of the study, and of any results forthcoming.
- * Information be obtained as to the status of the "Do It Yourself" Kit being prepared by the consultant.
- * The letter attached be sent to member ports over the Chairman's signature, and that follow-up action be initiated in an endeavour to enable the developed format to be presented at the 1987 Seoul Conference.
- * This Committee offer its assistance, if required by the appropriate Technical Committees, to develop strategies for communications to communities and interested groups on sensitive matters such as Marpol, Dangerous Goods and Dredging.

The Committee felt that matters under consideration were of an international nature and, as such, a full Committee Meeting should be held prior to Seoul rather than regional meetings.

(Continued on next page bottom)

International maritime information: World port news:

PAN-PACIFIC SEMINAR III: Port of Vancouver, your Host Port

*"Challenges,
Innovations,
Mutual Co-operation
The Future of Pan-Pacific Trade."*

1986 is a year of great excitement for Canada, as the Province of British Columbia is hosting EXPO '86, a spectacular World Exposition on the theme of "Transportation and Communications". From May to October, visitors from all over the world will be in Vancouver to accomplish the same aims as our Seminar . . . to learn and share. This thrilling event will be an added bonus to our programme.

We have been most fortunate in obtaining a block of 250 rooms in Vancouver's most prestigious Hyatt Regency Hotel, located in the heart of downtown Vancouver. As you can appreciate, with the Seminar and Expo '86 occurring at the same time, the hotel cannot hold these rooms beyond August 1, 1986. We urge you, therefore, to fill in the enclosed Registration and Hotel Accommodation Form, and return it immediately.

Your registration form must be accompanied by your registration fee and, if you request accommodation, a room deposit covering your first night must also be included. Confirmation will be forwarded directly to you from the Hyatt Regency Hotel, and any changes should be made

with the hotel directly.

Your Full Delegate Registration Fee includes:

- All Meetings
- All breakfasts and luncheons
- Opening Ceremonies and Reception
- Harbour Cruise with dinner on board
- Dinner Party
- Closing Ceremonies

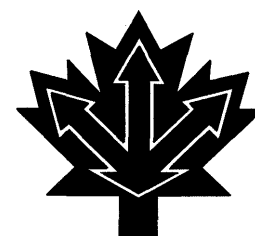
Registration for the Seminar will be located in the Regency Ballroom Foyer of the Hyatt Regency Hotel.

Your host city and committee can only plan a seminar. Without your presence, support and input, our plans are an empty shell. People make things happen . . . so plan to attend and participate fully in PAN-PACIFIC SEMINAR III. Please remember to return the enclosed Registration and Hotel Accommodation Form as soon as possible if you wish to stay at the Seminar Headquarters Hotel.

We look forward to being your hosts at PAN-PACIFIC SEMINAR III, and sharing Vancouver's most exciting year of the century with you!

Your Host Port Committee

A.A. Shaw
Gwynne Foulds
Gary Coughlan
Bjarne Waage



Vancouver Port
Corporation

(Continued from page 35)

The Committee confirmed that it would also meet in Seoul on Saturday, April 25th 1987.

To Member Ports:

ECONOMIC IMPACT STUDIES

It is being increasingly recognised that port activities have a dramatic and often unmeasured economic value to the port community and to the total areas they serve.

Several ports have undertaken studies to determine this economic impact and have found such studies to be of great value in demonstrating the significant benefits accruing from port operations.

This committee believes that the processes utilised in developing this information will be of great value to ports which have not yet completed such studies. Receipt of the information below will enable us to complete a format as a basis for conducting economic impact studies by member ports.

Accordingly, we would be interested to know:—

- a) Have you completed such an Economic Impact Study?
YES/NO
- b) If so, could you please provide us with a copy.

- c) Are you contemplating undertaking such a Study, or updating a previous Study, in the near future?

YES/NO

We would appreciate your co-operation in providing this information at your earliest convenience.

Yours faithfully,

R.N. HAYES
CHAIRMAN OF PUBLIC AFFAIRS
COMMITTEE

Please send appropriate information as above requested to:

R.N. Hayes,
The Chairman, Public Affairs,
Port Centre, Alexandra Road,
Dublin 1.

(By G.B. Page, Acting Chairman)

PAN-PACIFIC SEMINAR III
c/o Venue West Ltd.
#801 – 750 Jervis St.
Vancouver, B.C.
Canada V6E 2A9

9th International Symposium on the Transport and Handling of Dangerous Goods by Sea and Inland Waterways, Rotterdam, 13-17 April 1987

Since the early Middle Ages the Dutch harbours located in the estuaries of the Rhine, Meuse and Scheldt rivers played a leading role in the overseas transport and trade between Western Europe and the rest of the world.

Dutch Trading Companies, like the United East Indies Company, laid the basis for the modern handling and transshipment of merchandise in the ports of Rotterdam, Amsterdam and other places.

Over the years the transport and trade increased and became more and more diversified, resulting in the present activities making Rotterdam the world's largest port.

The rapid developments of the transport of hazardous materials through the Rotterdam port were the main reasons to organize in 1968 the first Symposium on the Transport and Handling of Dangerous Goods by Sea and Inland Waterways in this city.

The response to this initiative resulted in a series of similar Symposia in York (1971), Stavanger (1973), Jacksonville (1975), Hamburg (1978), Tokyo (1980), Vancouver (1982) and Havana (1984).

The organizing bodies of the ninth Symposium (TDG-9) are proud that this international conference where the high scientific standard of the contributions in combination with the inspiring atmosphere of the thriving port area will ensure a successful exchange of knowledge and ideas, will again be held in Rotterdam in 1987.

Program of the TDG-9 Symposium

TDG-9 will give an overview of the most recent and outstanding topics related to modern transport of hazardous materials.

The program contains presentations on:

- safety in transport and handling
- zoning in ports
- environmental aspects
- legal aspects
- training
- new developments

Location:

The TDG-9 Symposium will take place in the new World Trade Center in the center of Rotterdam.

A restricted number of small scale exhibition facilities will be available.

Call for papers:

Potential speakers are invited to submit an outline of the paper they wish to present.

For further information:

Stichting TDG-9
Congresbureau-VVV Rotterdam
Stadhuisplein 19
3012 AR Rotterdam
The Netherlands
Telex 21228 vvvnl
Telephone (31) 10-141400

ICHCA XVIIIth Biennial Conference and General Assembly — 1987

The XVIIIth Biennial Conference and General Assembly of the International Cargo Handling Co-ordination Association (ICHCA) will be held at the Sheraton-Brisbane, Brisbane, Australia, 11–15 May 1987. Everyone involved in the handling and movement of cargo is invited to attend.

Hosted by ICHCA Australia, the theme of the conference will be "Trade and Transport Integration — The Global Challenge" and the range of technical papers to be presented will discuss the following topics: a) Transport and handling of bulk products; b) Air/road transport integration; c) Ethiopia transport case study; d) Antarctic service; e) Airship transport development; f) Shore-based shipping costs; g) Logistics of the tourism industry; h) Community attitudes to industrial development.

For further information contact:

ICHCA International Secretariat, 1 Walcott Street, London SW1P 2NY, UK. Tel: 01 828 3611. Telex 261106 G

International Conference on Navigation in the Gulf of Suez — NAVIGOS 86 —, 28-30 October 1986, Cairo: Arab Institute of Navigation

The aim of the Conference is to exchange scientific views concerning safe navigation in the Gulf of Suez, maritime traffic control and pollution prevention in the Gulf of Suez.

For further information:

The Arab Institute of Navigation
P.O. Box 1029 Alexandria, Egypt
Telex 54160 ACAD UN

INTERTANKO urges governments to fulfill their obligations

INTERTANKO's Annual General Meeting 1986 took place in Rome 9–11 April. 160 delegates from 26 maritime countries attended the meeting.

Governments have been too lax in following up their obligations under the international maritime safety and anti-pollution conventions which the governments themselves have prepared and adopted in the International Maritime Organization (IMO). Shipowners have spent billions of dollars upgrading their tankers to comply with these requirements, but governments on their side have not

provided anywhere near the required facilities for reception of slops and dirty ballast water. This problem is particularly significant in the Mediterranean and the Middle East Gulf and the Annual General Meeting strongly appealed to governments to comply with their obligations.

INTERTANKO also appealed to the Sultanate of Oman to fulfill its commitments to set up floating reception facilities off Oman.

ICS annual meeting held in London

The International Chamber of Shipping held its Annual Meeting in London today (17th April, 1986). The meeting admitted new members from Singapore and Morocco, bringing membership up to 41 associations in 35 countries.

The Annual Report for 1985/86 was presented to the meeting, taking place against a continuing background of depression in the shipping industry and current uncertainty about the impact of falling crude oil prices. In his review of the year the chairman, Sir Adrian Swire, who was first elected chairman in 1983, said: —

"This is the third time I have had to record a picture of almost unrelieved gloom, and next year promises nothing better. Total laid-up tonnage has at last dropped below 50 million deadweight tons. But it is not the outcome of improved trading conditions so much as belated recognition that many vessels have no future other than as scrap.

"An inevitable outcome of the unrelenting financial pressure has been the constant news of shipping companies in trouble. The structure of shipping has changed irreversibly during the last decade, and with banks losing patience and taking a progressively harder line, the process still has a long way to go."

Sir Adrian told the meeting: "We must, however, not be too defeatist. The fundamental truth is that world trade will always be dependent on shipping, and the boost to many economies brought about by the falling price of crude oil will certainly help. While we are waiting for things to improve, we must all — governments and banks, shipbuilders and shipowners — keep our heads and exercise restraint. The traditional resilience of the shipping industry will win through."

In the course of its business the meeting covered a number of issues, including: —

Ship Security

The meeting expressed its concern about the growing violence on the high seas and the safety of ships and personnel. The hijacking of the Italian cruise liner "Achille Lauro" had illustrated the long-held fear that a merchant vessel would be the object of a terrorist attack, and the meeting welcomed the outcome of IMO discussions to produce advice and guidelines on ship and terminal security.

Delegates also voiced their anxiety about the continuing threat to neutral shipping in the Gulf as a result of the Iran-Iraq war. Particularly disturbing was the new intensity of the attacks during the first months of 1986.

Marine Pollution: Provision of Reception Facilities

The Annual Meeting reviewed once again the availability of reception facilities, and noted the survey recently conducted by ICS for IMO.

"Every year we have cause to complain about the lack of reception facilities and I make no apology for doing so again", Sir Adrian said. "Many oil loading ports still have no means of accepting oil residues from ships, and many dry cargo ports are totally ill-equipped. Now there is the additional need for administrations to sort out the requirements for facilities for chemical residues, all before April 1987. Time is at a premium and it must not be wasted.

"In too many cases the valuable work done by IMO is frustrated by the failure of some governments to live up to their obligations. Now is the moment for them to act."

Drug Smuggling by Sea

The meeting was addressed by Mr. G.R. Dickerson, Secretary General of the Customs Co-operation Council and Mr. R. Harris of H.M. Customs and Excise on the subject of drug smuggling by sea. Shipowners and operators worldwide have become increasingly aware of the scope which vessels can provide for illicit trafficking in narcotics, and in response to this challenge, ICS has joined the Customs Co-operation Council in preparing guidelines to improve co-operation at local level between shipping companies and Customs authorities in a determined attempt to combat the problem.

FIATA Executive Committee passes resolution on multimodal transport

Following a debate on the involvement of freight forwarders in multimodal transport the Executive Committee of FIATA passed a resolution on the subject.

Resolution on Multimodal Transport

More and more trade and industry demands from the transport industry total transportation systems — from production into the shelf of retailer. This encompasses the entire logistics concerned with the transport/movement of goods. Due to his all embracing activities in the transport market the freight forwarder is best able to provide these services. That is why the XIX World Congress of FIATA in Vienna was held under the motto "Economic Viability through Forwarding". The Regional Conference in Dresden, too, shall deal with the subject. There will be a Forum titled "Multimodal Transport Operator — Presence and Future of the Freight Forwarder".

Multimodal transport is one of the most important components in the total transport services organised by the freight forwarder. But carriers too offer more and more multimodal transport, thereby competing directly with the services offered by freight forwarders. However, it has to be pointed out that, taking all offers in the transport market into account, freight forwarders offer the widest range of services. It is this fact that enables freight forwarders to claim that, for multimodal transport, they are the optimal partners of trade and industry as well as the public at large. For this reason we consider to have a recognized claim to be consulted in all deliberations concerning multimodal transport. This request is not only addressed to all the international organisations, but to all competent governmental authorities as well.

Publications

"Electronic Data Processing and Computer Involvement in Container Handling Operations": ICHCA

"Although directed primarily at Management who have not yet installed any computer control at their terminals, but who may wish to know more about this field without pressure and complicated terminology, it is also informative to those already involved in operational work with computer assistance, as future trends are discussed.

The survey, commissioned by the ICHCA Technical Advisory Sub-Committee and financed by ICHCA Research Funding, was prepared by Stephen John Davies, BSc (Hons), MCIT, who is currently working on a Ph D programme in Computer Applications to Seaports."

80 pages in length, size A4 paperback, ISBN 0-906297-52-4, price £20.00 to ICHCA members and £35.00 to non-members of the Association (surface mail included, airmail £1.50 extra).

ICHCA International secretariat
1 Walcott Street
London SW1P 2NY
U.K.

"1986 Register of Sea-going Dredgers": Lloyd's Register

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"Mitigation of Environmental Impacts": American Association of Port Authorities

AAPA's Committee on Harbors and Navigation has produced a handbook as a tool for public port authority managers who must confront federal permitting procedures for channel projects. The handbook, "Mitigation of Envi-

ronmental Impacts," focuses on the legal requirements "to mitigate" for environmental "losses" resulting from navigation projects.

More importantly, the handbook outlines strategies public port authority managers can use to successfully deal with mitigation requirements. These strategic considerations are described in chapters on planning for mitigation for proposed channel projects, and on negotiating mitigation requirements with the Corps of Engineers and resource agencies.

In general, the handbook is intended to serve as a working document for public port managers. It provides up-to-date descriptions of relevant current law, regulations, legal interpretations and definitions, including the latest memoranda of agreements between the Corps of Engineers and the various resource agencies on permitting procedures. As changes or refinements in relevant laws or regulations occur, AAPA will distribute updates for inclusion in the handbook. Finally, a brief history of the evolution of environmental laws and mitigation requirements are provided, as well as descriptions of the unusual problems facing public port managers in the development of port facilities and navigation channels.

Price per copy: \$35.00 for AAPA members,
\$50.00 for non-members

(AAPA Advisory)

Cost recovery clause thorny issue with Great Lakes ports

Transport Minister Don Mazankowski has been asked by the International Association of Great Lakes Ports (IAGLP) to withdraw a section of a controversial bill which would give the Canadian Coast Guard the right to charge for navigational services.

Under Clause 4 of Bill C-75, a bill which amends sections of the Canada Shipping Act, the Coast Guard would charge for such services as aids to navigation, vessel traffic, dredging, icebreaking and escorting.

The association points out to Mr. Mazankowski that it understands and appreciates the need for governments to embark on programs of cost curtailment and restraint and that it is prepared to co-operate.

The general consensus among ports and shippers is that contentious Clause 4 or Section 3.1 be deleted until such time that full hearings can be conducted. Section 3.1 reads as follows:

- (1) "For the purpose of defraying the cost of navigational services provided by the Canadian Coast Guard, the Governor in Council may make regulations respecting charges relating to those services, including, without limiting the generality of the foregoing, aids to navigation, dredging, vessel traffic services, icebreaking services and escorting services.
- (2) "Charges may be imposed pursuant to subsection (1) in relation to any ship or vessel, regardless of whether the Canadian Coast Guard actually provides a navigational service to that particular ship or vessel."

"Our fear is with the future, and the potential for discrimination that such open-ended legislation can allow," write Jerry Cook, President of the IAGLP, and James

Hartung, Chairman of the association's U.S. Section, in a letter to the transport minister.

The letter also notes that the cost of doing business within the St. Lawrence Seaway System is higher than within any other government provided system in North America. "User fees and tolls (two such costs) are now at a level that threatens our competitiveness as a route for cargo, and planned increases for 1986 will result in further deterioration of volume," say Mr. Cook, Port Manager at Thunder Bay, and James Hartung, Port Manager at Burns International Harbour, Indiana.

"Any form of recovery for the Canadian Coast Guard, even though equitably applied across Canada, will be a burden that the users of the Seaway cannot support and, at the same time, maintain cargo," they add.

The IAGLP represents 14 United States and six Canadian ports. (*Port of Toronto News*)

Union decertification: AAPA ADVISORY

During the past few years, the proportion of the unionized work force has declined significantly, from approximately 23 percent to the present 18 percent. Causes for this decline include: the change in work force from manufacturing to service industries; general social and economic conditions; the changing legal environment resulting from the Reagan appointees to the National Labor Relations Board (NLRB); and, most significantly, employee dissatisfaction with the payment of dues and inadequate union representation.

For unionized employees, the method of obtaining non-union status is through the decertification process. During the recent past, there has been a significant increase in the filing of decertification petitions. According to the NLRB, approximately 1,300 decertification elections were conducted from October 1983 through March 1985. Unions were decertified in approximately 975 elections, representing a 75-percent success rate for employees who attempted to decertify a union.

A decertification petition may be filed by an employee either during the 60-90 day period preceding the expiration of a collective bargaining agreement or after an impasse has occurred in a current round of negotiations. The petition must be signed by at least 30 percent of the work force in the applicable bargaining unit. If the petition is signed by more than 50 percent, the employer can cease bargaining with the union based upon a good faith doubt as to the union's continued majority status.

The NLRB's rules concerning decertification petitions prohibit employers from assisting with the preparation and filing of a decertification petition. However, the employer may advise employees, who make inquiries concerning the decertification process, of their legal rights. Once the decertification petition is filed, an employer may campaign against the union under rules identical to the rules governing an initiation organizational effort. Thus, after a petition is filed, the employer can express its opinions about the union, emphasize the benefits of nonunion status, and highlight the detriments of belonging to a union, such as the payment of union dues.

One potential concern for employers arising from a successful decertification campaign is possible withdrawal

liability under the Multi-Employer Pension Plan Amendments Act of 1980 (MPPAA) as a result of a withdrawal from a multi-employer pension plan. The amount of liability under this statute is determined by the employer's pro-rata share of the under fundedness of the pension fund.

The legal and economic environment, as well as the attitudes of workers, indicate that decertifications are becoming more prevalent. Therefore, employers confronted with a collective bargaining agreement which expires within the next 12 months are advised to consult their attorneys concerning the decertification process and its possible MPPAA consequences.

ILA, Employers pledge contract by early summer

Negotiators for waterfront labor and management wrapped up their first bargaining session on a new master contract with each side pledging a final settlement by early summer. The current pact expires September 30.

Thomas W. Gleason, president of the International Longshoremen's Association, AFL-CIO, and Anthony J. Tozzoli, president of the New York Shipping Association, Inc. and spokesman for one of the management groups in the talks, said they will review the issues and meet again for another negotiating session May 13 in Miami.

In the meantime, they said, the ILA will coordinate talks that will begin at individual ports over local contract issues.

"Bring your cargo across the Atlantic," Mr. Gleason advised shippers. "There will be no job action here."

"We see an early end to negotiations and a contract that everyone — management, labor and shipper — can live with," Mr. Tozzoli said.

The two-day session here was the first time the two maritime-industry veterans have faced each other over the bargaining table. Mr. Tozzoli was port director at the Port Authority of New York and New Jersey until he accepted his current position last Summer as head of the waterfront employer group. Mr. Gleason, 85, is in his 71st year in organized labor.

The talks dealt with the master-contract issues of wages, hours, length of contract, contributions to welfare and pension plans and containerization. Other issues are negotiated at the local level.

Mr. Tozzoli is spokesman for a committee representing the NYSA, Carriers Container Council and the JSP Agency, Inc., which administers the Job Security Program.

The Council of North Atlantic Shipping Associations, whose members represent waterfront management in Hampton Roads, Philadelphia, Baltimore and Rhode Island, also participated in the talks, as did Boston Shipping Association.

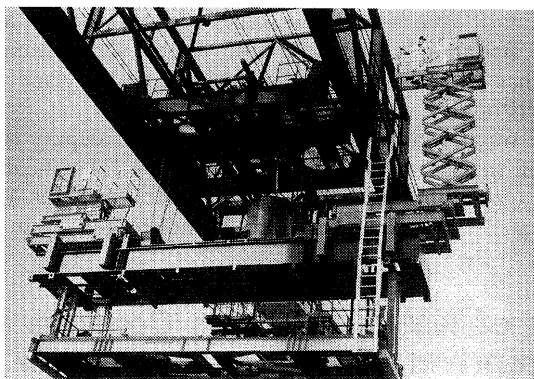
Ports along the South Atlantic and Gulf Coasts resigned earlier this year from a Maine-to-Texas management steering committee and are pursuing their own courses in negotiations. However, ILA Wage Scale delegates from the Maine-to-Texas region did participate in the two-day negotiating session.

Mr. Gleason and Mr. Tozzoli admitted there are disparities between union and management positions. But each said he understands the other's position.

Management maintains it must have cost and productivity improvements in an era of unparalleled competition. The ILA maintains that it already has cooperated in great productivity gains.

The two leaders agreed, however, that now is not the time for confrontational attitudes. A strike would benefit no one, they said.

New PACECO MAINTAINER* brochure available



PACECO, Inc, the world's leading manufacturer of container handling cranes, has announced the availability of a new full color PACECO MAINTAINER brochure.

The brochure provides a brief description of how the MAINTAINER (container crane service platform) is designed and manufactured, and the benefits derived from the platform.

A major benefit of the service platform is that it utilizes the crane's own lifting mechanism, thereby significantly reducing the need for other specialized cranes and crews. To position the platform, the crane's headblock is attached to the baseframe, after which the crane operator elevates and/or trolleys the platform into the desired position. It is then possible to weld, blast, paint, lubricate, and inspect hard to reach areas of dockside ship-to-shore container cranes from the top of the boom to the ground.

If you wish to receive a copy of the brochure please call PACECO's Marketing Department at 601/896-1010, or write: PACECO, Inc., P.O. Box 3400, Gulfport, MS 39505-1400.

* Registered Trade Name.

Port channels dredged to new depths: Corpus Christi

Sometime within the next two years, after many years of complex environmental negotiations and dredging, Corpus Christi will enjoy the distinction of having the deepest port on the Gulf of Mexico. The new 45-foot depth, said by many to have been a decisive factor in winning Homeport, means good news for the port authority and shippers alike.

For the port, this new depth ultimately translates into extra dollars. With a deeper channel, ships are able to load more cargo and move more goods through the port. This is

a plus as well for local refineries and grain dealers and other port users who can bring in and send out more cargo with a single vessel call.

The deepening project is administered by the U.S. Army Corps of Engineers.

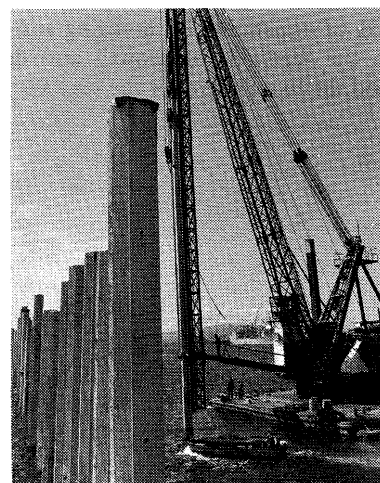
Dredging the last 9 miles of channel has caused special problems for owners of telephone cables, power lines and pipelines buried under the channel. Years ago, when these lines were first laid, planners prudently decided to bury them 50 feet under the harbor. Now, with the 45 foot depth, many of these lines have had to be lowered or completely removed and rerouted.

This last phase of the deepening project will require removal of some 12,000,000 cubic yards of material. The dredged material is placed in special upland disposal areas along the north side of the ship channel.

Over the past 17 years, the port has worked to get the entire 29 miles of channel down to 45 feet. In three years or less, that goal will be realized.

The next phase of dredging will probably focus on the area between the Chemical Turning Basin and Tule Lake Turning Basin. The final phase will be the channel from the Tule Lake Turning Basin to the Viola Turning Basin. The speed with which the latter phases are accomplished depends on the progress made in land procurement and levee construction. (*The Port Book 1985-86*)

Last pile driven for new terminal: Port of Long Beach



It was a happy crew that watched as the 2060th and last concrete piling was driven for the new Long Beach Container Terminal at Berths 6-10 on Pier A in the Port of Long Beach recently. Walter W. White, Port Director of Engineering, Surveys and Construction, estimated that if laid end to end, the 2060 piles, ranging from 80 to 110 feet in length, would reach a distance of 35 miles. Some 50,000 tons of cement were poured on the site to form the pilings. General Construction Company of Long Beach is doing the wharf portion of the project. The Pier A expansion project required removal of five warehouses and transit sheds and included a 24-acre landfill. Total cost of the 88 acre terminal will be \$77 million.

Coastal panel briefed on 2020 Plan: Port of Los Angeles

Members of the California Coastal Commission toured the Ports of Los Angeles and Long Beach following a briefing on the ports' 2020 Plan. The two-port tour familiarized the Coastal Commission with the site for the 2,600-acre landfill project. Coastal Commission approval of the environmental findings is required for construction authority for the various parts of the project. In recent months, the Harbor Commission of each port has approved an environmental report for the 2020 Plan.

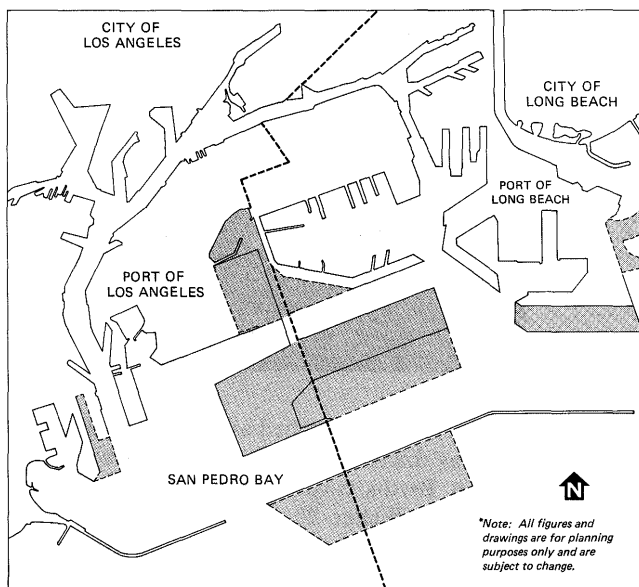
2020 Master Plan

(Excerpt from "Seventy-Fifth Anniversary 1911-1986, Port of Long Beach")

In order to deal with the mounting pressures of international commerce in the 21st Century, much of the friendly rivalry that has traditionally stimulated competition between the neighbor ports of Long Beach and Los Angeles has been shelved.

The largest single project ever proposed by the two ports is the 2020 Master Plan — the four-phased program of dredging, filling and facilities construction that, when completed, will add 2,600 vitally needed acres of land to San Pedro Bay.

While the 2020 Plan is the first cooperative venture of this magnitude ever to team the Ports of Long Beach and Los Angeles with the U.S. Army Corps of Engineers, the current method of expanding by dredging and land filling is identical to the methods of growth and development that have shaped the two ports over the past 40 years.



Engineering computer system acquisition approved: Port of Los Angeles

The Harbor Commission has approved the acquisition of computer graphics software necessary to operate the Computer Assisted Design and Drafting (CADD) system in

Engineering Division. CADD is to be operational in April 1986, with an estimated two-to-one-manhour productivity gain in graphic output in the first six months. Four CADD workstations will be in use initially to automate drafting work, creating graphic blueprints on screens for use in design, planning and right-of-way.

David A. Wagner appointed Maryland Port Administrator

David A. Wagner, a former head of the state's rail and mass transit agencies and the leader of the team that negotiated Baltimore's first long-term leases with steamship lines, has been named to the position of Maryland Port Administrator.

Mr. Wagner currently serves as the state's deputy secretary of transportation, and since January 1 has held the added responsibilities of acting administrator at the MPA. He replaces W. Gregory Halpin, who retired from the agency at the end of last year.

Port of NY & NJ urges Congress to appropriate additional funding for five vital projects

The Port Authority of New York and New Jersey, the State of New Jersey, and the City of New York today (April 14) jointly urged Congress to appropriate \$56,550,000 for five vital deepwater navigation projects in the Port of New York and New Jersey during Fiscal Year 1987. All of the work would be carried out by the U.S. Army Corps of Engineers.

The proposed Federal Budget allots only \$17,300,000 for four of the five projects.

The major portion of the \$39,250,000 recommended increase for the bi-state Port represents additional funding sought by local interests for the deepening of the Kill Van Kull and Newark Bay channels to provide an urgently needed initial depth of 40 feet in two years. Fifty million dollars is being sought for this project in Fiscal Year 1987 instead of the \$12 million proposed in the Federal Budget.

James J. Kirk, Director of the Port Department of the Port Authority; Borden R. Putnam New Jersey's Commissioner of Commerce and Economic Development; and Michael P. Huerta, Commissioner of the City's Department of Ports and Terminals presented testimony in Washington today to Subcommittees on Energy and Water Development of both the Senate and House Appropriations Committees.

The five projects, with their Federal allotments and the recommendations of local interests, are:

- **Kill Van Kull and Newark Bay Channels**
Federal Budget of \$12,000,000; local interest recommendation of \$50,000,000. (Construction)
- **New York Harbor Collection and Removal of Drift**
Federal Budget of \$4,600,000;
local interest recommendation of \$5,000,000. (Construction)
- **New York Harbor and Adjacent Channels**
Federal Budget of \$200,000; local interest recommenda-

tion of \$600,000. (Study)

- *Arthur Kill South to Fresh Kills*
No funds included in Federal Budget; local interest recommendation of \$250,000. (Study)
- *Arthur Kill Channel*
Federal Budget of \$500,000; local interest recommendation of \$700,000. (Study)

Port of Oakland announces reorganization plans

The Oakland Board of Port Commissioners has approved a major reorganization of its administrative staff, designed to strengthen the Port structure to meet the challenges of coming years.

"The new administrative organization," said Executive Director Walter A. Abernathy, "will help us accomplish our mission in the most effective and efficient manner for the rest of this century."

A Port study indicated that, if the growth rate of the past five years continues over the next 15 years, the Port will be spending more than \$2 billion. During the next five years, capital improvement projects costing \$255 million have already been identified.

The Port Commission declared that a "strengthened organizational structure" is needed to accomplish the goals and objectives identified through the year 2000.

Major changes, based on a management study by the consulting firm of Peat Marwick, were approved. They include:

Establishment of a new Department of Strategic and Management Planning, directed by John Glover, who is currently the Port's supervising Transportation Planner.

A new position of special assistant to the Executive Director for Trade Relations will be headed by Gerald L. Pope, who currently serves the Port as Director of Administrative Services. The department will provide management support for involvement in trade associations, such as the Golden Gate Ports Association, the California Association of Port Authorities, and the management of legislative issues.

The Director of Administration, a newly created position, will be Jose Duenas, who is now the Port's Equal Opportunity Employment Officer. In addition to administrative responsibilities in the equal employment area, Mr. Duenas will also be responsible for risk management and staff training.

The reorganization plan also establishes an Operating Committee, chaired by the executive director, and including the deputy executive director, director of aviation, director of properties, chief engineer, and the director of administration, to improve inter-departmental communications and project management.

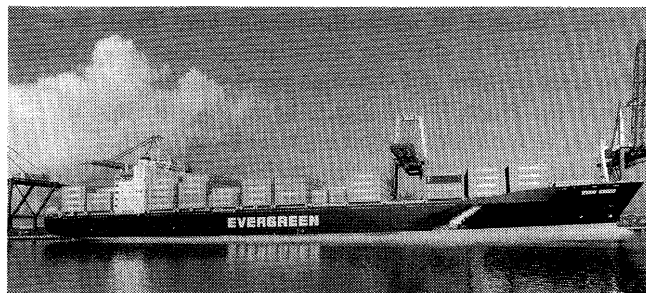
At the same time, the Port announced that it will retain William H. Hubbard as a special intermodal transportation consultant to assist in formulating a long-range strategy to enhance the Port's role as a maritime center.

Mr. Hubbard recently retired as a senior vice-president for operations and strategy with American President Lines. He has some 30 years of experience in the maritime industry.

New Port Director at Port of Richmond

Michael R. Powers, former port traffic manager for the Port of Long Beach, has been appointed port director of the Port of Richmond, California. He replaced Sal Bose and assumed the responsibilities of the position on March 19, 1986.

Majestic liner's first Port of Charleston call



The containership "EVER GOODS", Evergreen Lines's first of eight, 2,940-TEU GL-type vessels, made her first Port of Charleston call at North Charleston Terminal recently. Eastbound in Evergreen's Round-the-World (RTW) service, the majestic liner is a new version of the container company's smaller G-type vessels. The GL-type ships are slightly longer than their forerunner, with 40 feet added to the container bays, and they have new Sulzer 7RTA76 main engines. Three more of the GL-type vessels, all being built by the Onomichi shipyard in Japan, are to be delivered this year and another four in 1987.

New 700-foot berth in operation: South Carolina State Ports

The Port of Georgetown's new 700-foot berth was formally dedicated Thursday, April 17, with Gov. Richard W. Riley delivering the dedicatory address.

The new concrete and steel, bulkhead-type wharf, which more than doubles the port's previous public docking space, has provided efficient cargo loading and offloading for several ships—some more than 600 feet in length—during its brief two-month service span.

Georgetown has been building business steadily since 1984, when the State Ports Authority's Governing Board launched port revitalization with a \$3 million construction program to accommodate more bulk and breakbulk cargo.

The new berth, along with a recently completed 43,000-square-foot warehouse, two new lumber sheds totalling 27,400 square feet, and 27.9 acres of paved open storage space, will enable the port to meet growing cargo handling requirements at Georgetown.

"Eighteen months ago," Port Director D. Claude Baker said of the Georgetown construction program, "this was all a dream. Now we have what we need to be competitive. What we've been able to accomplish to this point is only the beginning."

Tacoma expanding intermodal yard

Work is progressing on a \$1.2 million expansion of the Port of Tacoma's North Intermodal Yard.

The two-phase construction project, performed by Intertec Construction, involves extending one track the entire length of the existing yard and extending two tracks to the edge of Commencement Bay.

When the project is completed, yard capacity will be boosted from 24 double-stack railcars or 67 TTX railcars to 42 double-stack or 119 TTX. Following completion of Phase I, expected around May 1, capacity will be 36 double-stack or 104 TTX.

Phase I work is all within the existing yard. Phase II will extend the yard to the edge of Commencement Bay. Corps of Engineer permits and shoreline management permits are required for Phase II and should be in place by mid-June, according to the Port's project engineer Doug Saathoff.

The long-range plan for the yard, involving removal of an existing grain elevator, will allow for 48 double-stack and 129 TTX cars, Saathoff said. No date has been set for that phase of expansion.

Port of Rouen joins in city promotion drive

The Port of Rouen has joined forces with the Rouen city council and chamber of commerce and industry in a drive to improve the city's image.

The three partners are providing equal shares of a Frs 1.2 million budget for the first year of a campaign aimed at attracting new economic activities to the city.

The campaign was given a send-off last October, when 700 local people attended a meeting at the headquarters of the chamber of commerce, which was chaired by city mayor, Jean Lecanuet, chamber of commerce chairman, Mr. Jacques Mouchard, and port authority chairman, Mr. Henry de Rochebouët.

Advertising in the business press and on the radio is to be a major feature of the campaign, which is aimed at heads of companies, executives and other deciders in the economic sphere, representing a target audience of some two million people.

The campaign is expected to last several years and, to ensure its continued existence, interested parties are being invited to join an association which is in the process of being created.

The port will feature largely in the campaign as one of the city's major selling points, encapsulated in the slogan:

- Rouen, une ville capitale.
- Rouen, la terre, la mer, la force, l'avenir.

An unofficial translation of this would read:

- Rouen, a capital city.
- Rouen, the land, the sea, the strength, the future.

(ROUEN PORT)

Successful Bremen/Bremerhaven presentation in Hannover

The creation of an ASEAN trading-centre in Bremerhaven was denoted by Port-Senator Oswald Brinkmann — on the occasion of the "Bremen Ports Day" at this year's Hannover Fair (9 — 16 April) — as being a conceivable complement to the comprehensive distribution services being, already today, offered to industry and trade in the Bremen ports. In this context Brinkmann mentioned especially the growth in finished articles being exported by the more recent industrialised nations, for which such a trade-centre in Bremen could open up the way to the European markets.

The Free Hanseatic city, with its free-ports in Bremen/Bremerhaven is a centralised distribution location for foreign production and for the German importers respectively — due to having ideal connections for delivering goods to the EEC, the EFTA and the RGW region. The "full service" offered from the Weser for the collection, storage and distribution fields was assessed by Dr. Werner Maywald, board-member of the Bremer Lagerhaus-Gesellschaft (BLG), as being an attractive acquisition-potential for new traffic.

The mounting space-requiring tendency of the economy to distribute merchandise from the seaport handling-point leads to expectations of further future expansionism in this sphere. (*Bremen International*)

Port of Gothenburg sale/lease-back

The municipality of Gothenburg has adopted a sale/lease-back program proposed by the Port of Gothenburg. The program involves the sale of SwCr 700 million's worth of fixed port assets to two pension funds and a 25-year lease-back with a re-purchase option.

Under the sale/lease-back contract, the Port of Gothenburg Ltd is selling its quays, roads, railroad system and buildings to the SPP and AMF pension funds. The port company in return gets SwCr 700 million, half of which will be used to restructure the Port's loan portfolio. The other half will be used partly for investments and partly saved for future use.

The price that the Port has to pay for this 25-year loan — with a repurchasing option and with almost free disposal of the facilities — is the inflation rate plus 3.5 per cent, based on SwCr 700 million. Thus, with a seven-per cent inflation rate, the Port will have to pay SwCr 73.5 million per annum.

The Port of Gothenburg has had a heavy burden of expensive loans from its physical expansion periods during the 1960's and 1970's. Now that the loans are re-organized, the Port will have a strong financial platform when facing the demands of the future.

The Port of Gothenburg, the largest port of the Nordic countries, had a record year last year and also produced a profit. The sale/lease-back of its facilities should not be interpreted as a sign of financial weakness.

— "We want to prepare ourselves for a future that will demand flexibility from us and a widening of our concept," said Mr. Per O Bjurström, the president of the Port of Gothenburg Ltd, commenting on the municipality's decision.

— “For that we are going to need a strong financial platform. This is provided by the SPP/AMF plan,” he added.

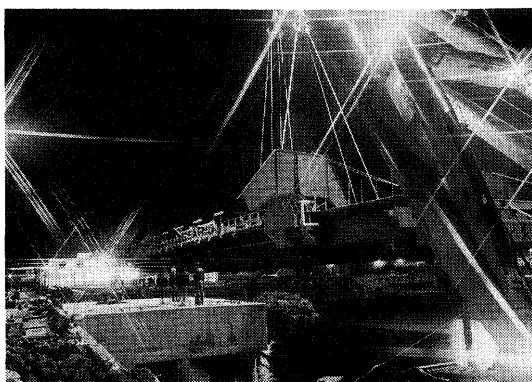
Mr. Bjurström said that important changes could be expected in a few years’ time, both regarding the Scandinavia-Continent connections and the pattern of world liner shipping. The Port of Gothenburg will no doubt be affected by these changes.

One way of developing the Port would be to broaden its activities into adjacent sectors of the transport industry. This is already happening at Gothenburg; the Port now actively offers services in the fields of, e.g., EDP applications, storage, stuffing and stripping, cleaning of contaminated containers, shrink-wrapping of flat-loads, quarantine disinfection, pre-delivery inspection of imported vehicles, and port consultancy.



The sale and lease-back of Port of Gothenburg facilities assessed at Swedish Kronor 700 million (£70 million) is a way to meet tougher times ahead. The picture shows Gothenburg’s Skandia container facility, which is part of the deal.

Plymouth ro-ro terminal on target



Associated British Ports’ major new ro-ro development at the Port of Plymouth reached an important stage when, on Wednesday 19th March, the linkspan for the terminal arrived in Millbay Docks.

The linkspan, constructed by McGregor Navire, was carried on the same barge as the bridge machinery, which was erected on Saturday and Sunday, 22nd and 23rd March. The linkspan itself was lifted into position on the evening of Friday 21st March.

ABP is confident of attracting new services to Plymouth in addition to those already operated to France and Spain by Brittany Ferries. ABP’s Port Manager at Plymouth, Mr. Edward Chapman, says that the scale of the improvement to the port’s ro-ro facilities is immense, and that everyone at the port is looking forward to handling vessels and traffic on the new berth.

“I feel sure that the new facilities will be a great success and enable the port to look forward with confidence to very significant growth in the freight and passenger business.”

ABP Holdings announce £17.2 million profits

Dividend Up 18% – 1 for 1 Scrip Issue Prospects for 1986 – ‘Excellent’

Associated British Ports Holdings PLC have today (2 April) announced figures for 1985 showing a pre-tax profit of £17.2 million, a turnround of over £24 million on the previous year. Earnings per share were 32.0p.

Port services achieved a profit of £13.2 million after charging £4 million of severance costs and allocating £700,000 to the Employee Share Scheme. Property contributed £5.5 million, and a new valuation of the Group’s land holdings shows an increase of £50 million to £104 million. Other income amounted to £0.6 million and interest payable was £2.1 million.

The final dividend recommended by the Directors for 1985 is 6.75p. per share (1984: 5.5p.), which, together with the interim dividend of 3.25p. per share declared on 11th September 1985, makes a total of 10p. net per share for the year as a whole (1984: 8.5p.). This represents an increase of 18% over the 1984 dividend. The Directors are also recommending an increase in the Company’s share capital by means of a 1 for 1 Scrip Issue.

Looking forward to 1986, the Chairman Mr. Keith Stuart comments:

“Overall, the prospects for the Company’s continued prosperity and expansion are excellent.”

In his Review of 1985, Mr. Stuart says:

“The Company’s results for 1985 have amply demonstrated our underlying strengths, the benefits of the action taken to increase efficiency at the ports, and the potential for further growth in the business as a whole.”

Ports

Most sections of the port services subsidiary, Associated British Ports, showed an upward trend in results and performed profitably. The improved results reflected both increased business and a reduction in costs. The capital investment programme has been stepped up to meet the rising level of new business opportunities, and totalled £21 million in 1985 – almost double the previous year’s figure.

All four Humber ports achieved an improvement in results, most notably Hull, and are benefiting from an exciting programme of new investments. These include the LPG jetty, related to the construction of nearby underground storage caverns which came on stream at Immingham in September, and increased container and roll-on/roll-

off capacity at Hull, which will come into operation during 1986 and 1987.

The turnaround at Southampton has been dramatic and the port is now operating profitably with an expanding range of new business attracted by the excellent facilities and improved standards of service. On the container terminals, the important Far East and Southern Africa trades have been consolidated and new business acquired. The former Mayflower container terminal has been redeveloped for vehicle imports and exports under an agreement with World Shipping & Freight. The Free Trade Zone is also now fully operational.

The South Wales ports have also achieved a significant improvement in results, partly reflecting the recovery in coal traffic. At Barry the new "Windward Terminal" for fruit and general cargo has been commissioned. Cost savings being introduced at Cardiff and Newport are beginning to bring in improved results and will be continued.

ABP's other ports also had a successful year and a number of new investments have been completed, or are in hand. One of the most important of these is a proposed expansion at the port of Ayr to double the capacity for coal exports in association with the National Coal Board's contract to supply Kilroot power station in Northern Ireland. This is due to be completed in 1988. At Plymouth the number of passengers on services to France and Spain again reached a new record. The expansion of roll-on/roll-off facilities at the port in 1986 will double capacity for both passengers and freight.

Property

Profits from property income and developments rose substantially to £5.5 million (this figure excludes rentals associated with port operations) and there have been several significant events in the Company's programme of land and property development. At Southampton, two major schemes received planning permission: the construction of Ocean Village by Rosehaugh Associated Ports Developments, and a scheme for a marina and commercial complex at the Town Quay site.

At Cardiff, work has now started on the new dockland development scheme in which housing, offices and shops are to be constructed by Tarmac PLC on land surrounding the Bute East Dock.

Many other schemes are under discussion with developers and potential partners.

The Company's advisers, Healey & Baker, have completed a revaluation of land and property at December 1985, which has shown an increase in the value of the Company's land holdings to £104.2 million, compared with £54.2 million at December 1981 and a book amount of £35.6 million.

Other Activities

During 1985 the Company continued to diversify and expand the spread of its activities, including services to the off-shore energy industry and are increasingly involved in this field. Amongst the Company's associates, Universal Pipe Coaters at Immingham gained a £4 million pipe coating contract for Arco, as well as several smaller contracts.

The Company also took a stake in the EuroRoute Con-

sortium, promoting a combined bridge and tunnel project for the Channel Fixed Link. Following the selection by the Government of an alternative scheme, the investment of £¼ million has now been written off. ABP's ports are unlikely to be seriously affected by the rail-only link which has now been selected.

Prospects

On prospects for 1986, Mr. Stuart comments further: "As expected, the performance of the port services business in the early months of 1986 has been substantially better than in the comparable period of 1985, which was still affected by special factors such as the coal industry dispute. There are good prospects for continued improvements in the port services results for the year as a whole.

Property activities are also showing good progress. There is no doubt that the longer term potential for property developments and income is being significantly strengthened by the schemes already in hand or under negotiation."

Baco Line move to Tilbury



The Port of London Authority's Tilbury Docks has won another major shipping service. The first vessel on Baco Lines' well-established revolutionary barge and container service between Europe and West Africa was successfully handled in dock over the Easter weekend.

The 205-metre long Baco Liner II docked at PLA's container terminal to discharge and load over 400 containers and two breakbulk pieces. Imports from Conakry, Lagos, Warri and Port Harcourt consisted of mainly rubber, with exports being largely manufactured items, chemical and medical goods.

While Baco Liner II was working containers at the PLA's container terminal, one barge was floated out of the vessel's bow doors and moved across the dock by PLA tug to Tilbury's combi berth, No 40, to load 198 bundles of pipework. Once loading was completed the barge was towed back to the mother ship. Two hours later Baco Liner II had sailed and was off to Flushing and then West Africa.

PLA were pleased with the fast turnaround performance effected by the workforce on this initial ship. The second ship is due in the next few days, and in the coming months it is anticipated that Baco Line's vessels will call three times a month at Tilbury Docks, both for container and barge working.

Conference of the Heads of Traffic Departments of Major Ports: Indian Ports Association

The Conference of the Heads of Traffic Departments of Major Ports of India was held at Tuticorin last October. The exchange of ideas proved fruitful and led to the solution of various vexatious problems relating to port operations.

The meeting focussed on problems regarding the incentive scheme, collection of wharfage charges on bulk liquid cargo handling storage and demurrage recoverable on hazardous cargo contained in containers etc. Issues like measures for loosening caked cargo in holds of ships, role of port authorities in surveillance of ships at roads/outer anchorage, etc., which have a crucial bearing on the nation's economy, were also discussed. Various suggestions were also formulated for implementation.

At the meeting Mr. K.A. Sundaram, IAS, Chairman, Tuticorin Port Trust, highlighted the pivotal role of Traffic Managers. Also significant were the remarks of Mr. H.N. Fotedar, Managing Director, Indian Ports Association, who drew attention to the recommendations of the Empowered Committee formed by the Government for uniformity of the documentation system, unified payment procedures and rationalisation of tariff structure at Major Ports. The consensus that emerged from this meeting will no doubt play an important role in future port operations in India as a whole.

In a message, Mr. P.P. Nayyar, Secretary (Surface Department), Ministry of Transport, Government of India, stressed the pre-eminent role a Traffic Manager plays in port operations and also that he is most advantageously placed in ushering in changes and more importantly than that, in integrating the reforms into the port system. He emphasised that the Traffic Manager must fully understand and appreciate the need for such change or reform and be aware of its potential and real benefit, to the port and its users in particular, and the economy in general. The Conference no doubt provided an excellent forum to the participants to discuss the implications of these reforms and to lay down the ground rules designed to smooth the process of the changeover from conventionalism to modernism. He stressed that the constant endeavour to reform and better port efficiency should be their motto, so that Indian ports should be second to none in performance. He pointed out that other equally topical and important issues like productivity, vessel turn-round, equipment availability and containerisation should also receive their constant attention. He also said that Ports are service organisations and speed, efficiency and courtesy should be their watchwords.

Mr. H.N. Fotedar, explained that the recommendations of the Empowered Committee of the Directing Group will be implemented with effect from January 1, 1986 in all the major ports of India. The most important and beneficial recommendation for port users is the *single window system*, by which payment of charges in the port accrued to the various departments of the port, like Traffic, Marine and Mechanical, will be paid at one window; the charges for the Customs will be paid under the same roof. This will prove a time-saving exercise for users and help finalise documentation.

Mr. Fotedar said that the charges on bulk-cargo will be on the basis of ad valorem and the percentage of wharfage will vary between 0.3 to 0.5 per cent. He indicated that this will be of immense help in calculating wharfage which was to date charged by a fixed rate per tonne, irrespective of tonnage and cost of the cargo. The other recommendation of the Committee also envisages a single charge for the vessel which avoids payment of a number of charges paid for handling a ship in the port. He indicated that a vessel while at port, was paying charges for cranes, over time payment, cleaning the wharf, etc. These will now be merged into a single charge which will be accepted for the vessel working in the port. This will immensely benefit users and will save a lot of time, and will quicken the process of documentation.

Commenting on the handling of containers in the Major Ports, Mr. Fotedar mentioned that over the last few years the handling of containers has gone up and the total number of containers handled last year was 350,000 TEU's. He indicated that this is not a very happy situation as only 15 percent of exportable general cargo has been containerised. This shows that there are high prospects of further containerisation in the country and that by 1990, the country should be in a position to handle one million TEU's containers. (*Indian Ports*)

1986 major projects:

Korean Maritime News

Modernization of port facilities

For port development, a priority will be given to such major foreign trade ports as Pusan, Incheon, Kwangyang, and Kunsan to have their facilities upgraded to international standards and, at Kwangyang Bay, the 2nd phase works will be undertaken to construct a container terminal.

During 1986, a sum of 86,500 million won will be funnelled to construct a 2,330 meter-long breakwater and a 2,410 meter-long quay.

By project, 13,800 million won will be set aside for the 3rd phase development for Pusan port, 400 million won for the execution design for the Kwangyang Bay container terminal, 10,700 million won for port maintenance and beautification on the occasion of the 1986 Asian Games and 1988 Olympiad, and the remaining 62,000 million won for facilities expansion of ports of Ulsan, Yosu, Jeju and Kamchon.

Efficient port operations

A computer system will be introduced to maximize the existing port facilities utilization, obtain the basic information for port development and operations and make it possible to provide faster and more accurate service to port users.

At Pusan and Kwangyang ports, new cargo handling equipment will be installed, with continuous efforts to be made for mechanization of cargo handling at other ports.

A large-scale container yard complex will be constructed on the site where the now defunct Dong Myong Timber Co. was located to accommodate the existing 33 container yards throughout Pusan city, as a measure to improve the container cargo flow from and to Pusan port so as to help shippers save their container handling costs.

To ensure harbor safety, a safety regulation for dangerous materials handling will be prepared and enforced and a radar system will be installed at Pusan and Inchon ports for effective harbor traffic control.

Pusan port to seek foreign loan for its project

Serious negotiations on a foreign loan will be conducted soon to finance the 3rd phase development project of Pusan port which includes construction of another container terminal in the port.

KMPA sources said that a delegation will be sent to the International Bank for Reconstruction and Development (IBRD) head office in Washington D.C. in the United States.

An initial estimate of the project cost called for an aggregate of 211 billion won, which breaks down to 133.3 billion won in local funds and \$149 million as a foreign loan.

The project, whose basic groundwork has been undertaken, is expected to go full-scale ahead in the latter half of this year when a loan agreement is to be signed between KMPA and the IBRD.

Customs examination area: Port of Penang

The Penang Port Commission has introduced a more streamlined procedure in the examination of containers by Customs Authorities.

The ruling, which took effect from July 1, 1985, requires the customs checking of Full Container Load (FCL) containers to be conducted at the Customs Examination Area.

A one-and-a-half hectare site has been allocated at the terminal for the stacking of all import and export containers for customs examination.

With the implementation of this ruling, customs examination of containers is no longer permitted at the Container Yard where containers are stacked prior to delivery.

The move is aimed to acquire a higher level of efficiency and security and to ensure better control in the utilization of equipment at the container yard.

The Port Authority will have to be informed in advance if a thorough check is required by the Customs Authorities so that arrangements can be made to shift the containers to the Container Freight Stations. Unstuffing and restuffing of containers are to be carried out by registered labourers arranged for by the Port User. Forklifts of the Port Commission are available for hire to facilitate the unstuffing and restuffing work.

Port Users are required to submit a request form identifying the containers to be examined to the Traffic Department by 14:00 hours on a weekday and 11:00 hours on Saturday. Once a request for a container to be examined is received, the container will be shifted to the Examination Area ready for examination the following day.

The total shifting charge payable by the Port User is \$45.00 per 20-foot container and \$70.00 per 40-foot container. (*BERITA pelabuhan*)

Korean Air serves as official carrier for the Seoul Conference

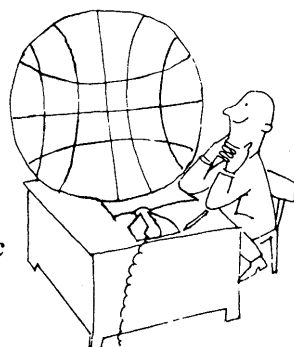
Korean Air has recently been designated as the official carrier for the 15th Conference of IAPH to be held in Seoul, Korea, from April 25 to May 2, 1987.

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