

# PORTS *and* HARBORS

July-August, 1986 Vol. 31, No. 7-8



**Port of Helsinki**

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

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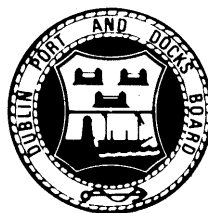
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**July-August, 1986 Vol. 31, No. 7-8**

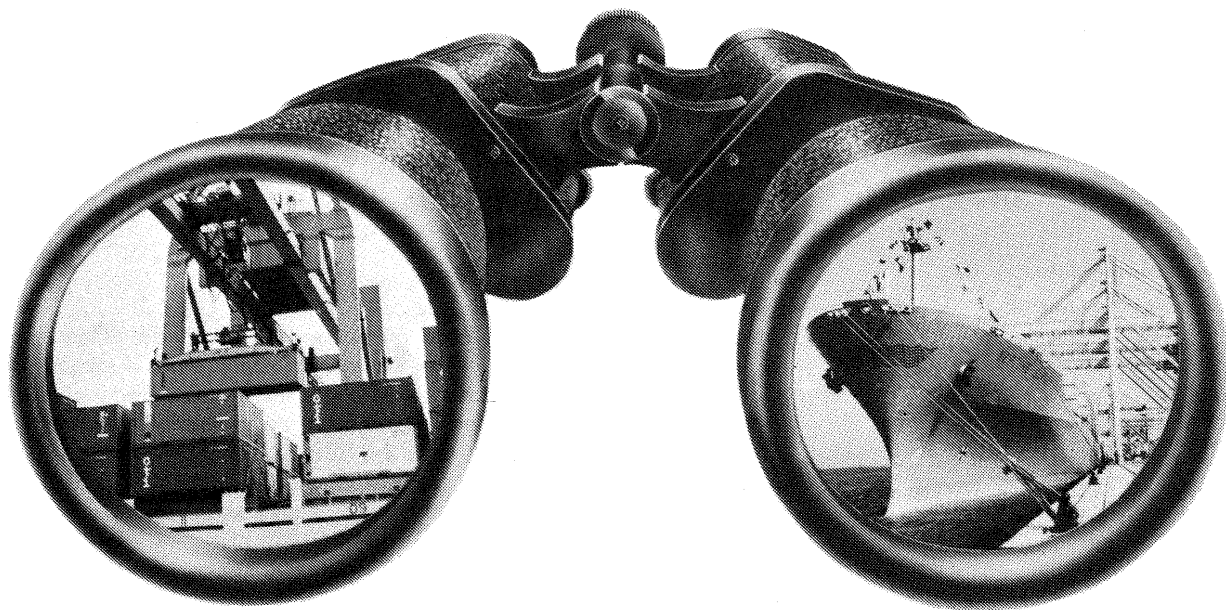
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# IAPH announcements and news

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## Introducing newly elected Exco members

As a result of the Board meeting by correspondence held on May 20, 1986, the following individuals have newly been elected as Executive Committee members:

Mr. C.L. Jordan, General Manager, Port of Melbourne Authority, Australia

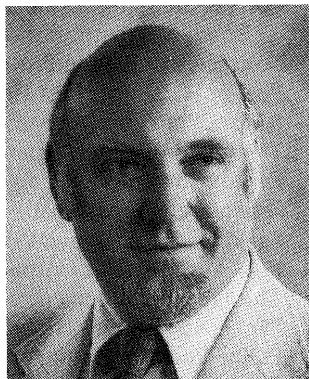
Mr. Alexander Krygsman, Port Director, Stockton Port District, USA

Mr. Dominic J. Taddeo, General Manager & Chief Executive Officer, Port of Montreal, Canada

As announced in the previous issue of this journal, Mr. Robert Cooper, General Manager, Auckland Harbour Board, New Zealand, was appointed by the President as Exco member during the recent Exco meetings in Auckland.



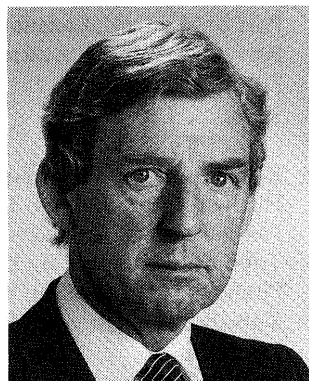
Mr. C.L. Jordan



Mr. A. Krygsman



Mr. D.J. Taddeo

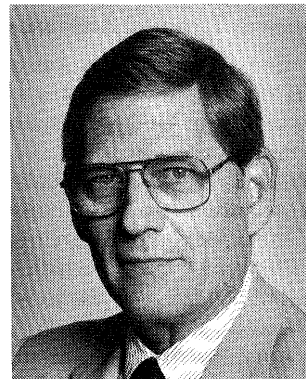


Mr. R. Cooper

## Mr. Petersen of Long Beach appointed Legal Counselor

Mr. Einar C. Petersen, Senior Deputy City Attorney of Long Beach, U.S.A., has newly been appointed as Legal Counselor by the Board as a result of its meeting by correspondence held on May 20, 1986. His appointment has been made to fill the vacancy in the office of Legal

Counselor caused by the resignation of Mr. Parkin, who is now a Judge of the Superior Court of Long Beach.



Mr. E.C. Petersen

## Mr. Dubois takes his new governmental assignment

In late March of this year, Secretary General Sato received a letter from Mr. Jacques Dubois, an Exco member from France and a long-serving COPSEC Chairman, from which he learned that Mr. Dubois had left his duties as Managing Director of the Port of Le Havre Authority and been appointed by the French Government to a new post.

In spite of this change, Mr. Dubois assured Dr. Sato in his letter that he will be able to carry on his IAPH activities, as his new assignments enable him to continue his activities concerning port matters.

His new functions include:

- "Commissaire du Gouvernement" in the Board of Management of the Port Autonome of Nantes/St. Nazaire.
- "Inspecteur General des Ponts et Chaussées" in charge of the maritime administration of the Coast of Brittany and Vendée, which controls among others such ports as St. Malo, Roscoff, Brest, Lorient.
- "Charge de Mission" of the National Director of the Maritime Ports and Navigation.
- Representative to the IAPH matters for Mr. Brossier, Director of the Maritime Ports and Navigation, Ministère de la Mer.

Mr. Dubois' successor in the Port of Le Havre is Mr. Jean Smagghe, who used to be Managing Director of the Port of Nantes/Saint-Nazaire, and who is Chairman of the Ships Sub-Committee of COPSEC.

Mr. Dubois' new address is as follows:

Ingénieur Général des Ponts et Chaussées  
Boite Postale 1.413, Le Havre Cedex 76067  
France

## The Secretary General sends a second circular appealing for voluntary contributions to the IPD Fund

In accordance with the decision made by the Executive Committee at its Auckland meeting, the Secretary General

circulated a letter dated May 14, 1986 among the IAPH members who have not yet contributed to the IAPH Special Port Technical Assistance Fund.

Thanks to the generous contributions from the members listed in the box, as of July 11, 1986 the fund totaled 47,075 as against the targeted amount of US\$70,000.

The Secretary General's letter follows:

Dear Members:

Re: Voluntary Contributions to the Special Port Development Technical Assistance Fund

Following my first request which was circulated to all members of IAPH on June 6, 1985, I am writing this to you once again to seek your kind cooperation in relation to the ongoing fund-raising campaign.

As already explained in my first circular, the Hamburg Conference last year passed two resolutions concerning the replenishment of the Special Port Development Technical Assistance Fund ("Special Fund"), which is now severely depleted as a result of the effective use to which it has been put in the past few years.

In view of this situation, the Association decided to raise a sum of money comprising at least US\$70,000, which will be sufficient for the training of 20 people for the term until the next conference, by means of asking IAPH members to make contributions.

The state of progress was reported to the Executive Committee at its meeting held last month in Auckland, New Zealand. The Executive Committee, noting that there was still \$43,164 to be raised as against the targeted amount of \$70,000, ruled that a second circular should be sent to the members who have not yet contributed to the Fund, with a request for voluntary contributions. It was decided by the Executive Committee that an assessment as stipulated in Sec. 45 of the By-Laws would have to be made if the second request did not result in the necessary amount being raised.

May I therefore take this opportunity to ask once again for your generous cooperation in making your contributions to the Fund so as to enable our organization to continue giving its support to developing ports for the training of their personnel?

Finally, I wish to place on record our appreciation to all the members who have answered the first request from me by sending contributions to the Fund. The donors' names and the amounts received or pledged are shown in the attached list.

I look forward to receiving your favourable response in this matter so as to help us achieve the targeted amount of US\$70,000.

With my best regards,

Hajime Sato  
Secretary General

# **CONTRIBUTIONS TO THE SPECIAL FUND** (As of July 11, 1986)

Contributors	Amount
Paid:	(US\$)
Port of London, U.K.:	750
Port of Copenhagen, Denmark:	350
Port Services Corp., Oman:	500

Associated British Ports, U.K.:	3,000
Port of Houston, U.S.A.:	1,000
Kelang Port, Malaysia:	200
Port of Halifax, Canada:	750
Port Alberni Harbour Commission, Canada:	200
Cyprus Ports Authority:	500
Belfast Harbour Commissioners, U.K.:	300
Fraser River Harbour Commission, Canada:	300
Port of Tacoma, U.S.A.:	1,000
Port of Amsterdam, The Netherlands:	1,000
Port of Rotterdam, The Netherlands:	3,000
Pacific Consultants Int'l, Japan:	630
Ports Corporation, Jordan:	1,000
Clyde Port, U.K.:	1,000
The Harbours Association of New Zealand & 9 Harbours:	2,000
Mr. Susumu Maeda, Japan:	20
Mr. Toru Akiyama, Japan:	500
The Japan Warehousing Association, Inc.:	250
Yokohama Port Terminal Corporation, Japan:	500
Tokyo Port Terminal Corporation, Japan:	500
Nagoya Container Berth Co., Japan:	500
Shimizu Construction Co., Ltd., Japan:	250
Port Authority of New York & New Jersey, U.S.A.:	1,000
Ports & Shipping Organization, Ministry of Roads & Transportation, Iran:	1,000
Nakagawa Corrosion Protecting Co., Ltd., Japan:	250
Port of Hamburg, West Germany:	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
Port Autonome de Cotonou, Benin:	250
The Japanese Shipowners' Association:	250
Papua New Guinea Harbours Board:	200
Public Port Corporation I, Indonesia:	200
Peter Fraenkel Int'l Ltd., U.K.:	100
Port of Vancouver, Canada:	500
Daito Kogyo Co., Ltd., Japan:	1,000
Port of Montreal, Canada:	1,000
Port of Melbourne, Australia:	1,000
Ports Canada:	2,000
Kawasaki City, Japan:	1,252
City of Kobe, Japan:	3,756
Kitakyushu Port & Harbor Bureau, Japan:	2,502
Hualien Harbor Bureau, Taiwan:	200
Penta-Ocean Construction Co., Ltd., Japan:	1,000
Toyo Construction Co., Ltd., Japan:	250
Public Port Corporation II, Indonesia:	200
Kobe Port Development Corp., Japan:	641
Japan Port Consultants Association:	210
Nagoya Port Authority, Japan:	3,125
Korea Dredging Corporation:	200
Port Authority of Thailand:	100
Japan Port & Harbor Association:	303

## **Pledged:**

Directorate-General of Shipping & Maritime Affairs, The Netherlands:	720
Ghana Ports Authority:	500
Korea Maritime & Port Administration:	3,000



## Exco advocates an increased utilization of the journal for reporting committee activities

At the Auckland meeting, the Executive Committee had serious discussions on the ways and means of expanding the activities of the Association, in particular our committees' endeavours on behalf of our members. During the course of these deliberations, the idea was expressed that all details of the activities in question including meetings and any new actions taken by the committees, should be made known to the Association's members so as to enable all members to be aware of what each committee is doing.

To act on this desire of the Executive Committee members, Secretary General Sato has recently sent a letter to the respective chairmen of the internal and technical committees urging them to make all the information on the latest state of their committees' activities — including the correspondence between the chairman and the respective committee members — available to the Head Office. The Secretariat will then be able to include the appropriate reports as they are received in the earliest issue of the journal that proves practical.

## CIPD initiatives accepted by Exco

During the Exco meeting in Auckland, the Chairman of the Committee on International Port Development (CIPD), Mr. C.B. Kruk, presented some recommendations from the Committee. The recommendations, listed below, were duly accepted by Exco:

1. As from April 1, 1986, IAPH bursaries will only be used for the financing of training programmes which are executed by IAPH member ports and/or by training institutions directly related to member ports for training institutions which are IAPH members.
2. UNCTAD has established a new type of training programme, called JOBMAR. A detailed profile of this program was published on page 28 of the previous issue (June 1986) as a part of the CIPD Chairman's report. As indicated in the programme, UNCTAD urges member ports to express their willingness to participate in the programme.
3. In order to improve the efficacy of the work of the CIPD, all IAPH members are requested to appoint, if necessary, a person or department within their organization directly involved with international port relations and/or training facilities.
4. All members of IAPH are urged again to contribute to the Monograph Scheme.
5. As from the Seoul Conference an Essay competition will also be established in which staff from developed ports can participate.

## The 8th Congress of IMPA, in Paris, France — IAPH to observe —

Mr. Bernard Coloby, Port of Le Havre and Member of the Marine Safety Sub-Committee of COPSEC, was named an IAPH observer to the 8th Congress of the International Maritime Pilots' Association (Capt. M. Guicharousse, President/Mr. E. Eden, Secretary-General), which will meet in Paris, France from 4 to 8 August, 1986.

## Mr. Kruk represents IAPH at the silver jubilee of the Ghana Cargo Handling Company

The Ghana Cargo Handling Company (GCHC), which has been a regular member of IAPH since 1966, celebrated its silver jubilee during the period from 22nd February to 23rd March, 1986.

At the invitation of the Chairman of the GCHC, Mr. T.T. Addy, Mr. B. Kruk, Head, Technical and Managerial Port Assistance Office, External and Commercial Affairs, the Port of Rotterdam, attended the event in his capacity as Chairman of the IAPH Committee on International Port Development (CIPD).

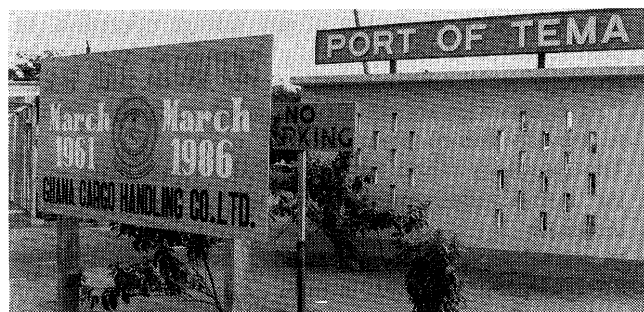
Mr. Kruk delivered the keynote speech at the opening of the silver jubilee seminar on March 19, 1986, on the subject "The Role of the Port (including the Role of Management) in the Economy", while he also lectured on "Hinterland Connections" at the anniversary lecture held on the following day.

Mr. Kruk used the various occasions to present IAPH, and in particular the CIPD activities, to the people and authorities concerned during his stay in Ghana.

The pictures below were taken on that occasion. Mr. Kruk comments that the emblem of the silver jubilee refers to the fact that the GCHC is a member of IAPH. (This emblem is shown in some of the accompanying photographs, although readers may not be able to discern the reference to IAPH clearly.)



Mr. Kruk (right) and the Minister of Communications and Transport, Ghana at the opening ceremony.



## IAPH's observation paper on salvage at sea submitted to IMO

The Committee on Legal Protection of Port Interests (CLPPI) and, more recently, the Executive Committee of IAPH at their meetings in Auckland, New Zealand, have considered a number of matters relating to salvage at sea. Of particular interest to IAPH is the question of receiving disabled vessels in ports, which is the subject of the Article 9 of the draft Convention currently under examination by IMO's Legal Committee.

IAPH's basic view on the matter has been the subject of detailed consideration by the CLPPI chaired by Mr. Paul Valls (Port of Bordeaux, France) over the last few years. That view has been accepted by IAPH's Board of Directors and Executive Committee.

At the suggestion by Mr. A.J. Smith, Vice-Chairman of the CLPPI and IAPH Liaison Officer with IMO, the Secretary General submitted the following observation to IMO on June 16, 1986, for inclusion as an official document for consideration at the meeting of IMO's Legal Committee to be held in October this year.

Dear Mr. C.P. Srivastava:

June 16, 1986

### INTERNATIONAL MARITIME ORGANIZATION

57th Session of the Legal Committee, 27–31 October 1986

### SALVAGE AT SEA AND RELATED ISSUES

#### The Cooperation of State Parties – Article 9

#### OBSERVATION SUBMITTED BY THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS (IAPH)

IAPH believes that it would be both appropriate and helpful to consideration of draft Article 9 to temper views expressed by national delegations and other observers with a note of views expressed orally by the IAPH representative during the Legal Committee's 56th Session.

1. IAPH fully appreciates the sentiments underlying the proposed Article 9.

The successful conclusion of any salvage operation, or help rendered at sea, frequently depends on cooperation received from neighbouring coastal States and Ports. Port Authorities are almost invariably ready and willing to provide such cooperation.

The questions raised by Article 9, however, need to be put into a wider context than has so far been provided in debate.

2. In establishing their respective positions on specific salvage operations, Ports must at all times pay due regard to their wide field of responsibilities as regards:
  - the States, whose economies they serve, and their need to ensure the free and safe passage of shipping and the continuity of their maritime services;
  - vessels operating in their waters, towards whom they have the obligation of ensuring their safety throughout a call;
  - vessels wishing to enter or leave their facilities without being hindered, delayed or threatened by danger;
  - securing the safety and well-being of the towns or industrial or commercial enterprises which are located

on or near their waterfronts or on the banks bordering their channels;

- securing the safety and well-being of the port, maritime and civil communities which they serve.
3. These "permanent" obligations and responsibilities must be set alongside the risks involved in accepting disabled vessels into their waters. Such as:
    - the grounding of a leaking vessel in the port's access channel, thereby blocking its traffic;
    - the propagation of fire or pollution;
    - the effects of blasts from explosions;
    - injury to people in the port zone;
    - damage to port and civil installations.
  4. Moreover, depending on their geographical location, whether close to or at a remove from major maritime routes, the Ports of the world find themselves in very different circumstances, as far as their respective chances of being requested, in the general interest, to accept a ship in difficulty and to run the risks that are involved, are concerned.

The damage, whether direct or indirect, which results from the occurrence of any of the risk areas mentioned above, can far exceed the compensation provided under the limitations of liability of the owners of sea-going ships, as established by the 1957 Brussels Convention, or those that will come into force in December 1986, for States who have signed the 1976 London Convention.

Ports and Port States will want to weigh the risks involved against the capacities of the ports and domestic economies to bear the resulting burden. IAPH would remind that Committee that many economies depend on a single-port operation for their continuing viability.

5. Finally, the national laws of each country and the legislation of their ports will determine the division of responsibilities for the functions of channel access and commercial port management and operations between the State Administrative or Public Services and the Port Authorities. Measures taken to implement these responsibilities fall under régimes of national law; they are not covered by private law, which governs the relationship between salvors and the vessels being salvaged.

In general, the State Public Services and Port Authorities have studied and developed emergency plans to cover the measures to be taken in case a shipping accident or disaster occurs in their Port zones. More often than not, these plans also cover the contingency of a disaster out at sea in neighbouring waters. Should this arise, it would be up to the administrative and port authorities:

- to take all necessary action as inscribed in certain international conventions currently in force, which already treat this subject. (SOLAS, Convention on the right to intervene on the high seas, the 1979 Conventions on Search & Rescue);
- to take into consideration all the interests at stake (both human and material, including the protection of the environment) and for all parties concerned, whether on land or at sea;
- to define the technical conditions surrounding any cooperative action they may take to assist the ship in difficulties and the specific financial guarantees to be obtained prior to any such action being taken.



## Revision of Convention on Maritime Liens and Mortgages: IAPH prepares for a position paper to IMO and UNCTAD

In accordance with the suggestions made by Mr. Paul Valls, Chairman of the Committee on Legal Protection of Port Interests (CLPPI), the Secretary General circulated a letter to the members of the Board, Executive Committee and the Chairmen of the Internal and Technical Committees concerning the revision of the Convention on Maritime Liens and Mortgages.

The CLPPI feels that it is vital that ports are alerted as soon as possible to the dangers which might be involved in the revision of this Convention, so that they have sufficient time to take the necessary steps to defend their interests against conflicting positions which are likely to be encountered.

Due to the insufficient time available to follow the required procedures in taking such action, President den Toom has authorized the application of the provisions of the Resolution on Delegation. (This resolution was passed at the Nagoya Conference in 1981 to facilitate the formulation of policies and positions consistent with the Constitution and By-Laws on questions of common interest to its members, and to present such positions before the United Nations organizations, including IMO and UNCTAD where the insufficient time is available for the Association to adopt a position through action at a biennial conference.)

As indicated in the Secretary General's covering letter dated June 6, 1986, any members who have an objection to the proposed position are required to present their opinions in writing so that they reach the Head Office within thirty days following the date of this circular, as stipulated in the provision.

Mr. Valls' paper explaining the situation, with extracts from the 1926 and 1967 Conventions and the draft letter for submission to IMO and UNCTAD, follow.

To: All Members of the Board, Executive Committee and Chairmen of the Committees of IAPH

### THE REVISION OF THE CONVENTION ON MARITIME LIENS AND MORTGAGES

#### IMO and UNCTAD

#### Joint Committee of Experts

##### 1. General

The IMO and UNCTAD have both inscribed, on their respective work programmes, the revision of the following International Conventions:

- Maritime Liens and Mortgages
- The Arrests of Sea-going Ships

The first of these Conventions is to be examined by a joint group of experts from the two United Nations Agencies, who are to meet for the first time in Geneva, for a fortnight from the 29th September 1986.

IAPH would like to draw the attention of its members to the serious implications for Ports, in the draft convention under consideration. On the following grounds:

1. The interests at stake for Ports are threefold and involve:
  - the prompt payment of dues and taxes
  - compensation for damage caused to Port works and the costs of wreck removal
  - indemnity for the expenses of moving, watching and the

safe keeping a vessel, inherent in the immobilisation of a ship, following technical, financial or social conflicts and the arrest of the ship.

It would seem essential:

- that Port claims remain secured by liens
- that they are accorded a top priority ranking
- to ensure that Ports can maintain the smooth and efficient operation of their facilities for the good of the whole of their Port Communities.

From the legislative point of view, it is once again the "Comité Maritime International" (CMI) about whom the "Ports and Harbors" magazine published an in-depth article in March this year, and which currently encompasses 44 national associations of maritime law, which is the author of the new draft convention, submitted to IMO and UNCTAD for examination, (having prepared the draft during 4 restricted meetings, after which it was submitted and adopted by the CMI Lisbon Conference, to which observers from the IMO and UNCTAD Secretariats-General were invited.)

CMI was also the author of the 1926 and 1967 draft Conventions.

##### 2. The 1926, 1967 and current draft Conventions

The motives behind the 1926 Convention were:

- to establish a hierarchy amongst secured claims, or liens (amongst which were those of the Ports, which were accorded top priority ranking), other claims and mortgages
- to facilitate the unification of the rules in force in different countries relating to maritime liens and mortgages.

This Convention received a sufficient number of ratifications to enter into force, but there were also notable abstentions, (Great Britain, the United States, Japan, USSR, Germany, Greece, Liberia, Panama, the Netherlands, Norway and Sweden . . .).

The principal motives which led to the 1967 Convention were those intended to facilitate maritime credit, (and thus the construction and the sale of ships), by reducing the scope of liens in favour of mortgages.

This Convention was only ratified or adhered to by three Scandinavian countries and Syria, and so has never entered into force.

The motivations behind the new draft, which CMI has submitted both to the IMO and UNCTAD, remain those of the 1967 Convention, namely:

- to continue the unification of the rules in force in different countries
- and to reduce the number of secured claims, in order to facilitate maritime credit.

##### 3. The Current Position

In the new draft, the liens accorded by the 1926 Convention to Port claims, have been considerably reduced, but not totally suppressed; (Port dues and taxes and pilotage dues have been maintained, but only accorded a 2nd priority ranking), since it was felt that the Port Authorities should be encouraged to offer ships, which were likely to be arrested, suitable conditions of safety and to keep them afloat.

However, the possibility for States to remove wrecks or ships causing an obstruction to navigation and to sell them to recover the expenses they incurred, (the Protocol of Signature to the 1926 Convention), has disappeared and been replaced by a simple lien, with only 5th priority ranking, for the removal of wrecks.

No specific mention is made concerning the indemnity for damage to Port works.

Although expenses incurred in the common interest of creditors, (e.g. care of a ship abandoned by her crew during arrest), in the 1926 Convention, was accorded a top priority lien, it is not even mentioned in the new draft.

#### 4. Conclusion

This second attempt at revising the 1926 Convention was, no doubt, launched under pressure from the various professional interests involved.

By defending their position, Port Authorities will not be protecting their own interests alone but, equally, those of the collective Port and Maritime Community; and it would seem perfectly legitimate that the delegates from each Government, who are to take part in the IMO and UNCTAD debates, be informed beforehand of the grave concerns of their Ports. The more so, since the representatives of other maritime professions involved will certainly not hesitate in making their own positions known.

*(A Draft Position Paper from IAPH to IMO and UNCTAD)*

### IMO and UNCTAD

#### Meeting of the Joint Committee of Experts

#### MARITIME LIENS AND MORTGAGES

#### Submission by the International Association of Ports and Harbors (IAPH)

Both the IMO and UNCTAD inscribed the revision of the following international conventions on their respective work programmes:

- Maritime Liens and Mortgages
- The Arrests of Sea-going Ships

They have agreed upon the establishment of an inter-governmental group of experts to examine Maritime Liens and Mortgages and related issues.

IAPH would like to submit the following observations relating to maritime liens and mortgages:

1. As far as the alterations envisaged in the new draft Convention compared with the current situation are concerned, IAPH would refer to: —
  - The Brussels Convention of the 10th April 1926, which was, on the whole, accepted worldwide and is still actually in force;
  - (Rather than the Brussels Convention of 27 May 1967, which was only ratified or adhered to by 4 States and has very little chance of ever coming into force);
  - And to the draft submitted to the IMO and UNCTAD by the CMI.
2. Port Authorities have noted that there are major reductions in the ranking of their liens, compared with those provided for them in the 1926 Convention, in the new CMI draft. Such as, for example:

#### 2.1 Port Charges

According to the 1926 Convention, with top priority ranking are to be found:

- “tonnage dues, light and harbour dues, and any other public taxes and charges of the same character; pilotage dues, the cost of watching and preservation from the time of the entry of the vessel into the last port”;
- (Art. 2-1)

According to the CMI draft, and with only 2nd ranking priority:

“port, canal, and other waterway dues and pilotage dues”; — (Art. 4-ii)

#### 2.2 Damage to Harbour Works — Wrecks and Obstructions to Navigation

The 1926 Convention provides in Art. 2-4:

“Indemnities for collisions or other accidents of navigation, as also for damage caused to works forming part of harbours, docks, and navigable ways”

The 1926 Convention also provides in the Protocol of Signature:

“It is understood that the legislation of each State remains free

1 . . .

2. to confer on the authorities administering harbours, docks, lighthouses, and navigable ways, who have caused a wreck or other obstruction to navigation to be removed, or who are creditors in respect of harbour dues, or for damage caused by the fault of the vessel, the right, in case of non-payment, to detain the vessel, wreck, or other property, to sell the same, and to indemnify themselves out of the proceeds in priority to other claimants, and

3. to determine the rank of the claimants for damages done to works otherwise than as stated in Art. 5 and Art. 6.”

The CMI draft has no such explicit provision, except in respect of:

“Claims based on tort arising out of physical loss or damage caused by the operation of the vessel . . .” (Art. 4-iv).

#### 2.3 Expenses Incurred in the Common Interest

It frequently happens, (following the abandonment of a ship, or following an incident, or the arrest of a ship), that the ship is immobilised and has to be forcefully or physically moved to a waiting quay, where she is safer and can be watched by the Port Authority.

The 1926 Convention provides for this eventuality in its Art. 2.1, which accords a top ranking maritime lien for:

“... and expenses incurred in the common interest of the creditors in order to preserve the vessel or to procure its sale”;

The CMI draft includes no such provisions, or at least not explicitly and clearly, for such cases.

#### 3. The Interests Involved

The interests involved in seeking assurance of a high priority for Port claims include:

- national or local governments (direct administration of small or medium-sized Ports);
- Public Trusts (normal form of administration of major Ports);
- shareholders of private port owners or operators;
- (perhaps even more importantly) the Port Community, with its shipping companies and numerous other service companies.

According to international law, Ports are open to vessels of all nationalities which call to carry out commercial operations. Smooth and efficient port operation would not allow: —

- loss of receipts caused by bad payers, to the detriment of good ones;
- delays in the reparation of any damage caused to Port works, or in the removal of wrecks or other obstructions

to navigation;

- an ineffective handling of problems caused by abandoned or arrested ships, which could immobilise the ports and cause delays to traffic and which also run the risk of degrading into wrecks and thus become, in addition, a danger to navigation.

It is worthy of note and emphasis that the majority of ports were developed and operated with public funds expended by local and national governments. A deprivation of a first priority to port authorities thus is, in fact, a deprivation of a priority right to recover public funds expended for the common interest of creditors or the protection of shipping. Moneys due to ports represent expenses incurred by port authorities directly related to the operation and protection of the vessel, and of benefit to the shipowners and security holders. According ports a first priority has a sound basis on public policy and reason, for to do otherwise would be to discourage actions taken to secure and protect the vessel and other shipping.

On these grounds, Port Authorities must be entitled to first priority, above all contractual or tortious claims.

#### 4. Conclusions

Ports feel that the revision of the Maritime Liens and Mortgages Convention should retain the judicious balance, established by the 1926 Convention, between the interests involved.

Any new drafting should not be regressive, but:

- 4.1 Maintain a top priority ranking for the liens listed in Art 2.1 of the 1926 Convention.

“Law costs due to the State and expenses incurred in the common interest of the creditors in order to preserve the vessel or to procure its sale and the distribution of the proceeds of sale; tonnage dues, light or harbour dues, and other public taxes and charges of the same character; pilotage dues, the cost of watching and preservation from the time of the entry of the vessel into the last port”;

Traditionally, the priority among maritime claims or liens has been determined by the rank of the benefits conferred on the vessel. The priority of liens established in Article 2 of the 1926 Convention continues maritime lien priorities that are of ancient lineage and have as their basis sound policy. As an example, without the efforts and expense incurred in preserving the vessel there would be no vessel against which other parties could assert their claims. The other priorities established in the 1926 Convention similarly reflect benefits accruing to the vessel and should be preserved.

- 4.2 Accord a high level ranking to liens stipulated later in the same article, in favour of:

“Indemnities for damage caused to works forming part of harbours, docks and navigable ways” (Art. 2-4);

- 4.3 Use again in the new draft the reserve clause included in the Protocol of Signature to the 1926 Convention:

“to confer on the authorities administering harbours, docks, lighthouses, and navigable ways, who have caused a wreck or other obstruction to navigation to be removed, or who are creditors in respect of harbour dues, or for damage caused by the fault of a vessel, the right, in case of non-payment, to detain the vessel, wreck, or other property, to sell the same, and to indemnify themselves out of the proceeds in priority to other claimants and to determine the rank of the claimants for damages done to works otherwise than as stated in Article 5 and in Article 6.”

## Mr. B. Kruk reports on the 1st Ad Hoc Intergovernmental Meeting of Port Experts, UNCTAD

Mr. B. Kruk, IAPH Liaison Officer with UNCTAD and Chairman of the IAPH Committee on International Port Development (Head, Technical and Managerial Port Assistance Office (TEMPO) External and Commercial Affairs, Port of Rotterdam), attended the meeting which took place in Geneva from 25 February to 5 March 1986.

This ad hoc Intergovernmental Group of Port Experts, according to the UNCTAD document TDO 270/10, established pursuant to decision 54 (XI) of the Committee on Shipping, was solely intended to discuss and review port matters, such as problems which arise in respect of the development improvement and operation of ports. In line with this task, it was expected to review the UNCTAD programme of work in the field of ports and consider possible programmes for technical co-operation in ports, and to include recommendations thereon in its report to the Committee on Shipping. It was recommended that members of UNCTAD participating in the Group should be represented by people with special responsibility for, or expertise in, port policy or the management and operation of ports.

### Mr. Kruk's Report: —

#### Agenda

The Agenda of the Meeting was as follows:

1. Election of Officers
2. Adoption of the agenda and organization of work
3. Port development: role of UNCTAD
4. Port management training
5. Co-operation between ports
6. Other business
7. Adoption of the report of the Ad-hoc Intergovernmental Group to the Committee on Shipping

All agenda items were covered by documents handed out to the Delegates prior to the Meeting.

#### Delegates

Member states were present, as well as representatives of

- a) IMO (International Maritime Organization)
- ILO (International Labour Organization)
- Worldbank
- representing the Specialized Agencies
- b) OECD (Organization for Economic Co-operation and Development)
- OAU (Organization of African Unity)
- representing the Intergovernmental Organizations and
- c) IAPH (International Association of Ports and Harbors)
- PIANC (Permanent International Association of Navigation Congresses)
- ICHCA (International Cargo Handling Co-ordination Association)
- CENSA (Council of European and Japanese National Shipowners Associations)
- representing the Non-governmental Organizations.

#### Report on the Meeting

Towards the end of the Meeting the Secretariate of UNCTAD drafted the Recommendation of the Meeting.



From the Recommendations it is evident that the items discussed by the Meeting are also very relevant to all IAPH Members.

During the meetings particular mention of IAPH was made when the following items were discussed:

- **Relations between the Specialized Agencies, Intergovernmental and Non-Governmental Organizations**

In this respect I observed that presently within IAPH a discussion is taking place as to whether the liaison of IAPH with the Agencies and Organizations is optimal, and if not, how the relationship can be strengthened.

- **Problems of transshipment ports**

This is a very important issue, both for developed and developing ports, and is one of the major concerns of UNCTAD. On behalf of IAPH I proposed to bring the importance of this problems to the attention of IAPH in order to see how IAPH could assist in finding solutions.

- **Communications**

It appeared that announcements of meetings and new publications of UNCTAD and other Agencies and Organizations do not always seem to reach the addresses intended (for whatever reasons there may be).

On behalf of PIANC, ICHCA and IAPH, I offered UNCTAD all possible assistance through our journals.

- **Monographs**

The work executed in this field by UNCTAD and IAPH is valuable to developing countries and should certainly be continued in the future.

- **Survey of all training possibilities offered**

In this respect I observed that IAPH carried out and published such a survey several years ago and that copies are available from the IAPH Head Office in Tokyo. Besides this, any new training programme which is brought to my attention is being forwarded to Tokyo and published in the journal.

- **Sisterport Scheme**

In this respect I mentioned that the CIPD is presently engaged in a discussion as to how the system of sisterport schemes can be given the impact which is obviously required by the Members.

- **Language problems**

It was mentioned by the Delegates that organizations such as IAPH should assist delegates having a different mother tongue than English in actively participating in Conferences and that the delegates should have the documents available in their own languages.

Special mention was made of simultaneous translations into the most important languages during the Conference. I suggested bringing this item to the attention of IAPH.

## **Mr. Haar reports on the 9th LDC Experts' meeting in London**

Mr. Herbert R. Haar, Jr., Chairman, IAPH Dredging Task Force of COPSEC, with Dr. Willis Pequegnat, DTF's scientific consultant, attended the Ninth Meeting of the Scientific Group of the London Dumping Convention, which was held in London from April 28 to May 2, 1986.

In his letter of May 15 addressed to the members of IAPH DTF and others, he noted that they were successful in getting the approval of the Scientific Group for separate guidelines for dredged material and also were able to hold back a move to place lead in Annex I of the Convention.

He further noted that Greenpeace objected to the action taken alleging that it was in conflict with the provisions set out in the LDC, which only allows such dumping in case of emergency, and that they further stated that under the terms of the treaty scientific and technical evidence for the need of such an amendment was required.

Furthermore, he reported that Germany, the Netherlands and Denmark also had reservations about the action taken. He pointed out that this all meant that when the Scientific Group makes its recommendation to the consultative body of the LDC in October of this year, these several objections will probably be renewed and a great deal of discussion will follow.

His report: —

### **A Report on the Ninth Meeting of the Scientific Group of the London Dumping Convention: 28 April to 2 May, inclusive**

The ninth meeting of the scientific Group on Dumping of the London Dumping Convention met at the headquarters of the International Maritime Organization (IMO) in London, England from 28 April through 2 May 1986. The International Association of Ports and Harbors was represented at the meeting by Col. Herbert R. Haar, Jr. of New Orleans, Monsieur C. Brossard of Nantes, France, and Dr. W.E. Pequegnat of Bryan, Texas. Sixty-one scientists, technicians, and administrators, representing 20 nations and 10 observer organizations, plus the Secretariat and others of the IMO staff participated in the rather lengthy deliberations. As was anticipated in our report on the deliberations and findings of the Working Group on Dredge Material that was held at IMO last October, this proved to be a very important meeting for IAPH and others interested in dredging and disposal problems (e.g., PIANC and the U.S. Corps of Engineers).

The agenda of the present meeting was organized around eight major topics of which three were of vital interest and importance to IAPH and indeed AAPA. The first of these was the Report of the Meeting of the Group of Experts on the Application of the Annexes to Dredged Material. As noted above, this meeting was held at IMO from 28 to 30 October 1985. IAPH was represented at those deliberations by Dr. Pequegnat. And, as was noted in our report on that meeting, Guidelines for the Application of the Annexes to the Disposal of Dredged Material were drafted by the Group of Experts and the prediction was made that there was a good chance that these long sought guidelines, separating dredged materials from other wastes by recognizing their special impact-mitigating characteristics, would be approved by the Scientific Group and forwarded to the next meeting of Contracting Parties. Indeed, such was the case. The Scientific Group approved the guidelines after long discussion and adapting the document to critical interventions of the Netherlands delegation and members of Greenpeace International. In fact, as will be noted later in this report, the latter group attempted to scuttle the entire effort by means of a legal ploy that was defused by demands of the Corps of Engineers, PIANC, and IAPH. Along this same line, the Scientific Group approved an amendment to the Guidelines for the Implementation and Uniform Interpretation of Annex III to LDC which is very favorable to the interests of IAPH in that the amendment starts off saying, "... In the special case of dredged materials, sea disposal is often an acceptable disposal op-

tion, though opportunities should be taken to encourage the productive use of dredged material for, for example, marsh creation, beach nourishment, land reclamation or use in aggregates. . . ." Another amendment of great interest to IAPH involved the removal of all reference to dredged material from the Interim Guidelines for the Implementation of Paragraphs 8 and 9 of Annex I (the rapidly rendered harmless and trace contaminants paragraphs of the black-list annex). In the preamble of the amended version, we find the following: "These Guidelines apply to all wastes and other matter with exception of dredged material." The interpretation and application of these matters will henceforth be found in the new guidelines for dredged material. Clearly we could not have hoped for more on this agenda item at this time, but the guidelines will only become "law" if and when the Contracting Parties approve the Report of the Scientific Group on Dumping and the accompanying guidelines.

As was noted above, it is important to know that staff of Greenpeace International expressed the view that parts of the dredged material guidelines were in conflict with Article IV\* of the London Dumping Convention and that in order to implement the guidelines an amendment of Annex I of the Convention would be necessary. Had this view prevailed unchallenged, acceptance of the guidelines by Contracting Parties would be very unlikely. Fortunately, the interventions of groups mentioned above reduced the scope of the Greenpeace view to paragraph 2.3 of the Guidelines for the Application of the Annexes to the Disposal of Dredged Material. This means that the guidelines will stand even if an amendment is deemed necessary and does not pass. It is, however, the opinion of IAPH and certain members of the U.S. Delegation that the paragraph is not in conflict. After all, we believe that most dredged material meets the spirit of the paragraphs dealing with rapidly rendered harmless and trace contaminants, which do permit the dumping of Annex I substances.

A second major issue taken up by the Scientific Group that is of considerable interest to IAPH concerned the possibility of transferring lead (Pb) and lead compounds from Annex II to Annex I alongside of cadmium, mercury, and organohalogens. After considerable discussion and reference to a paper on the subject submitted by the Netherlands, the Group concluded that the evidence now in hand does not warrant moving Pb out of Annex II and placing it into the "black list" of Annex I.

A third matter of importance to IAPH that was discussed by the Scientific Group dealt with the interpretation of the terms "bioaccumulation potential" and "bioavailability", and their usage in the Allocation Criteria for placing substances in Annexes I and II. It was concluded that bioaccumulation potential should be accepted as an allocation criterion for substances, whereas bioavailability must be considered in assessing the impact of wastes (and the substances they contain) under Annex III. This conclusion is essentially the same as that arrived at by IAPH in its 1983 paper where the term was first discussed.

In the discussion of land-based versus ocean disposal, it was the consensus of delegates that ocean disposal should receive equal consideration with all other alternatives. This discussion brought forward again the concept of the "disposal option of least detriment" to the environment. Acceptance and promulgation of this concept can be of great importance to dredging. In this context it should be

emphasized that the new guidelines have a section that refers to Disposal Management Techniques. This section first stresses the need for Contracting Parties to devote attention to controlling point source discharges to waters from which dredged material is taken. IAPH has stressed that ports are essentially "sitting ducks" often overwhelmed by pollutants that are washed into their channels from upriver or adjacent sources over which they have little control. As noted in the section, until this objective is achieved, the problems of contaminated dredged material may be addressed by using disposal management techniques.

As the section indicates, the term disposal management techniques refers to actions and processes through which the impact of Annex I or Annex II substances contained in dredged material may be reduced to, or controlled at, a level which does not constitute a hazard to human health, harm to living resources, damage to amenities or interference with legitimate uses of the sea. Remember "special care"?

Other matters of substantial interest discussed by the Scientific Group were the following:

- (a) The Group agreed to recommend to the Consultative Meeting that, on the basis of available scientific and technical information, organosilicon compounds should be removed from Annex II (a);
- (b) Agreed to recommend the establishment of an inter-sessional working group on ocean incineration to assist Contracting Parties in reviewing and assessing marine incineration as a disposal option;
- (c) Foresaw the possibility of selecting an alternative to the so-called black/grey list approach to the regulation of substances dumped at sea. Delegates were encouraged to plan for a wide-ranging discussion of this topic at the next meeting of the Scientific Group in spring of 1987.

Finally the Group discussed but took no action on (1) monitoring and control of dumping activities, (2) field verification of laboratory tests of the impact potential of wastes, and (3) the importance of having Contracting Parties report annually to the Secretariat as to the number of dumping permits issued.

All things considered, the meeting was a very good one in that it brought us another vital step forward in regard to finding solutions to the problems involved with the disposal of dredged material. It is clear that most members of the Scientific Group have a much better understanding of the dredging/disposal problem posed with increased intensity to the major ports of the world than they had before IAPH entered into the discussions with the Scientific Group only a few short years ago.

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\* Article IV (1) reads "In accordance with the provisions of this Convention Contracting Parties shall prohibit the dumping of any wastes or other matter in whatever form or condition except as otherwise specified below:

- (a) the dumping of wastes or other matter listed in Annex I is prohibited;

## Reception facilities for noxious liquid substances in ports

In his letter dated May 29, 1986 addressed to the Chairman and Members of COPSEC, and others, Mr. Per H. Olson, Chairman of the Port Safety Sub-Committee (of COPSEC) announced that, along with the enforcement of Annex II of MARPOL 73/78, the revised guidelines on the provision of adequate reception facilities in ports were approved at the 22nd meeting of IMO's Marine Environment Protection Committee last December.

He indicated that his Port Safety Sub-Committee intended to prepare a more practical guide to ports on the consequences of Annex II by gathering and hearing experts' comments on anticipated difficulties in the reception of chemical slops.

In the hope of attaining keener attention as well as deeper understanding of the members towards this important matter, this office reproduces the guidelines prepared by IMO in this issue. (See pages 20-29).

## IMO Secretary-General responds to IAPH Position Paper

Mr. C.P. Srivastava, IMO Secretary-General, in his letter dated May 13, 1986, responded to the IAPH letter (Signed by Dr. Hajime Sato and dated April 25, 1986) concerning the entry into force of the 1973/78 MARPOL Convention. (Ref: June issue of this journal) His letter is reproduced as follows:

Dear Dr. Sato,

I have the honour to acknowledge the receipt of your letter of 25 April 1986 concerning the entry into force of the 1973/78 MARPOL treaty and, in particular, the problems relating to the installation of reception facilities in ports as required by the various Annexes to the treaty.

I am most grateful for the interest which your Association, and you personally, continue to show in this extremely important matter; and for all the efforts which the international port community, as represented by IAPH, is making to deal with the very difficult problems. In this connexion, I have noted with great appreciation the extremely helpful communication which you sent to the Members of the Board of Directors of IAPH on 25 April 1986. The request that preparation of measures by those concerned should begin as of now is most timely, and the suggestions on the "Provision of Reception Facilities for the Residues of Liquid Chemicals Substance Carried in Bulk" should provide invaluable practical guidance to all concerned.

On behalf of IMO, I wish to record my deep gratitude to you and all your colleagues and to assure you once again of our fullest co-operation and collaboration in the worthy endeavour of assisting Governments and all concerned in effectively implementing the requirements of this highly important international treaty. Best regards, (Signed) C.P. Srivastava, IMO Secretary-General.

## "Workshop on the Shipping Industry and the Protection of the Marine Environment", June 18/20, 1986 in Athens, Greece — IAPH to observe —

Mr. Polychronopoulos, Managing Director, Environ-

mental Protection Engineering Ltd. (Associate Member of IAPH), was named an IAPH Observer to the "Workshop on the Shipping Industry and the Protection of the Marine Environment" to be held in Athens from 18 to 20 June 1986, with the support of Mr. J. Dubois, COPSEC Chairman.

The event, organized by Hellenic Marine Environment Protection Association (Mr. G.P. Livanos, Chairman/Mr. D. Mitsatsos, Director General), with the support of EEC, will review the current systems of legislation and implementation for the protection of the seas as well as means of surveillance both at sea and at port, and discuss possible complementary approaches.

It is expected a report on the gathering will be contributed by Mr. Polychronopoulos in due course.

## Entry Form circulated for Membership Directory 1987

In line with past practice, the Head Office sent an entry form for the 1987 edition of the Membership Directory to all members of the Association. As the Secretary General's letter on the front page of the form indicates, all members are requested to check the information which is attached to the entry form and to make the necessary corrections and changes for the given items including:

- 1) name of organization;
- 2) annual volume of cargo handled (in metric tons) covering both general and bulk cargo in the case of Regular members;
- 3) address;
- 4) mailing addressee;
- 5) contacts (cable address, telex number and answer-back address, facsimile and telephone numbers); and
- 6) names and positions of principal officers.

The Secretary General appeals to members not to waste this once-a-year opportunity to acquaint the world ports and port-related businesses which receive the Membership Directory with up-to-date details concerning their organizations. This handy Directory has now been recognized as one of the most useful and reliable sources of information available. A wide range of people within IAPH and among the various friendly organizations use the Directory for their day-to-day business contacts.

Members are also invited to run their advertisements in the Directory at reasonable rates — US\$400 for a full page and US\$240 for a half-page.

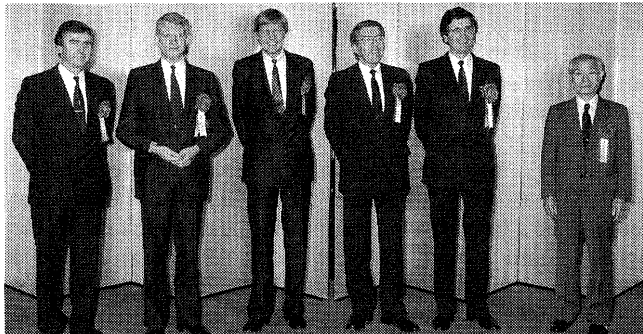
## Bremen Economic Mission in Japan

A 6-man economic mission from Bremen visited Japan from 9 to 16, 1986. The party included Mr. Klaus Wedemier, the Prime Minister of the State of Bremen and Mayor of the Free Hanseatic City of Bremen and Mr. Reinhold Ostendorf, Press Officer, State of Bremen. The other members, from Bremer Lagerhaus-Gesellschaft (BLG), were: Dr. Rolf Fastenau, Chairman of the Board of Management; Dr. Werner Maywald, Member of the Board of Management; Capt. Otto van Dyke, Managing Director Sales and Mr. Hans-Joachim Weil, Director Public Relations. During their stay in Japan, the delegation visited the relevant governmental agencies as well as leading shipping lines, trading firms and automobile manufacturers.

On the evening of May 15, the Prime Minister hosted a reception at a Tokyo hotel, to which some 400 people from



various businesses were invited. The members of the world-famous "Weder Bremen" soccer team, who were also visiting Japan during the week, were present as well. Prior to the reception, a press conference was held. The delegation made presentations on the latest situation concerning the facilities at the ports of Bremen and Bremerhaven, so as to promote an even higher level of use of these facilities as well as future investments by Japanese enterprises in the State of Bremen.



From left: Capt. Otto van Dyke, Dr. F. Hennemann, Dr. Werner Maywackd, Dr. R. Fastenau, Mr. Klaus Wedmeier and Mr. S. Tsuyama.

## Visitors

On May 8, 1986, Mr. Hans Peters, Dy. Chief, Transportation Division, East Asia and Pacific Regional Office, the Work Bank, visited the head office and was received by the secretariat staff. Mr. Peters, during his stay in Tokyo, met Prof. Yasutake Nishiyama of the Tokyo University of Mercantile Marine, and Mr. Noburo Kameyama, General Managing Director, Japan Maritime Research Institute, and exchanged views and comments with them on a research programme on trade and maritime transport development analysis for Pacific Asia which was being considered by the Bank.

On May 23, 1986, Mr. Colin Jordan, General Manager and Mr. Des Powell, Assistant General Manager, Port of Melbourne Authority, visited the Head Office and were met by the secretariat staff. Mr. Jordan, a newly elected Exco member and a member of the Finance Committee, on behalf of the Port of Melbourne as well as other Australian members, expressed his willingness to give his continued support concerning IAPH affairs. They were visiting Japan to attend the signing ceremony for the "Trade Cooperation Port Agreement" which was recently concluded between the ports of Melbourne and Yokohama.

On June 3, 1986, Mr. Nicholas R. Elliott, Director and General Manager, Lloyd's of London Press (Far East) Ltd., and Mr. Alfred Rolington, Publishing Manager, Lloyd's of London Press, London, visited the head office, where they were received by Mr. R. Kondoh, Under Secretary.

On June 6, 1986, Mr. Eugene L. Gartland, Executive Director, and Mr. Ronald L. Stone, Director, Maritime Affairs, Port of San Francisco, organized a reception to which they invited the shipping firms and traders. Among the guests were Dr. Shin Sasaki, Director General of the Port of Osaka and Mr. Kiyoshi Kojima, Director General, Port & Harbour Bureau, City of Yokohama.

Mr. Donald J. Grigg, Manager, Market Development (Far East), Port of Portland, Oregon, was the guest of a regular monthly meeting of World Harbour and Transportation Club (President: Mr. S. Tsuyama, Far East Representative of Bremen/Bremerhaven), held on the evening of June 10, 1986 at the World Trade Center Club of Tokyo.

On June 13, 1986, Mr. L. Duane Grantham, Director, Marketing and Sales, South Carolina State Ports Authority, accompanied by Mr. M. Yamashita, Far East Representative of the State of South Carolina, visited the Head Office where they were received by Mr. R. Kondoh, Under Secretary. Mr. Grantham was visiting Japan in the course of mission for trade development with Asian countries.

On June 16, 1986, Dr. Tae-Youl, Hahn, Deputy Administrator, Korea Maritime & Port Administration, accompanied by Mr. Sung Soo Kim, Director, Shipping Promotion Division, Marine Transport Bureau of KMPA, visited the Head Office and were received by Dr. Hajime Sato and his staff. Prior to his visit to Tokyo, Dr. Hahn, named as the Vice Conference Chairman and Chairman for the No. 3 Working Session on the theme of "Korean Port Development" at the 15th IAPH Conference in Seoul, had visited the ports of Le Havre, Amsterdam, Rotterdam, Singapore and Hong Kong for the purpose of promoting the forthcoming event in Seoul. On June 17 he visited Nagoya to meet Mr. F. Kohmura, who had been in charge of the 12th Conference held in Nagoya in 1981, and Mr. Yoshiro Haraguchi of Nagoya Port Authority to hear about their experiences in organizing the conference.



Clockwise: Dr. Hahn, Mr. Kim (KMPA), Mr. Kusaka and Dr. Sato (IAPH)

## Membership Notes

### New Member

### Regular Member

#### Port of Palm Beach

P.O. Box 9935, Riviera Beach, Florida 33404, U.S.A.  
Office Phone: (305) 842-4201  
Telex (TWX): 5106015031 PORT OF PBUD  
(Mr. Benson B. Murphy, Executive Director)

### Changes

#### Autorité Portuaire Nationale (Haiti)

Directeur Général: Mr. Jean E. Policard

Directeur Administratif: Mr. Benito Prato

\* They are serving as Director and Alternate Director of the IAPH from Haiti.

#### Busan Container Terminal Operation Company (Korea)

President: Mr. Lee, Sung-Kon

#### Pusan District Port Authority (Korea)

Director General: Mr. Sunwoo, Man Jin

#### Korean Register of Shipping (Korea)

Chairman & President: Mr. Byung-Soo Choi

Vice President: Mr. Jae-Seung Kim

Managing Directors: Mr. Yong-Chol Park  
Mr. Yon-Sik Kim  
Mr. Yong-Cho Kim

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## GUIDE TO KOREA — Part III

### IAPH Seoul Conference Preparation Committee

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#### Discovering "The Land of Morning Calm"

The coming 15th IAPH Conference leaves less than one year before its opening. The Post-Conference Tour Programme will cover most typical places of Korea, so that delegates may appreciate the beauty and the cultural splendor of the country. Visitors to today's modern, developing Korea can sense the essence of the ancient Orient which still lingers around the old places, the quaint gates and the imposing temples remaining from a long past era. In addition, the hearty friendliness of the people, the low prices, the spectacular scenery and the impressive cultural history of the country help make Korea "the New Pearl of the Orient."

Korea's tourist destinations can be divided into 4 regions — the East Coast, West Coast and Southeast areas, and Cheju Island.

The eastern coastline, stretching some 390 kms from the popular beach of Hwajinpo south of the DMZ down to the port and steel city of Pohang and on down through the great manufacturing city of Ulsan to Pusan, is a spectacular vista of rugged, peaked mountains and steeply slashed gorges, the course-ways of plunging cascading streams emptying abruptly into the clear, blue, unpolluted waters of the East Sea. Popular with tourists in the summer, Kangnung's Kyongpodae has restaurants offering the freshest catch for lunch or dinner treats, prepared as you wish. It is also accessible by air from Seoul, in less than an hour, and serves as the gateway to Mt. Soraksan National Park. This national park is the major attraction in the region, noted for towering granite peaks, lush green valleys, dense forests, mysterious Buddhist temples, glorious waterfalls and clear streams. Its foliage in the spring and fall are among Korea's most beautiful sights. Thus, to walk amidst the unspoiled beauty of nature, treading paths once walked by some of Korea's most famed Buddhist prelates, in search of solace and enlightenment in the wilderness, will be surely one of the great pleasures of a trip to Korea.

Stretching from just south of Seoul to the port of Mokpo in the southwest, the West coastline features many small harbors. Inland, one enters Paekche country, one of the original Three Kingdoms of ancient times, which was defeated by Shilla in 660 and incorporated into the first unified "Korean" Dynasty. Many historical remains of Paekche's former glory, including two ancient capitals, are found here.

For anyone who wants to travel to Korea, the south-eastern section of Korea may be one of the best places to visit. The major city is Kyongju, now a town of just over 130,000 but in the 8th century a resplendent capital of the Shilla Dynasty. After the Shilla Kingdom unified the Korean peninsula in 668, the city developed into one of the world's major cultural centers.

And Kyongju was recognized several years ago by UNESCO as one of Asia's twelve important historical centers. In a brief space it is impossible to touch on all the sights in and around this city, which has been called a "Museum without Walls" because of the number of historical buildings and treasures it boasts. It is almost impossible to dig in the fields around Kyongju without unearthing a remnant of its rich past. There is an exquisite National Museum which preserves much of the Shilla heritage, including magnificent gold crowns, pottery, Buddhist artifacts, and stone sculpture.

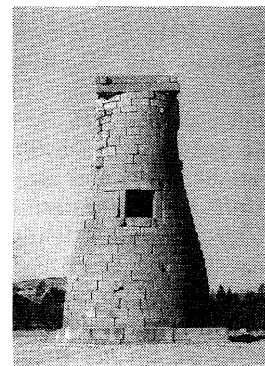
Two of the most magnificent Shilla monuments are the Pulguksa Temple and Sokkuram Grotto, on the south-eastern outskirts of the city. Pulguksa is the nation's best-known temple, and exquisite testimony both to the skill of Korean architects and the depth of Buddhist faith at the time. At the same time, high on the mountain behind the temple, was constructed one of Asia's great Buddhist grottos, Sokkuram. Surrounded by Bodhisattvas and guardian deities, the serene central Buddhist image gazes off the horizon across the East Sea.



The Pulguksa Temple



The Hallyo Waterway National Sea Park



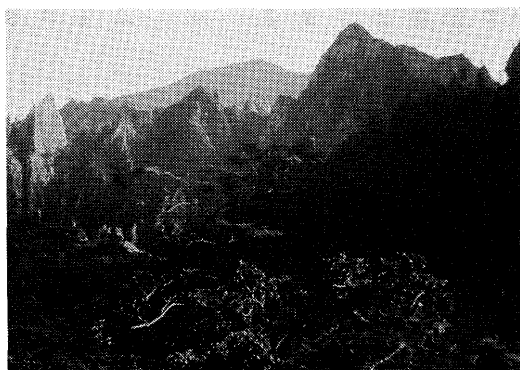
Chomsongdae Observatory

One of the great treats in the middle of town is Tumuli Park, a collection of many tombs of Shilla royalty from the pre-unification era. While the artifacts are housed in the National Museum, the tomb has been opened as a museum itself, providing visitors an opportunity to see how these huge tombs were constructed and how the items were placed inside.

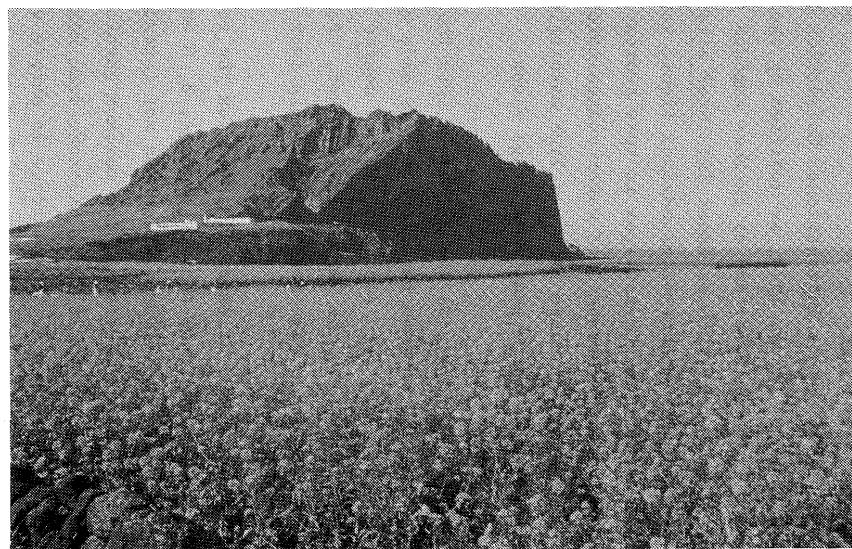
Also in the nearby vicinity are two cities where one can contrast these ancient sites with the burgeoning modern Korean industry. Just to the north lies Pohang, home of the giant POSCO steel mill; and to the south is Ulsan, a huge complex of Hyundai Corporation business, primary among them the automobile plant and huge shipping facility.

Hallyo Waterways is a unique national sea park, consisting of a stretch of water 93 nautical miles long, running from Hansando Island south of Pusan, to Yosu in the West. The park encompasses some 400 islands and islets in a total area of 346 sq.km. Many of the islands are uninhabited, and the irregularity of the coastline has created weird rock formations and caves which make for a truly spectacular course for the visitor. Bring your camera. Much of the interest in the area is historical, for it is the site of historical mementoes and relics recalling Korea's naval hero Admiral Yi Sun-Shin.

Just an hour's flight from Seoul off the southwestern coast of the peninsula lies the island province paradise of Cheju Island. Often touted as the "Hawaii of Korea", Cheju Island is in fact only semitropical, sharing sparkling blue waters and somewhat similar lava formation with Hawaii.



**Mt. Soraksan National Park**



**Cheju Island**

But soaring Mt. Halla in the middle of the island (Korea's highest) has snow in winter, allowing for some exciting skiing. As a result of its separate and somewhat romantic tropical image Cheju Island has become a haven for honeymooners, who comprise the lion's share of visitors to the island. Cheju Island is known for its "three abundances" — wind, women, and rocks — but surely a fourth, honeymoon couples, could be added.

It has only been a few decades since Cheju Island was "discovered" as a tourist destination. And in 1975 it was touted in Newsweek Magazine as one of the "undiscovered worldwide tourist destinations." It has been developing ever since.

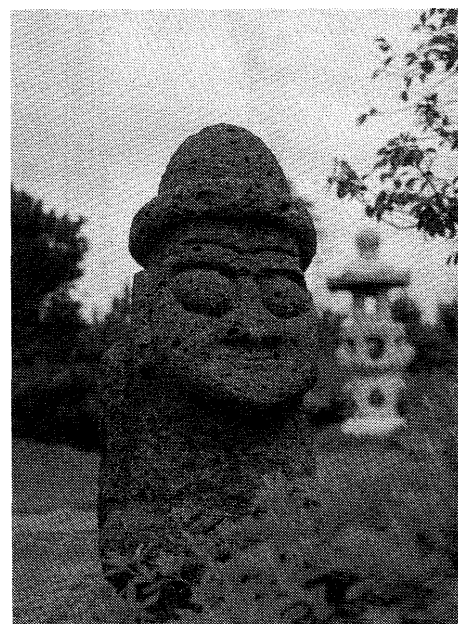
To Koreans in the old days the island was a dim rumour of what lay beyond the horizon. They named it simply "that place way over there." But modern transport and amenities have brought the fabled island into close focus, revealing it as the treasure at the end of every traveler's rainbow.

Whether because of its long isolation, its people's unique lifestyle or its unusual landscape, colored by black basalt rock of volcanic origin, Cheju Island exudes an aura of the mystic and mysterious.

Yongduam or Dragon Head Rock on the coast near Cheju City is an uprearing crag of petrified lava. The visitor is able to perceive in its harsh lineaments the very image of the mythical beast believed to have drowned himself out of unrequited love.

Samsonghyol, three holes from which the ancestors of the three main families of Yang, Ko, Pu are supposed to have emerged, and the Tamna Moksokwon, a park with naturally sculptured stone and wooden pieces found along the coast and in the mountains, are also major attractions for tourists.

A highway encircles the island, and two cross-island highways, one west and one east of Mt. Halla, connect the north and south coasts. The primary city on the south coast is Sogwipo, a quaint fishing port with lovely waterfalls, an interesting harbour and several hotels. Directly west, about 20 minutes by bus or car, lies Chungmun, the best known of the island's beaches and site of the Chungmun Resort.



**Tolharubang (Cheju Island)**



— Reception facilities for noxious liquid substances in port —  
(Please refer to the article on page 16 of this issue.)

MEPC 22/21  
MEPC 22/21/Add.1

## ANNEX 8

### REVISED GUIDELINES ON THE PROVISION OF ADEQUATE RECEPTION FACILITIES IN PORTS

#### PART II

#### Residues and Mixtures Containing Noxious Liquid Substances

#### PREAMBLE

Annex II of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the protocol of 1978 relating thereto (MARPOL 73/78) and as further amended by the Organization (hereafter referred to as Annex II) inter alia provides for the control of operational discharges of noxious liquid substances carried in bulk by ships. Operational discharges in this context mean the discharges of noxious liquid substances or water contaminated by these substances which are the result of cargo tank and line washing, deballasting of unwashed cargo tanks or cargo pump room bilge slops.

Annex II prohibits the discharge into the sea of noxious liquid substances except when the discharge is made under specified conditions. These conditions vary according to the degree of hazard a noxious liquid substance poses to the marine environment. For this purpose the noxious liquid substances have been divided into four Categories, A, B, C and D.

Regulation 5 of Annex II specifies the conditions under which discharge of residues of Categories A, B, C and D substances may take place. These conditions, which are not reproduced in this document, include such parameters as: the maximum quantity which may be discharged into the sea, speed of ship, distance from nearest land, depth of water, maximum concentration of substance in ship's wake or dilution of substance prior to discharge. In relation to the above conditions

reference is also made to the discharge provisions contained in the Standards for Procedures and Arrangements (Resolution MEPC 18(22)) (hereinafter referred to as "the Standards").

For certain sea areas, referred to as "Special Areas," more stringent discharge criteria apply.

The Guidelines on the Provision of Adequate Reception Facilities in Ports for Annex II Noxious Liquid Substances have been prepared for the purpose of assisting governments to implement the provisions for reception facilities in Regulation 7 of Annex II. These Guidelines replace the original Guidelines published in 1980 to reflect the amendments to Annex II (Resolution MEPC 16(22)). The amended Annex II, through provisions for vessel construction, equipment and operations, reduced the quantities of residues of noxious liquid substances, thereby preventing marine pollution and at the same time significantly reducing the demand for reception facilities in ports.

The Guidelines may be used to assess the demand for reception facilities to meet the needs of the ships without causing undue delay to these ships. Also included are estimates of the quantities of mixtures of water and noxious liquid substance residues expected to be generated by ships prewashing their cargo tanks in accordance with Annex II and the Standards and which are required to be discharged to a reception facility. These Guidelines, together with a full knowledge of details of the bulk chemical trade in individual ports will allow Administrations to better perform their responsibilities of ensuring the adequacy of reception facilities.

#### 1 INTRODUCTION

1.1 The purpose of the Guidelines is to provide a means to determine the adequacy of reception facilities for compliance with Regulation 7 of Annex II of MARPOL 73/78 to meet the needs of ships without causing undue delay. The Guidelines amplify the Annex II general requirements for reception facilities and provide estimates of the quantities of mixtures of water and noxious liquid substance residues expected to be generated

by ships prewashing cargo tanks in accordance with Annex II including the Standards and which are required to be discharged to a reception facility.

1.2 These Guidelines are based on Regulation 7 and take into account Regulations 5, 5A, and 8 of Annex II and the Standards which require that ships unloading certain chemical cargoes use equipment and procedures to reduce the quantity of noxious liquid substance residues to amounts not requiring the use of reception facilities. This allows for the discharge of these residues at sea without harm to the marine environment or, in the case of those noxious liquid substance residues which must be transferred ashore, it minimizes the mandatory requirements for reception facilities. For Category A substances and Category B and C high viscosity or solidifying substances,<sup>1/</sup> a mandatory prewash of the cargo tank and transfer of the residues ashore, generally in the unloading port, is required. By clearly identifying the noxious liquid substances and circumstances which require prewashing and discharge to a reception facility, it is possible for each port or terminal to determine the need for facilities.

1.3 Residues and mixtures to be discharged to reception facilities will primarily result from prewash tank cleaning and to a much lesser extent from cargo pump room bilge slops.

1.4 No port or terminal is required to receive residue/water mixtures containing substances other than those handled by the port or terminal.

1.5 The term "adequacy" can generally be defined as follows:

- .1 that as a minimum, the capacity of reception facilities at cargo unloading, loading, and repair ports and terminals should be capable of receiving those residues and mixtures which are handled with in that port and are required by Annex II and the Standards to be discharged to reception facilities, bearing in mind section 2 of these Guidelines;

<sup>1/</sup> For the definition of high viscosity or solidifying substances, refer to the Standards.

- .2 that the receiving capability be at least appropriate in time and availability to respond to the continuing needs of ships using the port; and

- .3 that arrangements, needed to permit discharge of residues and mixtures without causing undue delay to ships, are made between the ship and the reception facility, such as prior notification of substances and quantities expected for discharge, piping or equipment required for discharge, etc.

1.6 To better identify the reception facility needs of ports and terminals, separate sections of these Guidelines provide the requirements for unloading ports, repair ports, and loading ports, since different considerations may apply to each type of port or terminal. In addition a section of the Guidelines addresses the provision of reception facilities which are not required by Annex II, but which a port may wish to provide to improve their service to ships.

1.7 Reception facilities in unloading ports should have the capability to receive the residues from the prewashing of tanks containing Category B and C substances listed in Appendix 1 of these Guidelines. This is necessary since the temperature of the substance during unloading is dependent on the ship's heating equipment or conditions imposed by the shipper or cargo owner. Whether a reception facility will be needed to receive residue/water mixtures of a prewash of tanks containing Category B or C substance listed in Appendix 1 will depend on the temperature of the substance during unloading. The mandatory prewash specified in Regulation 8 of Annex II and the Standards require tanks containing Category B or C solidifying or high viscosity substances to be prewashed after unloading with subsequent discharge of the prewash residues to reception facilities. Whether a noxious liquid substance is solidifying or highly viscous depends upon the relationship between the substances melting point or viscosity and the unloading temperature of the substance. It is assumed that Category B and C substances, listed in Appendix 1 of these Guidelines, cannot always be stripped to the required minimum quantities.

1.8 Certain ports or terminals, situated in regions where the minimum air and sea temperatures will normally be above the temperature at which Category B and C substances listed in Appendix 1 of these Guidelines can be treated as non-solidifying or as low viscosity substances, will not need reception facilities for these substances.

## 2 RECEPTION FACILITIES FOR NOXIOUS LIQUID SUBSTANCES REQUIRED AS A CONSEQUENCE OF THE APPLICATION OF ANNEX II

2.1 This section provides specific guidance for compliance with the requirements for reception facilities and provides estimates of the average quantities of residues and mixtures generated on chemical tankers. The estimates are based on the provisions contained in the Standards, and take into account the substances carried, areas of vessel operation, and the port or terminal activity.

### 2.2 Assumptions

2.2.1 In estimating the quantities required to be received by reception facilities the following assumptions are made:

- .1 the ship will be operated in a manner which will ensure that residues of substances remaining after cargo unloading are the minimum consistent with the design of the ship and the physical properties of the substance and that the ship complies with cargo unloading procedures of its Procedures and Arrangements Manual;
- .2 when determining the capacity of reception facilities, no allowance need be made for providing excess capacity to account for the operational efficiency of ships or unusual situations where, through vessel equipment malfunctions or operational difficulties, unexpected quantities of residues of noxious liquid substances may result;

- .3 reception facility capacity determinations do not include the capacity needed for ships which have been issued an exemption to the mandatory prewash requirements in Regulations 5A(6) and 5A(7) of Annex II;
- .4 Regulation 8 requires that any residue/water mixtures should be discharged in the unloading port, unless in accordance with Regulations 8(2)(b)(ii), 8(5)(b)(ii), 8(6)(c)(ii), 8(7)(c)(ii), the residue/water mixtures are discharged in another port;
- .5 the unloading terminal will provide arrangements to facilitate stripping in accordance with Regulation 7(3); and
- .6 cargo pump room bilge quantities will be negligible when compared to other capacity requirements.

### 2.3 Unloading Port and Terminal Requirements

#### 2.3.1 Reception Facility Requirements for Ports and Terminals Outside Special Areas

2.3.1.1 Except when one of the exemption provisions of Regulation 8 applies, reception facilities outside special areas should be available<sup>1/</sup> at unloading ports receiving the following substances:

- .1 Category A substances;
- .2 Category B substances with a viscosity equal to or greater than 25 mPa.s at 20°C;
- .3 Category B substances with melting points equal to or greater than 0°C;

<sup>1/</sup> for availability of reception facilities see paragraphs 1.5.2 and 1.5.3.



- .4 Category C substances with a viscosity equal to or greater than 60 mPa.s at 20°C; and
- .5 Category C substances with melting points equal to or greater than 0°C.

Whether a reception facility need be used to receive a residue/water mixture of a prewash of a tank having contained one of the above listed substances may depend on such conditions as unloading temperature or whether one of the exemption provisions of Regulation 8 is complied with.

#### 2.3.2 Reception Facility Requirements for Ports and Terminals Within Special Areas

2.3.2.1 Except when one of the exemption provisions of Regulation 8 applies, reception facilities within special areas should be available at unloading ports receiving the following substances:

- .1 Category A substances;
- .2 Category B substances;
- .3 Category C substances with a viscosity equal to or greater than 25 mPa.s at 20°C;
- .4 Category C substances with melting points equal to or greater than 0°C; and
- .5 Category C substances carried in tanks not fitted with a stripping system meeting the 0.3 m<sup>3</sup> requirement of Regulation 5(A)(3).

Whether a reception facility need be used to receive a residue/water mixture of a prewash of a tank having contained one of the above listed substances may depend on such conditions as unloading temperature or whether one of the exemption provisions of Regulation 8 is complied with.

2.3.3 With respect to those Category B and C substances outside special areas and Category C substances within special areas with melting points greater than or equal to 0°C, an Administration, bearing in mind the minimum air and water temperatures in a particular port, may select a different melting point temperature than 0°C in determining which substances require the provision of reception facilities. It is recommended that in no case should the temperature selected exceed 20°C.

2.3.4 The requirements for discharging residues of those Category B and C substances outside special areas and Category C substances within special areas listed in Appendix 1 of these Guidelines depends upon the temperature of the cargo at the time of unloading. If the temperature of the cargo is sufficiently above the substances' melting point to not be considered a "solidifying substance" as defined in the Standards, paragraph 1.3.7 or sufficiently above the temperature to not be considered a "high viscosity substance" as defined by the Standards, paragraph 1.3.9 then the substance is treated as a "non-solidifying" or a "low viscosity" substance and a prewash and discharge of residue/water mixtures to a reception facility is not required. For the high melting point substances listed the melting point is required to be indicated on the shipping document by BCH Code\*, paragraph 5.2.8 or IBC Code\*\*, paragraph 16.2.9. For the high viscosity substances listed the temperature at which the substance is not considered a "high viscosity substance", is required to be indicated on the shipping document by BCH Code, paragraphs 5.2.5 to 5.2.7 or IBC Code paragraphs 16.2.6 to 16.2.8.

\* Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code) adopted by the Organization by resolution MEPC 20(22) on 5 December 1985.

\*\* International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) adopted by the Organization by resolution MEPC 19(22) on 5 December 1985.

2.3.5 Certain substances which are water reactive, e.g. toluene diisocyanate, cannot be removed from a tank by means of water washing; instead a solvent must be used. Therefore, the washing of these substances from a cargo tank may require additional reception facility capacity.

2.3.6 Regulation 7(3) requires unloading terminals to provide arrangements to facilitate efficient stripping. Depending on the types of efficient stripping systems fitted on snips visiting the unloading terminal, compliance with this requirement may necessitate the capability to reduce the backpressure in the shoreline where it connects to the ship's manifold to 1 bar. This is due to requirements of the Standards for ships to be able to effect efficient stripping, as a minimum, at a pressure of 1 bar.

2.3.7 Unloading ports and terminals are reminded that according to Regulation 7(3) hoses and pipeline systems shall not be drained back to the ship.

#### 2.4 Methodology for Estimating the Volume of Residues/Water Mixtures Generated by Prewash Tank Cleaning

##### 2.4.1 Methodology Parameters

2.4.1.1 Estimated volumes of residue/water mixtures required to be discharged to reception facilities should be based on the following parameters:

- .1 category of substance (A, B, C and D);
- .2 physical properties of the substance (melting point, viscosity, etc.);
- .3 ship operating route;
- .4 requirements for Special Areas; and
- .5 the types of ports and terminals referred to in Regulation 7.

##### 2.4.2 Capacity Assessment Parameters

2.4.2.1 The methodology for estimating the capacity of reception facilities in a particular port or terminal should be based on the quantities of residue/water mixtures which must be discharged to meet the provisions of the Annex II of the Convention. The capacity assessment parameters include the numbers of chemical tankers, and the substances anticipated to be handled by that port or terminal. The following parameters should be considered in determining the total quantity of residues and mixtures to be received by a reception facility at a particular port or terminal:

- .1 the number, categories, and types of substances handled by the port in a given period of time;
- .2 the number of ships' tanks in which these substances are carried; and
- .3 the quantity of tank washings which must be discharged to a reception facility.

##### 2.5 Estimates of the Volume of Residue/Water Mixtures Generated by Prewash Tank Cleaning Requirements Outside Special Areas

2.5.1 The following sub-paragraphs provide estimates of the volume of residue/water mixtures generated by a prewash of a tank in accordance with Annex II and the Standards. The estimated volumes have been calculated from the requirements in the Standards as to the amount of residue/water mixtures generated during tank washing, plus an additional amount of water to flush pipelines, pumps, filters and piping. These figures represent average conditions and therefore present only estimates. Deviations will exist particularly when special washing procedures are required (e.g., substances which cannot be washed with water). The substances and their assigned categories are given in Appendix II to Annex II. For the definition of solidifying substances, refer to the Standards. The lower estimated volume of residue/water mixtures applies to tanks of 500 m<sup>3</sup> and the higher estimated volume

applies to tanks of 3,000 m<sup>3</sup> or more. For tank sizes between the range limits, a proportional volume of residue/water mixture may be expected. For tank sizes significantly less than 500 m<sup>3</sup>, a smaller volume of residue/water mixtures may be expected.

- 2.5.1.1 Category A Substances where the final effluent concentration must be equal to or less than 0.10% by weight.

Estimated Volume of residue/water mixtures per tank:

Non-solidifying substances:	10 m <sup>3</sup> to 25 m <sup>3</sup>
Solidifying substances:	20 m <sup>3</sup> to 50 m <sup>3</sup>

- 2.5.1.2 Category A Substances where the final effluent concentration must be equal to or less than 0.01% by weight.

Estimated Volume of residue/water mixtures per tank:

Non-solidifying substances:	20 m <sup>3</sup> to 50 m <sup>3</sup>
Solidifying substances:	30 m <sup>3</sup> to 75 m <sup>3</sup>

- 2.5.1.3 Category B substances with a viscosity equal to or greater than 25 mPa.s at 20°C.

Estimated Volume of residue/water mixtures per tank:	5 m <sup>3</sup> to 10 m <sup>3</sup>
------------------------------------------------------	---------------------------------------

- 2.5.1.4 Category B substances with a melting point equal to or greater than 0°C

Estimated Volume of residue/water mixtures per tank:	10 m <sup>3</sup> to 20 m <sup>3</sup>
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- 2.5.1.5 Category C substances with a viscosity equal to or greater than 60 mPa.s at 20°C.

Estimated Volume of residue/water mixtures per tank:	5 m <sup>3</sup> to 10 m <sup>3</sup>
------------------------------------------------------	---------------------------------------

- 2.5.1.6 Category C substances with a melting point equal to or greater than 0°C.

Estimated Volume of residue/water mixtures per tank:	10 m <sup>3</sup> to 20 m <sup>3</sup>
------------------------------------------------------	----------------------------------------

## 2.6 Estimates of the Volume of Residue/Water Mixtures Generated by Prewash Tank Cleaning Requirements Within Special Areas

2.6.1 The following sub-paragraphs provide estimates of the volume of residue/water mixtures generated by a prewash of a tank in accordance with Annex II and the Standards. The estimated volumes have been calculated from the requirements in the Standards as to the amount of residue/water mixtures generated during tank washing, plus an additional amount of water to flush pipelines, pumps, filters and piping. These figures represent average conditions and therefore present only estimates. Deviations will exist particularly when special washing procedures are required (e.g., substances which cannot be washed with water). The substances and their assigned categories are given in Appendix II to Annex II. For the definition of solidifying substances, refer to the Standards. The lower estimated volume of residue/water mixtures applies to tanks of 500 m<sup>3</sup> and the higher estimated volume applies to tanks of 3,000 m<sup>3</sup> or more. For tank sizes between the range limits, a proportional volume of residue/water mixtures may be expected. For tank sizes significantly smaller than 500 m<sup>3</sup> a smaller volume of residue/water mixtures may be expected.

- 2.6.1.1 Category A Substances where the final effluent concentration must be equal to or less than 0.05% by weight.

Estimated Volume of residue/water mixtures per tank:

Non-solidifying substances:	10 m <sup>3</sup> to 25 m <sup>3</sup>
Solidifying substances:	20 m <sup>3</sup> to 50 m <sup>3</sup>

- 2.6.1.2 Category A Substances where the final effluent concentration must be equal to or less than 0.005% by weight.

Estimated Volume of residue/water mixtures per tank:

Non-solidifying substances:	20 m <sup>3</sup> to 50 m <sup>3</sup>
Solidifying substances:	30 m <sup>3</sup> to 75 m <sup>3</sup>

- 2.6.1.3 Category B substances.

Estimated Volume of residue/water mixtures per tank:

Non-solidifying substances:	5 m <sup>3</sup> to 10 m <sup>3</sup>
Solidifying substances:	10 m <sup>3</sup> to 20 m <sup>3</sup>

2.6.1.4 Category C substances with a viscosity equal to or greater than 25 mPa.s at 20°C.

Estimated Volume of residue/water mixtures  
per tank: 5 m<sup>3</sup> to 10 m<sup>3</sup>

2.6.1.5 Category C substances with a melting point equal to or greater than 0°C.

Estimated Volume of residue/water mixtures  
per tank: 10 m<sup>3</sup> to 20 m<sup>3</sup>

2.6.7 Category C substances when the tank of an existing ship is not fitted with a pumping system meeting the 0.3 m<sup>3</sup> requirement in Regulation 5A(3).

Estimated Volume of residue/water mixtures  
per tank: > 5 m<sup>3</sup> to 10 m<sup>3</sup>

## 2.7 Ship Repair Ports Requirements

2.7.1 Ship repair ports undertaking repairs to chemical tankers need as a consequence of the application of Annex II to provide adequate reception facilities for residues of noxious liquid substances.

2.7.2 The substances involved could include Category A, B, C and D substances. The standard of cleanliness would depend on the previous cargo and on the need for tank entry and work to be done.

2.7.3 Owing to the various parameters involved it is not possible to give general guidance on the quantities involved. Chemical tankers may have had the opportunity to effect tank cleaning before calling at a repair port.

## 2.8 Loading Port and Terminal Requirements

2.8.1 For ports where chemical tankers load, there would, as a consequence of the operational requirements of Regulation 8, ordinarily be no demand to provide for reception facilities. For normal circumstances, a chemical tanker will either conduct a mandatory prewash and discharge the residue/water mixtures to reception facilities in the unloading port, or, as allowed, discharge other residue/water mixtures into the sea.

2.8.1.1 An exception would be where it has been confirmed in writing that the loading port will and can receive residue/water mixtures containing noxious liquid substances from certain ships in accordance with Regulation 8(2)(ii), 8(5)(b)(ii), 8(6)(c)(ii) and 8(7)(c)(ii).

2.8.1.2 Residues expected in such port may be of those substances listed in Appendix 1 of these Guidelines. Volumes of residue/water mixtures may be expected to be in excess of that of residue/water mixtures generated by prewash since the ships may wish to clean at least some of their cargo tanks to commercial standards.

2.8.2 Owing to the varying parameters involved it is not possible to give general guidance on the quantities or substances involved. Since the procedure depends on the loading port's agreement such ships may be considered on an ad hoc basis.

## 3 OPTIONAL RECEPTION FACILITIES FOR NOXIOUS LIQUID SUBSTANCES

3.1 Loading, unloading, and repair ports may wish to provide reception facilities for residues of noxious liquid substances over and above those which are required as a consequence of the application of Annex II. The reasons for a port doing so may be several, as for example, the extension of an efficient service to ships.

3.2 Ships needing such extra facilities could include:

- .1 chemical tankers which would have to load a full, or nearly full cargo after unloading in that port. The ship would in most cases be required to clean its tanks to commercial requirements. Residues being discharged would not only consist of substances listed in Appendix 1 of these Guidelines, but could include all noxious liquid substances, irrespective of category and physical properties;
- .2 chemical tankers arriving at a repair port, subsequent to visiting an unloading port, which have had no opportunity to clean their tanks and dispose of their residues at sea. Since it may be expected that on such ships cargo tanks having contained solidifying



or high viscosity substances will have been prewashed in the unloading ports, the residue/water mixtures remaining for disposal are the so-called subsequent tank washings from all cargo tanks, which may include noxious liquid substances of Category A, B, C and D;

- .3 chemical tankers arriving at a port after a coastal passage preventing them from discharging their residue/water mixtures at sea. Similar residues as set out for the repair ports above;
- .4 chemical tankers which due to equipment malfunction, structural damage or other difficulties may need additional reception facility capacity due to being unable to unload and efficiently strip cargo in accordance with Annex II and the Standards or due to incidents which create waste such as through cargo or ballast contamination.

3.3 Owing to the different parameters involved, it is not possible to give general guidance on the quantities or substances involved. However, most ports which contemplate the provisions of reception facilities to cater for such ships will probably be able to draw upon their own expertise.

3.4 It must be noted that although no guidance is given on the quantities of residue/water mixtures involved, it may be anticipated that these would be in excess of those referred to under section 2 above. Not only the prewash water would have to come ashore, but also all subsequent washings necessary for commercial (back loading) and safety (repair ports) considerations. A backloading port may only expect residues of substances normally handled within the port. This is not the case, however, for a repair port a solution may be the temporary storage of all residue/water mixtures ashore. After effecting the necessary repairs the ship could reload these mixtures for disposal under the general provisions at sea.

#### 4 TECHNOLOGY OF THE RECEPTION/DISPOSAL PROCESS

4.1 Governments, in assessing the adequacy of reception facilities, should also consider the technological problems associated with the reception and/or treatment of the residue/water mixtures received from ships and their ultimate

disposal from the reception facility taking into account also residue/water mixtures which are incompatible with each other. Although the establishment of standards for effluent from the shore or for the means of disposal is not within the scope of the Convention, nevertheless Administrations should take responsible action within their national programmes to consider such effluent standards and means of disposal along with other shore-generated residues.

4.2 It may be noted that in unloading ports and terminals the residue/water mixtures may be discharged separately rather than as a mixture of different residue/water mixtures, thus easing the burden of ultimate disposal.

4.3 The time taken for the ultimate disposal of the residue/water mixtures from a reception facility is significant in determining its adequacy.

#### 5 CONCLUSION

5.1 As the implementation of Annex II of the Convention cannot be accomplished without the provision of adequate reception facilities, governments are urged to implement and enforce the provisions for reception facilities at ports and terminals in their respective countries at the earliest possible date.

5.2 In drafting these Guidelines great care has been taken to cover all aspects of the disposal of noxious liquid substances to reception facilities, especially where this is required under Regulations 5 and 8 of Annex II. It is emphasized, however, that these are only Guidelines. The whole concept is new and needs close monitoring to assess its effectiveness. Governments which find that as a result of the application of these Guidelines their reception facilities are inadequate are urged to adjust upwards the estimated volumes of residue/water mixtures for which facilities should be provided and to forward this information to the Organization in order that consideration may be given to the eventual revision of these Guidelines.

## APPENDIX 1

MARPOL 73/78 ANNEX II CATEGORY A SUBSTANCES AND SOLIDIFYING AND  
HIGH VISCOSITY CATEGORY B AND C SUBSTANCES CARRIED IN BULK  
(as at 6 December 1985)

## CATEGORY A SUBSTANCES\*

Substance	UN Number
Acetone cyanohydrin	1541
Butyl benzyl phthalate	
Calcium naphthenate in mineral oil	
Carbolic oil	
Carbon disulphide	1131
o-Chlorotoluene	2238
Chlorotoluenes (mixed isomers)	2238
Creosote (wood)	
Cresols, mixed isomers	2076
Decyl acrylate	
Dibutyl phthalate	
2,4-Dichlorophenol	2021
2,4-Dichlorophenoxyacetic acid, diethanolamine salt solution	
2,4-Dichlorophenoxyacetic acid, dimethylamine salt (70% or less) solution	
2,4-Dichlorophenoxyacetic acid, triisopropanolamine salt solution	
Diisopropylbenzene (all isomers)	
Diphenyl ether	
Diphenyl oxide/Biphenyl phenyl ether mixture	
Dodecylphenol	
alpha-Methylstyrene	2303
Motor fuel anti-knock compounds	1649
Naphthalene (molten)	2304
Nonylphenol	

\* Which are listed in chapter VI of the BCH Code and chapter 17 of the IBC Code.

Substance	UN Number
Phosphorus, yellow or white	2447
Pinene	2368
Rosin	
Tall oil, crude and distilled	
Triethylbenzene	
Tritolyl phosphate (containing less than 1% ortho-isomer)	
Tritolyl phosphate (containing 1% or more ortho-isomer)	
Trixylyl phosphate	
Vinyl toluene	2618

Note: The viscosity or melting point data are provided as a guide. The viscosity and melting point of a particular cargo containing one of the following substances may be different from that given. For viscosity or melting point data for a particular cargo, the shipping document should be referred to (see paragraph 2.3.4 of these Guidelines).

## CATEGORY B SUBSTANCES

Substance	UN Number	High viscosity/ Solidification	Melting point and/or Viscosity at 20°C or as specified
p-Chlorotoluene	2238	Solidifying	7.5°C
n-Decyl alcohol		Solidifying	7°C
Diglycidyl ether of Bisphenol A		Solidifying*	
Diisobutyl phthalate		High viscosity	40 mPa.s
Dinitrotoluene (molten)		Solidifying	about 60°C
Diphenylmethane diisocyanate	2489	Solidifying	37°C
Dodecyl alcohol		High viscosity & Solidifying	16,61 mPa.s (25°C) 24°C
Dodecyl diphenyloxide disulphonate solution		Solidifying	25°C
Ethylene dibromide	1605	Solidifying	10°C
2-Ethyl-3-propylacrolein		Solidifying	3.2°C
Fatty alcohols C <sub>12</sub> -C <sub>20</sub>		Solidifying	-20°C to +60°C

\* Concentrated cargo may crystallize or precipitate above 0°C

Substance	UN Number	High viscosity/ Solidification	Melting point and/or Viscosity at 20°C or as specified
Mercaptobenzothiazol solution		Solidifying	0°C
4-Methylpyridine		Solidifying	4°C
Nitrobenzene	1662	Solidifying	5.4°C
o-Nitrochloro benzene	1578	High viscosity & Solidifying	32°C
o-Nitrophenol (molten)	1663	High viscosity & Solidifying	1.35 mPa.s (80°C) 44°C
Olefins, straight chain		High viscosity & Solidifying	
alpha-Olefins (C <sub>6</sub> -C <sub>18</sub> ) mixtures		High viscosity & Solidifying	
Phenol	2312	Solidifying	40.9°C
Sodium hydrosulphide solution (45% or less)		Solidifying	40°C*
1,2,4 Trichlorobenzene	2321	Solidifying	18°C
Undecyl alcohol		Solidifying	about 20 C
Xylenol	2261	High viscosity & Solidifying	23 mPa.s or above up to 45°C

\* Concentrated solution may crystallize or precipitate above 0°C.

#### CATEGORY C SUBSTANCES

Substance	UN Number	High viscosity/ Solidification	Melting point and/or Viscosity at 20°C or as specified
Acetic acid	2789	Solidifying	16.6°C
Benzene	1114	Solidifying	5.5°C
Chloroacetic acid	1750	Solidifying	15°C
Cyclohexane	1145	Solidifying	6.6°C
Cyclohexanol		High viscosity & Solidifying	68.01 mPa.s 25.2°C

Substance	UN Number	High viscosity/ Solidification	Melting point and/or Viscosity at 20°C or as specified
Diisopropanolamine		High viscosity & Solidifying	197.8 mPa.s (45°C) 44°C
Ethylenediamine	1604	Solidifying	11°C
Hexamethylene diamine	1783	Solidifying	41°C
Isopropanolamine		Solidifying	1.7°C
p-Nitrotoluene	1664	Solidifying	51.7°C
Oleum	1831	High viscosity	approx. 100 mPa.s
Paraldenhyde	1264	Solidifying	12.6°C
Phthalic anhydride	2214	Solidifying	131.6°C
Polyethylene polyamines		Solidifying	0°C
Potassium hydroxide solution	1814	Solidifying	about 29°C*
Propanolamine	1277	Solidifying	12°C
Sodium borohydride (15% or less)/Sodium hydroxide soln.		High viscosity	about 80 mPa.s
Sulphuric acid	1830	High viscosity & Solidifying	28.54 mPa.s 10.5°C
Sulphuric acid, spent	1832	Solidifying	about 0°C
Toluene diamine	1709	Solidifying	about 90°C
Toluene diisocyanate	2078	Solidifying	6°C to 14°C
p-Xylenes	1307	Solidifying	13°C

\* Concentrated solution may crystallize or precipitate above 0°C

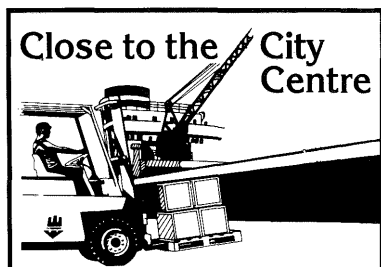
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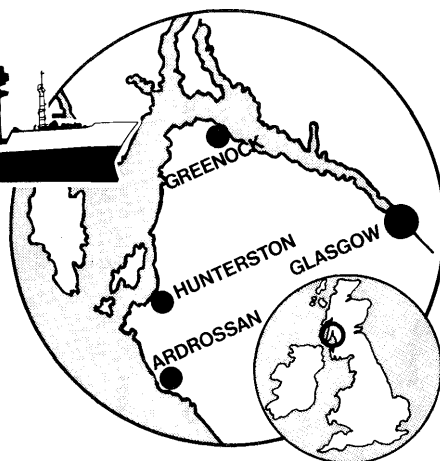
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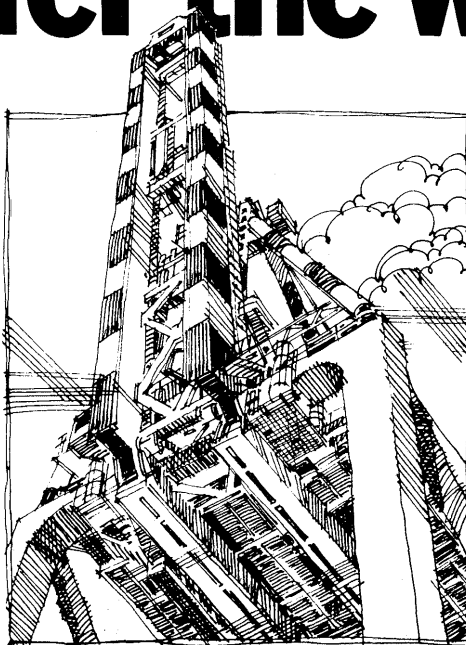


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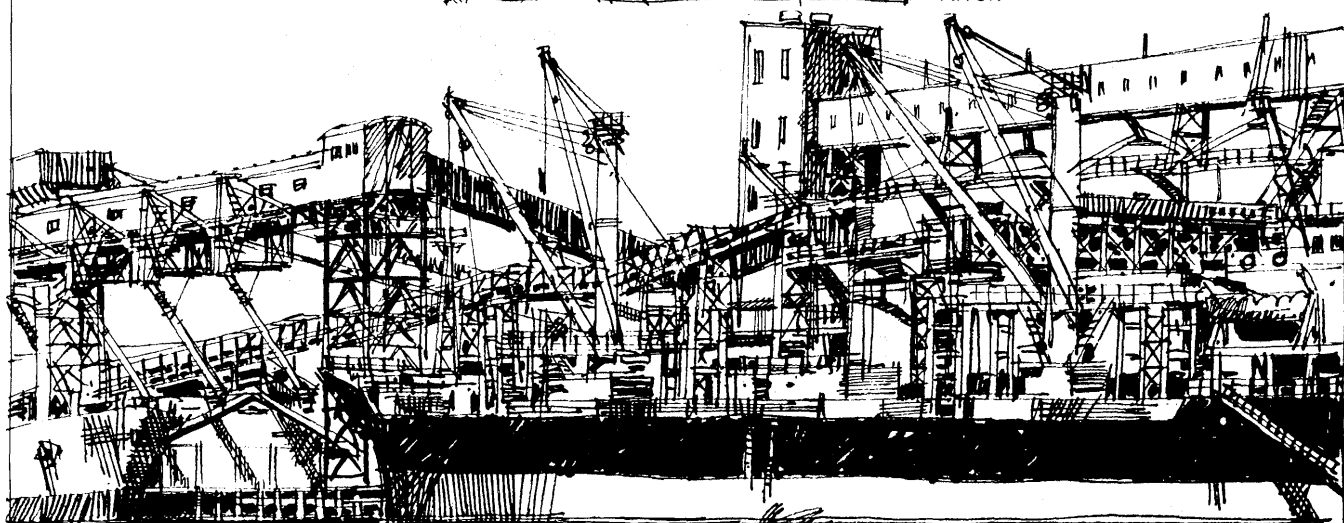
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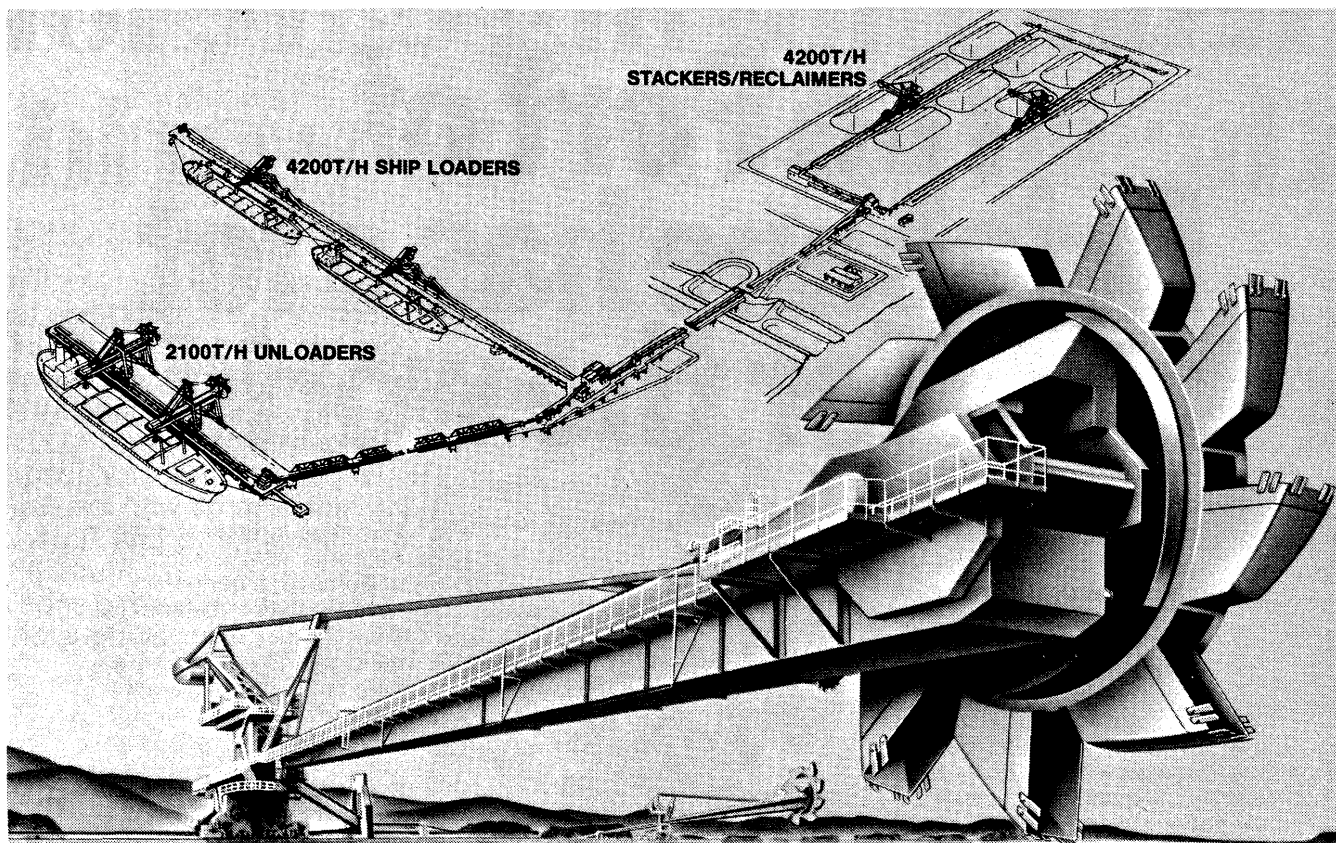
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## Port Releases:

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### Cameroonian Ports Traffic: Substantial Increase for the Year 1985

#### By National Ports Authority

The cargo traffic handled in our ports in the year 1985 shows a substantial increase stemming from various factors, both external and internal.

The external factors are essentially those related to the recovery of the world economy for the past two years under the leadership of the United States of America. Despite the stagnation noted in 1985, positive effects of this recovery spread to a great number of countries.

The consequence of this smooth but balanced increase resulted in a noticeable growth in the volume of international trade exchanges, which varied between 3 and 4%.

On the national level, vigorous measures were enacted to deal with the adverse world economic environment affecting the country. Some of these measures consisted of:

- the promotion of public investments,
- the stimulation of consumption,
- the reorganization of national bodies responsible for small and middle-sized enterprises and industries,
- the adoption of a new and more appropriate code of investment.

As a result of this, the Cameroon economy recorded an increase of its gross national product (GNP) estimated at 7%. And it is within this environment that the significant increase of 9.9% in the 1985 maritime traffic of our country, can be seen. This, as can be noted, is by far superior to that of the international trade exchanges.

Despite these commendable results, it is, however, worth emphasizing the fact that, while imports underwent a noticeable increase, exports obviously remained at a standstill.

As concerns the coming year, the tendency is seemingly towards optimism. Indeed, many factors suggest the continued growth of the Cameroon economy, which will condition a traffic increase. Notable factors are:

- the combined fall of interests rates, of the US dollar and of oil prices, which will apparently have positive effects on our main trading partners,
- the allocation by the Head of State of a special budget aimed at boosting investments, with the subsequent trend toward the acquisition of equipment and intermediary goods,
- the return to normal pluviometry throughout the national territory.

As it stands, total traffic from all the ports read 4,601,753 tons in 1985 as against 4,185,373 tons in 1984, yielding thereby an appreciable surplus of 416,380 tons.

Similarly, foreign trade traffic recorded a substantial increase of 10%, passing from 4,171,386 tons in 1984 to 4,588,336 tons in 1985 — overall growth of 416,950 tons. Imports rose to 3,419,987 tons in 1985 from 3,003,018 tons in 1984, an increase of 416,969 tons (+13.88%). Exports REMAINED STAGNANT at 1,168,349 tons in 1985, as against 1,168,368 tons in 1984.

Home traffic recorded a slight increase of 510 tons (+3.6%), passing from 13,987 tons to 14,497 tons over this period.

The increase in cargo traffic was followed by that of the number of calls at our ports. In 1985, 1,310 ships called at our ports as against 1,258 in 1984, thus showing an increase of 52 ships (+4.1%).

In tonnage, container traffic read 841,373 tons in 1985 as against 763,715 tons in 1984, yielding growth of 77,758 tons (+10.2%). The number of boxes similarly increased by 8,326 (+9.6%), going from 86,183 to 94,509.

Concerning port operations, one can note stagnation in cargo handling productivity. This stagnation is the outcome of the massive arrival of food-aid bound for land-locked neighboring countries, which is carried in conventional ships with low output. Consequently, the average output per ship fell to 1,011 tons per day in 1985, from 1,021 tons in 1984. The stagnation in productivity combined with the increase in the average cargo per ship (3,562 tons in 1985 against 3,401 tons in 1984, +4.74%) resulted in an increase in the average berthing time, which rose from 3.3 days in 1984 to 3.5 days in 1985.

As regards port security, two significant events marked the year 1985:

- the acquisition of a high-sea tug-boat for better assistance of ships within our territorial waters and even beyond,
- the publication of the Decree regulating port operations in order to improve security in our port,
- a port by port analysis shows that Douala/Bonaberi port alone handled up to 96.42% of all the traffic of Cameroonian ports. The traffic amounted to 4,438,224 tons in 1985 as against 4,013,343 tons in 1984, thus yielding a substantial increase of 424,371 tons (+10.60%).

On the whole, second-class ports registered a total of 164,609 tons in 1985 as against 172,080 tons in 1984. The greater part of this traffic was handled by Kribi port, with 149,868 tons in 1985 as against 157,458 tons in 1984, thus continuing the decrease noted last year.

The traffic of Limbe/Tiko, made up mainly of palm oil, rose slightly by 164 tons (+1.1%), from 14,577 tons in 1984 to 14,741 tons in 1985.

As concerns Garoua river port, it remained, as in the previous year, with no activity because of the prolonged closure of the Nigerian borders.

In any case, considering the technical gap existing between the present facilities of these ports and the current demands of maritime transport, the solution to the problems they face lies in the construction, in the years to come, of new port facilities on suitable sites.

This is why the Cameroon National Ports Authority is contemplating the creation of deep-sea ports both at Cap Limboh, West of Limbe and at Grand Batanga, South of

Kribi. Related studies are already afoot.

Still in the development field, and with the aim of mastering and further improving port operations, the Authority has launched a good number of projects which are either half-way through or under study. These concern notably:

- the construction of a multi-purpose terminal and the acquisition of appropriate fruit handling equipment,
- the study of Douala port access and that of the port sector as a whole,
- the radiolocation of the Wouri estuary,
- the modernization of the light-house system at Douala port,
- the creation of a ship repair-yard,
- the implementation of a five-year management tool, coupled with a new data system,
- a study of human resources.

Briefly, the year 1985 has confirmed the dynamism of port activities in our country. In fact, we remember that in 1984, the traffic increase was 6.12%, we can only be optimistic about the future evolution of port traffic in Cameroon, considering the development of activities generating this traffic.

#### All Cameroon Ports — Foreign Trade

Ports	Years		
	1983	1984	1985
<b>Imports</b>			
Douala/Bonaberi	2,845,105	2,999,636	3,418,607
Limbe/Tiko	0	0	0
Kribi	4,274	3,382	1,380
Garoua	0	0	0
Total	2,849,379	3,003,018	3,419,987
<b>Exports</b>			
Douala/Bonaberi	887,099	999,720	1,005,120
Limbe/Tiko	12,833	14,577	14,741
Kribi	169,792	154,071	147,108
Garoua	5,147	0	0
Total	1,074,871	1,168,368	1,166,969
<b>Imports + Exports</b>			
Imports	2,849,379	3,003,018	3,419,987
Exports	1,074,871	1,168,368	1,166,969
Total	3,924,250	4,171,386	4,586,956
<b>Ship Traffic</b>			
Douala/Bonaberi	1,176	1,176	1,242
Limbe/Tiko	13	12	11
Kribi	88	70	57
Garoua	10	0	0
Total	1,287	1,258	1,310

## Madras Port Trust

### 1985—86 Performance Report (extract)

#### TRAFFIC

##### A new record:

For the year 1985—86, the Madras Port has registered a throughput of 18.15 million tonnes of cargo, comprising 10.37 million tonnes of imports and 7.78 million tonnes of exports, as against 15.01 million tonnes handled last year, comprising 8.00 million tonnes of imports and 7.01 million tonnes of exports. The overall increase in tonnage is 3.14 million tonnes, or nearly 20.9% over the previous year.

It is significant that the exports through Madras Port have registered an increase of 0.77 million tonnes, or 10.9%, over the previous year. By handling the increased quantity of exports, the Port has set up yet another record of exports passing through in a year.

There has been an increase in the tonnage handled both in the Inner and Outer Harbours during 1985—86. The tonnage handled in the Inner Harbour was 5.28 million tonnes and in the Outer Harbour the same was 12.87 million tonnes, as against 4.47 million and 10.60 million tonnes respectively during the previous year.

##### Pre-berthing detention:

The average pre-berthing detention for all categories of vessels was maintained at 1.1 days as against 1.3 days the year before. The overall turn-round time of vessels at berth was limited to 3.9 days as against 4.2 days during the previous year, registering a reduction of 7.1%.

The berth day output for dry bulk cargo for 1985—86 has increased to 1,550 tonnes as against 1,508 tonnes in 1984—85, amounting to 2.8% and for breakbulk the increase has been to 602 tonnes from 560 tonnes in 1984—85, amounting to 7.5%.

##### Railways:

The performance of the Railway Division has also registered an appreciable improvement. The total number of wagons handled during the year 1985—86 was 253,588, a rise from 208,600 during the previous year. Likewise, the cargo moved by rail has also increased from 4,609,242 tonnes in 1984—85 to 5,604,854 tonnes in 1985—86.

##### Productivity:

The productivity rate for Port labour in respect of all categories of cargo during 1985—86 was 142 tonnes per gang shift or 10.9 tonnes per man shift, registering an increase from 129 and 9.9 tonnes respectively during 1984—85.

##### Shipping:

The shipping activities during 1985—86 were satisfactory, with increases in throughput and output rates.

The total number of ships which were handled at the Port during the year 1985—86 was 1,481 as against 1,333 during 1984—85 — an increase of 11.1%.

The achievement of the targes and the all-round improvement mentioned above were made possible by concerted efforts of the Port Administration. Meticulous planning for



working the vessels, close monitoring and critical review to remove bottlenecks have paid rich dividends. The Port has maintained excellent rapport with the User Agencies and actively involved all concerned in the Port operations.

#### **Container Terminal:**

The container throughput has registered spectacular growth during the year 1985–86 and has recorded an 85.7% increase as against the increase of 60.5% in the previous year. The number of containers handled during this year is 83,862 TEUs as compared to the previous year's handling of 45,155 TEUs.

The tonnage handled in containers has also shown a record increase of 99%, i.e. from 341,502 tonnes in the year 1984–85 to 680,111 tonnes during the year 1985–86.

The throughput of transshipment containers has shown an increase of 570%, i.e. 23,602 TEUs were handled during the year 1985–86 as against 3,521 TEUs in the year 1984–85.

The I.C.D. containers have increased from 4,545 TEUs in 1984–85 to 6,605 TEUs in 1985–86, showing an increase of 45.3%.

The Port has been receiving larger and more modern gearless cellular vessels during this year regularly at the Container Berth.

#### **Record Performance:**

In September 1985, an all time record handling of 8,555 TEUs per month was achieved. Also, a record of 950 containers was handled per M.V. 'MARCON' of SCI on her maiden voyage at the Madras Port in March, 1986.

#### **FINANCE:**

The operating income for the year 1985–86 was Rs. 91 Crores approximately, registering an increase of Rs. 10 Crores over the previous year. The increase in the income was due to the increase in tonnage handled. During the year, the Port has incurred an expenditure of Rs. 29.50 Crores on Port Development works. It is noteworthy that the funds earmarked for the developmental activities have been fully spent.

#### **DEVELOPMENT WORKS – VII PLAN:**

The proposed outlay for the Madras Port in the Seventh Plan is Rs. 67.15 Crores. Out of this, an amount of Rs. 29.03 Crores has been earmarked for the spillover schemes of the Sixth Plan, which are all expected to be completed by the second year of the Plan. A major project envisaged under the Plan relates to the expansion of the Container Terminal at a cost of Rs. 21 Crores approximately. The project proposals have already been forwarded to the Government for sanction. Advance action has been initiated and detailed specifications and tender documents for components of the works, like extension of the berth, construction of a Freight Station and acquisition of gantry cranes, are under preparation.

The Plan also include acquisition of a Grab Dredger to replace an old dredger.

Provision has also been made for the purchase of cargo handling equipment, launches, sea-fix equipment, improving the road system, replacement of slipway cradles, etc.

## **Bay of Plenty Harbour Board**

### **Statement of corporate principles**

#### **Introduction**

The Bay of Plenty Harbour Board has evolved certain standards by which it conducts its affairs and meets its obligations to the business and non-business communities it serves. It will be of interest to all port users, others with whom we have a business relationship, our staff, and to the community at large to know the general business principles we endeavour to follow.

#### **Objective**

The principal objective of the Bay of Plenty Harbour Board is to provide, maintain and operate the facilities and services of the Port of Tauranga for the expeditious and economic movement of cargo so that maximum benefit is created for all port users.

#### **Responsibilities**

The Bay of Plenty Harbour Board recognises and accepts as an inseparable whole its interdependent responsibilities to:

**Port Users:** To develop and provide facilities and services which are acceptable in terms of price and quality. In order to guarantee the future of the Port of Tauranga we must create benefit for port users, maintain their support and goodwill, and obtain adequate payment for the facilities

and services we offer.

**Employees:** To ensure that employees have good and safe working conditions and fair remuneration, to promote the development and best use of employee talent and potential, and to encourage employee involvement in the planning and direction of their work, recognising that our success depends on a high standard of performance and integrity from all employees.

**Society:** To protect the investment of public funds, to provide facilities and services in a manner which is in keeping with good corporate citizenship, safety, and social and environmental standards, and to acknowledge our special role in the economic life of the community.

#### **Port Investment and Profit**

We recognise that in order to carry out our responsibilities and to ensure a long-term role for the Port, the Board must earn sufficient surplus funds from Port operations to enable it to provide a reliable service to port users, to provide the finance necessary to enable it to respond effectively to the requirements and preferences of those users, to provide satisfying and rewarding employment to achieve a fair return on the public's investment, and to perform any other kind of worthwhile service to society.

The criteria for investment decisions are essentially economic but will always include full consideration of social, moral and environmental factors.

## International Trade and Economic Development

In concert with achieving the Bay of Plenty Harbour Board's objectives in a commercially sound and socially responsible manner, the Board acknowledges that there is a responsibility to promote international trade and economic development and, where we have a contribution to make based on particular knowledge, to speak out and contribute to public thinking on matters which affect the general interests of port users, employees, and the community.

Recognising that ports have a large part to play within the economy of the country, and also in responding to and generating international trade and economic development, the Board believes that the interests of the port user, international trade, and economic development are best served if the degree of government regulation is kept to a minimum and that business and investment decisions be taken on normal business criteria.

It is the Bay of Plenty Harbour Board's view that the administrative and operational aspects of the Port of Tauranga are best served by regular consultation with all involved parties.

## Information

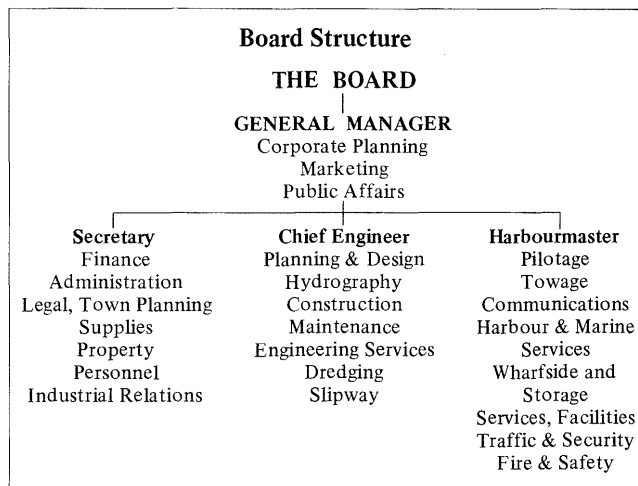
The importance of our activities and their impact on international trade, economic development and on individuals is well recognised. In the promotion of a greater understanding of our activities, full relevant information is available to legitimately interested bodies, subject to the over-riding consideration that we observe the confidentiality proper to the protection of our business and the interests of port users with whom we deal.

## General Community Activities

The most important contribution that the Bay of Plenty Harbour Board can make to the social and material progress of New Zealand is to perform its prime activities in the most efficient manner. Nevertheless, the Board recognises that there is a need to take a constructive interest in social developments in the community in which we do business, such as encouraging the recreational use of the harbour. We endeavour to fulfil these responsibilities in areas where the Board's contribution can be most effective.

## Conclusion

We believe the observance of these broad principles and responsibilities in our day-to-day business will enable us to achieve our stated objective.



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## International maritime information: World port news:

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### Planning and Management of Container Terminals

#### *UNCTAD announces the availability of materials for a series of training programmes for developing countries*

Vast sums of money are being committed by developing countries for the provision of specialized port facilities for the handling of cargo in containers which has grown dramatically in recent years. In view of the scarcity of financial resources, countries have a responsibility to ensure that these investments are backed up by sound organizational and institutional decisions which will create efficient operational and administrative procedures. The new methods of cargo handling need to be co-ordinated with action on labour deployment, on customs procedures and on inland transport systems. Collectively, these developments present complex policy and planning issues which require a multi-disciplinary approach to appreciate and resolve. Experienced and highly trained staff are also required to manage and operate the container terminals once they are developed.

It is in response to these developments that UNCTAD has prepared a series of training programmes for policy makers, planners, and senior and middle level operational staff.

Since 1981 UNCTAD has jointly organized with APEC (Antwerp Port Engineering and Consulting) an annual *Container Terminal Management Seminar* for senior managers. The programme has been and continues to be financed by the Belgian Government. This seminar is run alternatively in English and in French and covers all aspects of terminal management. A collection of the papers presented at the seminar are available in English and the French version will be published in 1987.

To meet more specific needs in developing countries themselves, two sets of training materials have been developed by UNCTAD. The first of these, developed under the Improving Port Performance training project generously financed by the Swedish International Development Authority, is for a *Seminar on Container Terminal Development Policy*. The materials for this seminar consist of a series of case studies and exercises covering such subjects as planning strategies, container terminal development, equipment selection and container terminal organization, supported by a set of six video programmes.

This Seminar, which is designed to be run by instructors with broad experience of container terminal development, may be conducted in two modes:

- a 3-day policy seminar for senior civil servants and chairmen and managing directors of ports and other organizations responsible for cargo handling;
- a 5-day strategy seminar for planners and departmental heads of ports.

The same material serves as a basis for both seminars.

The main difference is that the policy makers are provided directly with information on which decisions should be based, whereas the strategists are encouraged to determine the information needed for such decisions. In both types of seminar participants work extensively in small groups to develop and compare ideas, and considerable time is reserved for discussion of the various aspects of container terminal development between groups and with the seminar staff.

The UNCTAD secretariat is ready to organize deliveries of these seminars on request. For countries with several ports the normal method of delivery would be at the country level. For small countries, however, sub-regional deliveries would probably be the most appropriate.

The second course entitled *Management of Container Terminal Operations* has been developed under UNCTAD's Trainmar project. Work on this course started at the Trainmar centre in Manila in 1983 and further work was carried out by Trainmar centres in Johore, Madras, Mombasa and Penang. The resulting course, which lasts 3 weeks, may be conducted either by UNCTAD staff or by suitably qualified local instructors who have followed an UNCTAD instructors' seminar. It may be conducted for two distinct target populations.

- For senior operational staff who have the responsibility for introducing or improving operating methods at existing or planned container terminals.

In this case the aim of the course is to familiarise the senior staff — in detail — with a standard modern method of controlling a container terminal, and to prepare them for the task of selecting appropriate local methods and advising senior managers of the decisions needed in order that the methods can be implemented.

- For middle level operational staff who have to run the terminal.

This second stage can only be effectively carried out after clearcut decisions have been taken on the local methods to be used. In this case the aim of the course is to train terminal staff to carry out the planning and control task and to manage daily operations on a container terminal.

For further details of these UNCTAD training programmes enquiries should be addressed to the:

Director, Shipping Division  
UNCTAD  
Palais des Nations  
CH 1211 Geneva 10  
Switzerland

### Reception facilities guidelines revised: IMO

A revised Part II of the Guidelines for the Provision of Adequate Reception Facilities in Ports was adopted by the

Committee. The revised guidelines deal with reception facilities for noxious liquid substances and they are intended to help compliance with the amended Annex II of MARPOL 73/78.

The purpose of the Guidelines is to provide a means of establishing the ability of reception facilities to meet the needs of ships without causing undue delay. They amplify the Annex II general requirements for reception facilities and provide estimates of the quantities of mixtures of water and noxious liquid substance residues expected to be generated by ships prewashing cargo tanks and which are required to be discharged to a reception facility.

The Guidelines are based on Regulation 7 of Annex II and take into account regulations 5, 5A and 8. By clearly identifying the noxious liquid substances and circumstances which require prewashing and discharge to a reception facility, it is possible for each port or terminal to determine the need for facilities.

Residues and mixtures to be discharged to reception facilities will primarily result from prewash tank cleaning and to a much lesser extent from cargo pump room bilge slops.

Separate sections of the Guidelines provide the requirements for unloading ports, repair ports, and loading ports, since different considerations may apply to each type of port or terminal. In addition a section of the Guidelines addresses the provision of reception facilities which are not required by Annex II, but which a port may wish to provide to improve their service to ships.

The revised Guidelines replace the original Guidelines published in 1980. The amended Annex II, through provisions for vessel construction, equipment and operations, reduces the quantities of residues of noxious liquid substances, thereby preventing marine pollution and at the same time significantly reducing the demand for reception facilities in ports. (IMO NEWS)

## The BIMCO in profile

*The Baltic and International Maritime Council (BIMCO) is a private and professional shipping organization comprising shipowners, brokers and Clubs, representing 50% of world ocean tonnage.*

### BIMCO . . . . .

... A highly professional organisation for a highly professional industry ... the largest international private shipping organization ... an acknowledged leader in world shipping ... active since 1905!

... Superlatives roll off the tongue easily, but what do they really mean for BIMCO members?

An organisation with a practical approach to the industry's problems, able to take united action on its members' behalf.

The acknowledged centre for the development of modern and reasonable documents for sea transportation.

A respected voice speaking on international shipping matters in negotiations with governments and maritime authorities.

A representative within international organisations, especially UNCTAD, and in close rapport with other shipping bodies.

An unparalleled, completely free information service to members via BIMCO's own extensive databank, kept regularly updated with the latest information on port and maritime conditions throughout the world.

A free advisory service, tailor-made to the specific requirements of individual members to help them anticipate and cope with problems.

A forum for the exchange of views and experience with colleagues in the industry, and a biennial conference which provides an unequalled opportunity to make new business associations and to cement established contacts.

An essential component in the machinery of day-to-day shipping management.

A wide variety of publications issued weekly, bi-monthly and annually to keep members informed on matters vital to the effective and efficient daily work of the shipping world.

The BIMCO Services Section can provide port call-related information/activity on:

- Ice conditions
- Navigational limitations
- Port facilities
- Port labour situation
- Congestion
- Estimate of expenses
- Double taxation position
- Properties of cargoes
- Dangerous cargoes and regulations
- Evaluation of requests for advance funds
- Special, vital points to be observed
- Enquiries on port agents
- Intervention with port agents, etc.
- Verifying port charges in disbursements which give rise to doubt
- Opinions on liability for specific expenses
- Monitoring port developments
- Response to enquiries on agency fee structure
- Constant gathering of port information material
- Issuance of "Double Taxation" manual
- Issuance of "Disbursements" manual
- Contributions to BIMCO Bulletin on port-related matters
- Publishing of ice reports

## Bill C-75 would make Port of Halifax more competitive

Bill C-75 is presently at the Parliamentary committee stage and now awaits a date to be set for committee hearing. The very controversial Bill would amend the Canada Shipping Act to enable the Coast Guard to charge for certain services.

In particular, Clause 4 would enable the Coast Guard to



charge for many services such as ice-breaking, dredging, search and rescue, navigation aids and ship movement services, all of which are now performed free.

During debate in the House of Commons, Federal Transport Minister Don Mazankowski said the Bill is not proposing 100% cost recovery. He said only 2.5% is now recovered from the \$824 million spent annually to provide ice-breaking, navigational aids and other services.

The cost recovery program is part of the federal government's deficit reduction initiative. Ice-breaking alone came to \$180 million last year.

Since the Port of Halifax competes with the Port of Montreal for central Canadian traffic, the Port of Halifax has always opposed the subsidies for ice-breaking on the St. Lawrence River. Shippers using Halifax must pay inland costs to central Canada while those using the St. Lawrence receive subsidies. This has always put the Port of Halifax at a competitive disadvantage.

Transport Canada has not determined how charges would be levied but officials say that there will be a full consultation with all users before a system of cost recovery is introduced. (*Port of Halifax*)

## Canadian and U.S. port container traffic 1985

(Including RO/RO and LASH)

Canada	TEUs	Metric Tons
Halifax	202,487	1,953,636
Montreal	481,525	4,467,815
Saint John	67,760	911,000
St. John's*	50,670	274,785
Toronto*	14,969	173,725
Vancouver (BC)	178,175	1,610,311
Windsor	10,733	148,256
United States	TEUs	Metric Tons
Anchorage	173,848	1,174,854
Baltimore*	567,000	4,625,700
Boston*	139,544	811,922
Camden*	5,800a	n/a
Charleston	431,040	2,805,161
Chicago*	874	14,059
Cleveland*	406	5,327
Galveston**	19,918a	n/a
Guam	84,556	774,485
Gulfport*	n/a	509,014
Hampton Roads	299,532	3,020,514
Houston*	362,728	2,817,966
Jacksonville*+	80,621a	767,741
Long Beach*	1,141,466	19,346,177b
Los Angeles	1,103,722	n/a
Miami	229,634	1,326,008
Milwaukee	826	6,649
Mobile	26,000	140,000
New Orleans	380,000	2,811,700
New York	2,367,000	13,309,025
Oakland*	855,642	11,180,192
Palm Beach	121,023	839,463
Philadelphia*	123,000	1,179,100

Portland (OR)*	111,422	1,211,933
Port Everglades	88,502	536,912
Portsmouth (NH)*	800	9,000
Providence*	1,525a	n/a
Richmond (VA)	20,073	227,901
San Diego	2,673	22,328
San Juan	878,873	4,587,291
Savannah	368,733	2,983,372
Seattle	627,164	5,631,450
Stockton*	654	9,893
Tacoma*	504,807	2,896,958
Tampa*	3,715	41,577
Toledo	350	4,600
Vancouver (WA)*	1,611a	24,229
Wilmington (DE)	18,790	221,160
Wilmington (NC)*	66,816a	567,474

\* Obtained by AAPA directly from ports. Data reported in short tons were converted by AAPA to metric tons at 1 short ton = .907 metric ton.

\*\* August-December only

+ Port Authority-owned facilities only

a Number of boxes, all sizes (rather than TEUs)

b Metric Revenue Tons

SOURCE: Container News, May 1985 (except where otherwise noted)

(AAPA ADVISORY)

## U.S. port traffic

With imports up and exports down, waterborne foreign commerce at U.S. ports in December remained roughly the same as the previous month and December 1984. Unadjusted totals for 1985 indicate that cargo for the year, though 2.3 percent higher than that reported for 1983, fell 5.6 percent compared to 1984 and was significantly lower than in any calendar year during the 1979 - 1985 period. A major factor, obviously, has been the seven-year decline in imported tanker cargo. Last year, tanker imports stood at 45.2 percent of the record 1979 volume. Coal exports, though strong in 1985, were well below volumes shipped in 1981 and 1982. Grain exports fell, too. Imported general cargo, on the other hand, continued rising, as it has since 1980. Major cargo data for the past seven years are displayed below.

### U.S. Waterborne Foreign Commerce 1979 - 1985 (Millions of Short Tons)

	1985*	1984	1983	1982	1981	1980	1979
Exports							
Dry Cargo	317.4	343.2	330.8	333.1	350.3	364.6	324.3
Tanker	34.7	32.9	32.5	70.0	59.1	38.7	75.0
Totals	352.1	376.1	363.3	403.1	409.4	403.3	399.3
Imports							
Dry Cargo	156.0	149.5	117.1	113.5	139.5	140.6	160.8
Tanker	242.8	267.3	254.7	270.3	337.5	362.0	442.8
Totals	398.8	416.8	371.8	383.8	477.0	502.6	603.6
Grand Totals	750.9	792.9	735.1	786.9	886.4	905.9	1,002.9

\*Unadjusted

SOURCE: U.S. Bureau of the Census

(AAPA ADVISORY)

## A major reduction in longshoremen's wages leading to lower cargo-handling rates: Port of Duluth

Spokesmen for International Longshoremen's Association Local 1366 and North Central Terminal Operators, Inc., which manages the public marine terminal for the Seaway Port Authority of Duluth, announced agreement to an hourly wage reduction of more than 30 percent for unloading bagged Food for Peace cargoes from railroad cars. The change is effective immediately.

As a direct result, said Terminal Manager James C. Sauter, North Central has dropped its car-unloading rates for Food for Peace by one-third.

Food for Peace (processed food products shipped to developing nations under Public Law 480) represents about 80 percent of conventional general cargo exported via the Port of Duluth.

Union officials said the wage reduction and other concessions were ratified by the local April 28. They would not reveal details, but confirmed that hourly wages were dropped by more than 30 percent for all bag-handlers, forklift truck operators and stackers involved in transferring Food for Peace from railroad cars to the public marine terminal warehouses.

"This action makes the Port of Duluth highly competitive," Sauter said. "We commend our ILA local for taking the bull by the horns and making such a dramatic statement about its serious intent to help secure cargo."

Although the union concessions apply only to railcar-unloading, Sauter said North Central also has made significant adjustments in Food for Peace stevedoring rates.

"By no coincidence, our tons-per-hour rate for shiploading has also increased substantially," Sauter said. "It's reflective of the effort being made by Local 1366 to compete aggressively for cargo. The increase in productivity allows us to take some risks in offering the lowest possible stevedoring rates."

## Savannah surpasses containerized tonnage record

The Port of Savannah continues to set new records. The monthly record for containerized tonnage reached a new high in March 1986. When 356,304 tons crossed the dock, this beat the all-time monthly high set in October 1985 (337,162) by 5.75 percent.

Part of a continuous trend, the month's numbers contribute to the new third-quarter record set in fiscal year 1986, ending June 30. The Georgia Ports Authority, operator of the five-berth container facility in Savannah, reports 2.8 million tons of containerized cargo crossed their docks between July 1, 1985 and March 31, 1986. This represents a 32 percent increase over FY'85 numbers.

If these volumes continue, and the 20 percent increase in container berth usage during FY'86 suggests that they will, fiscal year numbers will also shatter all previous records. Based on current volumes, GPA predicts 3.8 million tons of containerized cargo will be handled at Savannah in fiscal year 1986.

## Rates reduced at Port of Houston Authority's Barbours Cut Terminal

A 10 percent reduction in the tariff on loaded container throughput charges at Barbours Cut Terminal has been announced by the Port of Houston Authority.

In addition, for containers on which throughput charges are paid, no fee will be charged for drayage between the container park or roll-on/roll-off staging area and the Barbours Cut rail ramp, which is located conveniently inside the terminal.

Finally, rental rates have been reduced for various pieces of equipment.

"These changes are being made to reduce the costs incurred by steamship lines calling at Barbours Cut," said R.P. Leach, executive director of the Port of Houston Authority. "The elimination of the drayage charge should prove particularly attractive to shippers who want to use the railroads to move cargo to and from the U.S. Midwest and West Coast."

"We believe these reductions will stimulate greater use of this facility," Leach continued. "Consequently, they are provisional in nature."

The new throughput charge is \$54 per loaded container, for both imports and exports.

The rental rate for a yard tractor and chassis as one unit has been changed to \$20 per unit per hour, while rental for a heavy duty RO/RO tractor is now \$30 per unit per hour. Rental for a yard tractor alone is \$15 per unit per hour, and rental for a chassis costs \$5 per unit per hour.

Barbours Cut Terminal handles both containerized and roll-on/roll-off cargo, and has eight wharf cranes, 11 yard cranes, a RO/RO ramp and 100,000 square feet of covered storage. Each of its four berths is backed with more than 36 acres of paved marshalling area for containers and RO/RO cargo.

"Barbours Cut is an efficient intermodal gateway to and from the U.S. West Coast and Midwest. These rate reductions are intended to make it more profitable for shippers to use this facility," noted Leach.

The new rates went into effect May 1, 1986.

## Port of Houston Authority restructures management of Foreign Trade Zone

The Port of Houston Authority announced today that responsibility for managing Houston's Foreign Trade Zone will be transferred from the Houston Foreign Trade Zone Corporation to the Port Authority staff in August.

The Port Commission authorized cancellation of the Port Authority's contract with the corporation in a special meeting April 30. The action was taken after a cost containment report prepared by Arthur Andersen & Co., at the Commission's request, confirmed that direct management of the zone by the Port Authority could save a substantial amount of funds each year.

"This transfer of management will not affect users of the zone in any way," said Richard P. Leach, executive director of the Port Authority. "There will be no changes in service levels or in the procedures for expansion."

Houston's Foreign Trade Zone is unusual because it can include any site in Harris County that is approved by federal authorities. So far, 31 sites have been approved, and 13 of these are actively being used by importers to store and process goods. Merchandise placed in the zone is considered by the U.S. government to still be in international commerce, outside the jurisdiction of U.S. Customs. No customs entry is necessary for such merchandise, and it is exempt from Customs duties and excise taxes until it is moved from the zone into U.S. territory.

## **Port of Houston authority announces new incentive rate for USDA grain shipments**

The Port of Houston Authority has announced new wharfage fees for United States Department of Agriculture grain and grain products shipments at Houston's public docks as an incentive to encourage increased movement of such cargo through its facilities.

The amendment to PHA Tariff No. 8 will mean that all USDA grain and grain products PL-480 Title II shipments, with the exception of rice and rice products, will be assessed wharfage at 20 cents per ton. The new rate was effective April 15, 1986.

## **Agency promotes waterborne trade: Maryland Port Administration**

The Maryland Port Administration is the state agency responsible for the development of publicly owned marine terminals and the promotion of waterborne commerce throughout the state.

The MPA functions as an agency of the Maryland Department of Transportation and during fiscal 1985 had approximately 470 employees and an operating budget of \$46.1 million.

From its headquarters in the World Trade Center at the Inner Harbor, the MPA oversees marine terminal operations in Baltimore and Cambridge. It also maintains a network of trade offices in the United States, Europe and the Far East.

The MPA's Dundalk Marine Terminal is by far the largest such facility in the Mid-Atlantic region and ranks as the second largest cargo terminal on the East Coast. Dundalk was recently expanded to 570 acres.

A reorganization of the agency is now underway. It calls for the establishment of four functional groups: trade and promotion, operations, development and administration. These units are supported by a new staff office that oversees governmental relations and policy analysis.

Among the agency's current projects are the development of a South American trade office and the construction of the Seagirt Marine Terminal, a 265-acre, state-of-the-art cargo facility that will open its first three berths in 1989.

## **Maryland legislature aids Port by easing truck regulations**

The Maryland General Assembly has approved a bill that would significantly improve the Port of Baltimore's competitive position by making it easier to ship international

containerized freight over the state's highways.

The new law, introduced by Prince Georges County Delegate Timothy F. Maloney, allows container cargo moving in international commerce to be designated as "non-divisible" and thus eligible for an overweight permit. Under the old law, these shipments were considered to be divisible and, therefore, ineligible for permits.

"The Maryland Port Administration is very pleased by the General Assembly's action on this matter," said MPA chief David A. Wagner. "The change in the law is a clear example of the new commitment by the state of Maryland to improve the port's competitive position by responding to the needs of the shipping community."

According to Wagner, the bill was introduced to recognize the special status of international container cargo, which is often packed overseas and is carried under seal using equipment that can vary considerably in terms of weight and design. Another goal of the legislation is to address the differing treatment of containerized cargoes by Maryland and by neighboring states with competing ports.

"We have identified three areas in which the new law will help the Port of Baltimore," Wagner said. "These are: reduced costs and increased flexibility for exporters, steamship lines and truckers; the possibility of increased transshipment of 'load center' cargoes; and improved service to the Midwest."

Another advantage for the Port of Baltimore will come in its increasingly important role as a load center in the Mid-Atlantic. "To maintain its status as the largest port on the Mid-Atlantic coast, Baltimore must have the ability to truck cargo economically to nearby ports," Wagner said.

A final benefit for the port is improved service to the Midwest. "Trucking is the only way to achieve overnight service to and from the Midwest," Wagner said. "The new container law is a key ingredient to maintaining competitively priced trucking service to this very important market."

Wagner stressed that these types of cargoes would be allowed to travel only on selected routes, such as Interstate 95 and Interstate 70. "A research project by the University of Maryland will determine the specific weight limitations under which permits can be issued, and we do not believe that this change will lead to excessive wear and tear on the state's highways and bridges," he said.

## **Black Falcon Cruise Terminal dedication signals start of summer cruise season in Boston**

Boston's Black Falcon Cruise Terminal, formally dedicated on May 29, 1986, will be host to over 15 cruises during the upcoming 1986 season.

In announcing the cruise season kick-off, Massport Executive Director David W. Davis said, "The Black Falcon Cruise Terminal is expected to play a major role in the Port of Boston, generating tourism and subsequent revenues for local businesses. With the current interest in domestic US, Canadian, and Caribbean destinations," he pointed out, "along with increased marketing efforts by local agencies to promote Boston, we anticipate a banner year for tourism and the Black Falcon Cruise Terminal."

Currently, tourism is ranked as the second largest industry in the Commonwealth of Massachusetts, with over 20 million travelers expected in 1986. These visitors generate economic activity worth \$7.5 billion to area businesses, while also providing \$660 million in state and local tax revenues. Major beneficiaries include hotels, restaurants, sightseeing services, tour operators, attractions, ground transportation carriers, and retail outlets.

The Black Falcon Cruise Terminal, named in memory of seven longshoremen who lost their lives in a November 1953 explosion onboard the cargo vessel Black Falcon, is part of Massport's Harbor Gateway Terminal facilities (former South Boston Army Base) and is adjacent to the Economic Development and Industrial Commission's (EDIC's) Boston Marine Industrial Park and the new Boston Design Center. It is minutes from Logan International Airport, the 11th busiest airport in the world, and is convenient for downtown Boston's hotels, restaurants, shops, and sightseeing attractions. The new facility's mix of passenger and line services, along with its accessible location, should provide travelers cruising to or from Boston with a smooth and pleasant vacation experience.

## Teamer elected New Board President: Port of New Orleans

Following his election as president of the Board of Commissioners of the Port of New Orleans, Charles C. Teamer, Sr. stated that he is coming into that position "in perhaps one of the most crucial times in the history of our Port." Teamer received the gavel from retiring Board President Lucien J. Gunter, who continues to serve as a member of the Board.

In his address Teamer stated that "you are going to be pleased and proud of our new port director." He also referred to the strategic plan study now underway, which he described as a continuing plan that will move the Port towards the year 2000 and bring "great benefits to our state." (*Port Record*)

## J. Ron Brinson named Port Director: Port of New Orleans

The Board of Commissioners at its regular meeting on April 9 named J. Ron Brinson as the new executive port director of the Port of New Orleans. Brinson, 41, has been serving as president of the American Association of Port Authorities (AAPA) with national headquarters in Alexandria, Va. He has headed the organization that represents all U.S. ports since 1979.

Dock Board President Charles C. Teamer, Sr., who also served as chairman of the Board's search committee, stated that the selection of Brinson "should signal to the citizens of New Orleans and our state that we are intent on reaching greatness and fulfilling the vast potential of the Port of New Orleans to be the cornerstone of a revitalized economy."

Teamer noted that the search for a new port director was extensive, continuing for nearly nine months and using the services of the nationally recognized search firm of Paul Ray and Co. and a 14-member citizens advisory board headed by Robert Boh, president of Boh Bros.

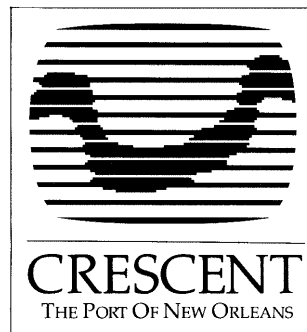
Construction Co. A total of 150 candidates were considered for the position.

Teamer explained that the criteria for the Board's search for a new port director to replace Edward S. Reed, who retired at the end of 1985, was a man who "had the best information, the wisdom that comes from experience, and the personal leadership qualities that we need right now for the future of our Port and the city of New Orleans. We genuinely feel we have found our man in Ron Brinson. He is the right man for the right job at the right time."

Following his approval by the Board, Brinson told Board members that he was happy to join "a really great team" at the Port. He said one of his major objectives will be to establish a synergy of all elements of the Port of New Orleans, recognizing that the "Dock Board is only one part of the Port." He said he intends to create harmony and especially to work closely with the private sector here.

Brinson, who referred to New Orleans as "one of the world's great ports," said he knew he would be facing "formidable challenges" but that he also saw "exciting opportunities." He noted he was particularly looking forward to the results of the strategic plan study now underway as a guide to the future. (*Port Record*)

## CRESCENT installation now underway: Port of New Orleans



The CRESCENT automated documentation system of the Port of New Orleans is now being installed in specially designed quarters known as the CRESCENT Center. The Center occupies an entire wing of the 27th floor of the World Trade Center (formerly International Trade Mart) just above the Port's administrative offices on the 25th and 26th floors. Costing \$2.3 million, CRESCENT is scheduled to be in full operation by July, 1986.

The Center has received the IBM 38 (Model 40) main-frame computer system that will run the CRESCENT software and also the equipment to provide an uninterrupted power supply and extensive communication services. The complex also houses a meeting room with visual aid-support for CRESCENT presentations to inhouse staff and the maritime community that CRESCENT will serve. There is also a training room with computer terminals so that users can receive hands-on training from a CRESCENT instructor.

Supervising the installation of the CRESCENT system and its initial operation is H.E. "Hank" Ulrich, vice president, McDonnell Douglas Distribution Systems, and head of its Cyber Data Systems division, which was award-

ed the contract by the Port to put in the system. Cyber Data previously completed a contract to conceive and design the CRESCENT system. CRESCENT's project manager for the Port is Linda Watson, the Port's marketing director, who was involved in the planning of the system.

Data base programs are presently under development to provide the basic information to be used by the Port and the local maritime community to expedite shipments through the Port. Other programs under development include the Automated Manifest System (AMS) and the Automated Broker Interface System (ABI) that will link directly with the U.S. Customs' Automated Commercial System (ACS) in the electronic processing of customhouse broker documents required by Customs.

During March Watson and Ulrich were scheduled to travel to Washington to brief U.S. Commissioner of Customs William von Raab on CRESCENT progress. He has expressed interest in the project and plans of the Port of New Orleans to be the first port community to interface with ACS. CRESCENT managers meet with Customs officials on a regular basis to work out the time-table for linking up with Customs.

Watson stated that one issue that remains to be resolved is the fee to be charged users of the CRESCENT system. She said the CRESCENT is not intended to be a profit center but only to serve as a tool to facilitate trade. "The Port wants to be very careful to set a fee that only recovers transaction expenses," she said, adding that input from the community will be considered in establishing a fee.

At the same time, she pointed out that it has been definitely decided that there will be no charges for a two-year period for those users who sign up for essential services during a "free entry period." That period will probably be the first 90 days following the full implementation of the system, Watson indicated. Essential services are those directly related to the movement of cargo.

A second type of transaction to be performed by CRESCENT is under the heading of value-added services. These include special services, such as a freight bulletin board, air cargo transactions, and statistical marketing reports, which are not directly related to cargo movement. Such services will only be provided on a fee basis.

The user must also pay communication charges incurred in communication with CRESCENT. Watson explained that CRESCENT's sophisticated telecommunications system allows a large variety of terminals, including personal computers, to communicate with it. (*Port of Record*)

## **New Oakland intermodal rail transfer yard to be on stream fall of '86**

The Oakland Board of Port Commissioners has awarded a contract to Gallagher & Burk, Inc., for construction of a major intermodal container transfer facility contiguous to the Port's 172 acre (70 hectare) Outer Harbor pier complex.

The project, which is part of a comprehensive improvement program aimed at both expanding and enhancing the Port's already formidable ocean-rail interface over the next

two years, calls for the Oakland-headquartered firm to install more than 1,800 linear feet (549 meters) of new rail track perpendicular to the Outer Harbor's five-berth (1,144 meter) long quay. The new facility is scheduled to be operational in October, 1986.

More than 1,700 feet (518 meters) of track at present provide rail access onto the Outer Harbor wharves for heavy-lift, non-containerized shipments and containers in lots of up to 60 TEU's at a time. The expanded facility, by nearly doubling the linear feet of rail available, not only will enhance those functions, but also will allow direct transfer of containers on a scale sufficient to support twin-tier, or "double stack" train operations within the pier complex.

In a related move, the Oakland Port Board also has approved a letter of intent with Intermodal Management Services, Inc., for a management contract to operate the new facility. The Bay Area based firm, headed by John J. Gray, has extensive experience in operating similar facilities at Pacific Northwest ports, and will perform railcar loading, unloading and train assembly under terms of the management contract with the Port. Full train loads of containers will be assembled and delivered to the line haul railroads.

Douglas J. Higgins, President of the Oakland Port Board, emphasized the complementary relationship between the new facility and the railroads' own terminals within the harbor area. "We view both types of facilities as necessary adjuncts to our promotion of minibridge, landbridge and OCP routings through the Port of Oakland," Higgins said.

"Shippers and shipping lines will continue to benefit from the economies of scale available at Oakland's expanding intermodal rail terminals while also having access to state-of-the-art double stack train services using facilities such as the new Outer Harbor facility," Higgins observed.

## **Oakland, other California Ports to increase tariffs**

The Oakland Board of Port Commissioners has approved a five percent increase in the dockage rates of the Port of Oakland, beginning July 1, 1986.

Dockage is a charge levied against a vessel for the use of berthing space.

Oakland's rate increase is consistent with increases being instituted by all members of the California Association of Port Authorities (CAPA).

In the recent past, the dockage rate structure has been uneven among the California ports. The CAPA members have now decided to make dockage rates as uniform as possible.

To do this, all the San Francisco Bay Area ports, including Oakland, will increase dockage rates by five percent. The remaining CAPA ports will increase rates ranging from seven to 16 percent.

Beginning July 1, the Port of Oakland will also increase the base rental charges for container cranes by \$25 an hour. This represents an increase of between eight and 11 percent over current rates.

The other Northern California ports will also increase their base rental charges for container cranes by \$25 an hour.



Robert W. Crandall, general manager, marine terminals department, said the Port of Oakland's dockage rates have not been increased since November 1, 1984. He said that this will be the first time since 1980 that the Port of Oakland has instituted a general increase in container crane rental charges.

## Dredging begins on Port Canaveral's WTB expansion project

Dredging has begun on the most important expansion project in Port Canaveral's history. The West Turning Basin Expansion Project involves the removal of three million cubic yards of spoil as the basin is dredged to a depth of 31 feet mean low water. Norfolk Dredging was selected as the contractor under a \$4.5 million U.S. Army Corps of Engineers' contract. With completion of the corp's project in late 1986 or early 1987, the Canaveral Port Authority plans to continue dredging to a depth of 35 feet.

When fully developed the basin will contain 16 ship berths with up to nine cruise terminals. Also included will be facilities for cargo ships and a ship repair facility. The west side of the basin has been reserved for a high rise hotel/convention complex, cruise facilities and an office building. An L-shaped shallow draft boat basin will be constructed on the north side of the basin to accommodate the area's commercial fishing fleet.

Terminal facilities around the West Turning Basin will be developed over 15 years at an approximate cost of \$150 million. Port officials estimate the business ultimately generated from the basin will have an annual economic impact of \$1.5 to \$2 billion on the East Central Florida area.

## Richmond's Shoreline Study to commence

A year-long study to examine Richmond's Shoreline Development Strategy (SDS) will commence with the signing of a contract between the City of Richmond and the planning firm, Hall Goodhue Haisley and Barker (HGHB). The study will provide Richmond with a systematic approach for managing the development, conservation, and use of the city's shoreline.

Richmond's 32 miles of shoreline — from Point Pinole in the north to Point Isabel in the south — has long been considered one of the city's most valuable assets. Its uses include port and maritime activities, commercial, recreational, and residential uses, as well as open space and public parklands.

An in-depth examination of the shoreline was last conducted in 1973 with the preparation of the Richmond Coastline Plan. The new study will provide alternative planning strategies, identify resources, and develop a nucleus of action plans for the City Council, the city's administrative staff, and community leaders. The city's assistant planner, Nancy Kaufman, emphasized that "the study is a fresh look at which directions the city should take on some controversial issues relating to shoreline usage."

Implementation of the SDS study may take several forms depending upon the findings: possible General Plan

amendments, rezoning, other legislative controls of land use, the preparation of environmental impact reports, bond issues, marketing programs, development activities, or other public actions. (*Port Profiles*)

## Cargo volume hits record levels: Port of Charleston

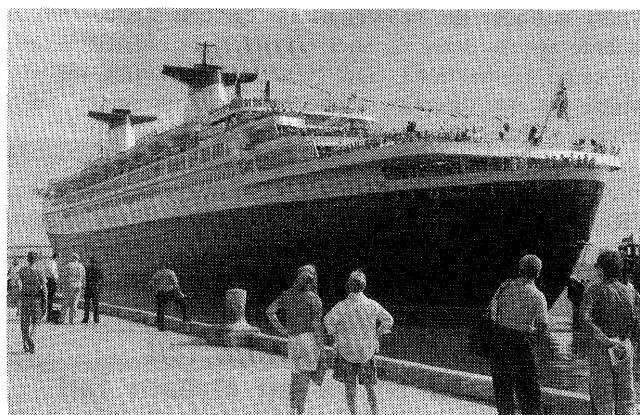
The Port of Charleston's cargo volume hit record levels for a third consecutive calendar year with a 1985 throughput of 4,940,256 tons.

Containerized cargoes, accounting for 77 percent of the Port of Charleston's general cargo tonnage, surpassed the three-million-ton mark for the first time in any 12-month period, reaching a 1985 total of 3,092,791 tons. That total represents a gain of 9 percent over the previous year's record of 2,827,978 tons. General cargoes (container and breakbulk combined) totaled 4,015,910 tons, up 7 percent from the 1984 like period figure of 3,764,123 tons.

After only four years in operation, the Port of Charleston's all-container Wando Terminal has a throughput of more than a million tons of cargo annually. To accommodate its rapidly increasing business, the South Carolina State Ports Authority committed more than \$7 million toward expansion during the past year. Wando improvements currently include construction of a 40-acre paved and lighted addition to its container open storage, nearly completed.

The Ports Authority's total tonnage for all cargoes in 1985, 4,940,256 tons, represented a 2 percent increase over the Calendar 1984 total. In terms of TEUs (twenty-foot equivalent units) the Port of Charleston handled an unprecedented 431,040 containers, up 3 percent from the Calendar 1984 total of 420,149 units. (*PORT NEWS*)

## Largest ship docks at Charleston



The SS NORWAY, world's largest cruise ship, docked at the Port of Charleston recently (May 19) for an overnight stay.

The 1035-foot long vessel carried the stars and staff of the NBC "Today show" among her 2,800 passengers and crew. The NORWAY was on a special tour of historic Colonial cities with visits at Wilmington, N.C.; Savannah, Ga.; and St. Augustine, Fla., as well as Charleston.

Charleston was the only port city where the huge ship could actually dock. At Charleston, the 70,202-grt vessel

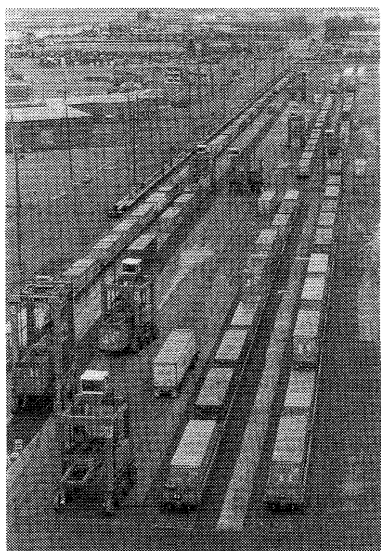
glided in and out of the harbor comfortably, leaving one hour before dead low tide on Tuesday, May 20.

Ron Zeller, president of Norwegian Caribbean Line which owns the NORWAY, said that he was especially touched by Charleston's warm and festive welcome.

He said, "It was a different kind of welcome from our other ports of call because the NORWAY could actually dock in the city. The passengers were able to view the city before they disembarked. More Charlestonians were able to see the ship. This kind of visibility is good for Charleston and NCL," he added. "Because more Americans are becoming wary of foreign travel, cruises to U.S. cities are becoming increasingly popular."

Charleston, with over 55 cruise ships calls scheduled in 1986, is attracting widespread attention as a cruise port.

## Tacoma completes fastest container intermodal operation



Recent loadings at the Port of Tacoma's two intermodal yards underscore the Port's ability to handle large shipments quickly and efficiently.

More than 530 container lifts were made on May 12 in loading and unloading a Maersk unit train composed of 23 double-stack and three conventional cars in one seven-hour shift at the Port's North Intermodal Yard.

The North Intermodal Yard is used by several Port shipping lines, including Star Shipping, Pacific Australia Direct Line, Columbus Line and Lloyd Brasileiro. The first phase of a \$1.2 million expansion of the 12-acre yard was recently completed, boosting its capacity to 36 double-stack or 104 conventional cars. Additional expansion will increase capacity to 48 double-stack or 129 conventional cars.

Experienced longshore labor played the major role in the port's achievement. "The Port of Tacoma's intermodal facilities rival any in the industry," said Port Assistant Executive Director Chuck Doan. "But it's the productivity and initiative of our longshore workforce that makes the operation come together. The Port is especially grateful to ILWU foreman Ike Morrow's leadership and his loading gang's dedication."

## Cooperation agreement APEC-Shanghai

A cooperation agreement was signed between the Chinese port of Shanghai and Antwerp Port Engineering and Consulting (APEC). This agreement resulted from the previous signing of a friendship charter between both ports.

The cooperation between APEC and the port of Shanghai goes back to 1980 when for the first time training programmes for port specialists were organized in Antwerp. Over 200 trainees from the People's Republic have participated in these courses, a large number of them originating from Shanghai, which is China's premier port.

APEC is the first organisation in Europe which was able to conclude a cooperation agreement with Shanghai. The cooperation relates to training, planning, construction, management and operational aspects of both ports, mutual study tours and passing on recommendations with regard to new developments. (*HINTERLAND*)

## Prime Minister reviews current projects: Port of Le Havre

In his major speech at the inauguration of the Multibulk Terminal, M. Fabius reviewed three essential features of Le Havre's current policy.

### Free Zone

M. Fabius announced that goods of French origin could in future be stocked in the Free Zone, with all the financial and fiscal advantages accorded to exports. The competent services were being instructed to implement this forthwith.

### Duplication of François I Lock

M. Fabius went on to say that Le Havre was taking the necessary steps to keep abreast of the ever-expanding container trade and had jointly developed with Rouen a highly advanced data system to cope with it. He was very aware that everyone in Le Havre wanted further capital investment to be authorised, and in particular that a second lock should be built alongside the François I Lock. Though very costly, it would be a great asset for both Le Havre and the nation in the competition with other European ports, and the government was allocating funds for a detailed feasibility study to be undertaken.

### Road communication with North-Eastern France

The Prime Minister said that everyone was conscious of the need to improve road communications between Le Havre, Rouen and the north and northeast of France and that government backing could be counted on for a major scheme to give the two ports first-class access to the future Channel tunnel and at the same time link them up with the extensive motorway network already existing in the north and north-east. Many new expressways would be built and, where the traffic warranted it, he felt they should be toll roads, which he was asking the Paris-Normandy Motorway Company to build and run on a concessionary basis. M. Fabius ended by insisting on the need for close consultation between central government and the various local authorities concerned, since the success of the entire project was dependent on it. (*FLASHES*)

## Joint Port of Le Havre Authority/ Port Study Center sessions for World Maritime University

The Port Authority and the Havre Port Studies Centre last November came up with a world first in high level professional training, when they jointly organised two important seminars for Malmö's renowned World Maritime University, which is itself an offshoot of the International Maritime Organisation.

They were intended for people from all over the world whose jobs are connected with the sea, and it was in large measure due to the bursaries provided by the Ministry of External Affairs that they were held in Le Havre, where the Port's Planning Director, M. Gérard Velter, was in charge of the study programme.

The main theme of the first session was "Ports as Owners see them," which set out to review all the different services provided for ships in a port, together with the obligations it has to fulfil.

The study line of the second session was "Running a Port," which brought out and analysed the multiple facets involved.

Several members of the port authority and many experts from the Havre shipping community lectured at the two sessions, the theoretical side of which was rounded off by on-the-spot study tours.

The first seminar brought together 16 people from 11 different countries, while the second was attended by 31 people from 20 countries. (*FLASHES*)

## Competitiveness drive to continue: Port of Rouen

A continuing effort to improve productivity by cutting costs is one of the key features of the Port of Rouen's development programme, outlined at the port's press conference by director general, Mr. Alain Gauthier.

On the port's success in bringing down still further its operating costs would depend its ability to accelerate the progress it was already making, he said.

This meant fresh investment and rationalisation in all areas where competitiveness could be stepped up, Mr. Gauthier said.

But he added that the success of the port's efforts depended on a united approach by all sectors involved in the different activities of the port.

And, as well as cutting costs, he said, the port had to seek to increase its share of those markets in which it already had a significant presence and to diversify into new ones wherever possible.

"The economic justification of the Port of Rouen," he said, "has always been its interior location, which enables it to bring seagoing ships as close as possible to the clientele and so gain on land transport and distribution costs."

"This geographical advantage is absolutely fundamental."

"And this advantage really comes into its own when the land gain becomes higher than the maritime surcharge."

Mr. Gauthier detailed the port's efforts to cut the extra maritime costs which the journey up the Seine from the sea

represented for vessels using the port.

It was engaged in a continuing effort to improve its nautical accesses and to reduce the length and cost of time spent by ships in the port, he said.

Among the measures taken by the port to cut operating costs and speed up ship turn-round, Mr. Gauthier mentioned:

- The introduction of flexible cargo-handling hours, enabling customers to choose the formula which best suited their requirements.
- The opening in June 1985 of the Grand-Couronne-Moulineaux container terminal, purpose-built for the reception of fully integrated container ships.
- Increased silo capacity for the port's speciality cereals export traffic, including the opening of a new 45,000 tonne silo in April 1985 and further extensions, currently under construction, which will take the port's total capacity from 484,500 tonnes at present to 623,500 tonnes by the end of July this year.
- Increased warehouse space and faster handling techniques at the port's forest products terminal.
- Lower than average increases in port dues resulting from the port's healthy financial situation.

The port was also active in trying to build on the advantages afforded by its inland position by improving its land transport links, Mr. Gauthier said.

In particular, it was in regular contract with:

- the French rail authorities so as to try to ensure that the port benefited from the most favourable transport rates available;
- local and regional authorities so as to persuade them to ensure roads linking the port to key areas of its hinterland met traffic requirements.

It was also steadily speeding up port cargo procedures through increased use of computers. (*ROUEN PORT*)

## Port of Hamburg still most important coffee handling centre



For years the Port of Hamburg has been Europe's top coffee handling centre. About 500,000 tons of coffee beans a year pass through the Port on the Elbe.

West Germany is a country of coffee drinkers. The most recently published statistics reveal that every West German drank an average of 164 litres of coffee last year. Beer was only second with an average of 146 litres and tea well down

the table at 49 litres. But in the European coffee-drinking league West Germany "only" enjoys a mid-table position with a yearly consumption of over seven kilos (back in 1952 it was only one kilo). The Finns are still top of the table with around 13 kilos followed by the Swedes, the Norwegians, the Danes, the Dutch, the Belgians and the Luxemburgers.

West Germany's general commodity trade in coffee beans (imports and coffee in storage) amounted to 613,312 tons in 1984 and 515,534 tons in the first three quarters of 1985.

About half of all this coffee (transit goods excluded) passed through the Port of Hamburg: 301,535 tons in 1984 (and 289,147 tons in the first nine months of 1985).

Containerization is becoming more and more prevalent in the overseas traffic in coffee beans. More than half of the coffee handled in the Port of Hamburg is transported in large containers. Some countries, including Honduras, Guatemala, Trinidad & Tobago and Liberia, make exclusive use of containers in their exports of coffee via Hamburg. The coffee beans are still packed in sacks before being stowed away in the big containers. However, rationalization knows no bounds. It won't be long, the experts estimate, before coffee is transported as bulk cargo in these containers. A start has already been made.

The intermediate storage of coffee is possible in Hamburg's so-called "Speicherstadt" (the Warehouse City) and a host of other warehouses throughout the Port. Expert personnel inspect the beans, check their quality, treat, blend, sort or decaffeinate the coffee before it is passed on to the roasters.

## Eastern Scheldt Storm Surge Barrier nears completion

**Queen Beatrix of the Netherlands to declare \$2 billion flood defence project operational on 4 October 1986**

On 4 October this year Her Majesty Queen Beatrix will declare the Storm Surge Barrier operational. The Storm Surge Barrier is part of the Dutch Delta Project, which was conceived in the wake of the 1953 flood disaster which cost nearly 2,000 lives in the province of Zeeland. It is the most complicated hydraulic engineering project ever undertaken in a country renowned for its skills in sea defence and land reclamation. It is also the most costly at over two billion US dollars.

Without the 1,300 kilometres of dykes and sand dunes which line its coast, the Netherlands would be at the mercy of the North Sea; much of the industrial heartland and centres of population — cities like Amsterdam, Rotterdam and The Hague — would be permanently under water. The price of safety, however, is constant vigilance and hard work. No winter goes by without North West gales sending ferocious seas high along the dykes. Back in 1953, it was a "nor'wester" of freak proportions which breached the dykes protecting Zeeland along the estuary of the Eastern Scheldt and other sea arms in the South West of the Netherlands. Families who had lived in safety behind the dykes for generations lost livelihoods, livestock and, most tragically, lives. The Dutch government took a far-sighted decision. The menace was to be ended once and for all. And so the

Delta Project was born.

By the late 1950s, work on closing off the deep channels at the mouth of the estuary was well in hand. This was eventually to shorten the coastline by 700 kilometres, with a proportionally reduced flood risk. For all their experience, the Dutch engineers were presented with a completely fresh set of problems. Positioning heavy dams in fast flowing tidal waters demanded all of their traditional talent for innovation. Moreover, all the dykes protecting the Dutch coast were to be heightened and their profiles modified in line with the latest thinking and technology.

Zeeland, however, needed more immediate protection. Three of the tidal inlets between the outlying islands were dammed. The fourth, some 9 kilometres across, presented a different proposition. To cut it off from the sea would endanger the flora, fauna and indeed the total ecological balance of an area of unique natural beauty and significance. Painstaking studies produced a solution which would simultaneously protect life and limb, and safeguard the environment — the Storm Surge Barrier. This consists of 65 pre-stressed concrete piers set on the seabed. These piers, each weighing up to 18,000 tonnes, standing between 32 and 40 metres high and measuring 25 by 50 metres at the base, support 62 massive steel gates. In normal conditions these stay open and tides are free to ebb and flow. When a storm threatens, the gates are closed/lowered until the danger passes.



A bird's eye view of the mouth of the Eastern Scheldt with the Stormsurge barrier in the three channels. On the right the 3 kilometer long bridge, which connects the mainland with the working island, is partly visible.

In the foreground two channels closed off by the storm-surge barrier; in the distance the third channel also with a barrier.

Here the water reaches depths up to 40 meters.

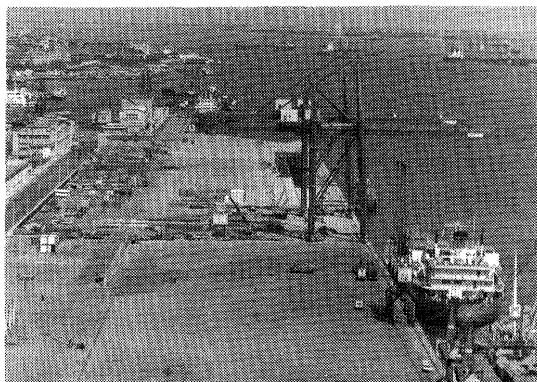
The islands in the mouth of the Eastern Scheldt as shown on this picture are man made. The 65 piers of the barrier, each weighing up to 18,000 tonnes, were constructed in the building pit to the left of the second island. When finished they were towed to their positions in the channels by a custom-made lifting vessel.

The picture shows the Eastern Scheldt from North to South.

## A possible 94 million tonnes of goods more in 2010: Port of Rotterdam

269 million tonnes of goods transhipped in 1990, 300 million tonnes in 2000 and 334 million tonnes in 2010 are shown to be real possibilities for the Rijnmond area ports, according to the latest prognosis by the Port of Rotterdam Authority. These ports handled 240 million tonnes of goods in 1984. It is expected that in the future transshipment of grain will decrease and that of oil products, solid fuels, containers and — to a lesser degree — ores will increase. The number of seagoing containers could grow from 1.8 million in 1984 to 4.3 million in 2010. (*NEWS-LETTER*)

## New container terminal — LISCONT — in Lisbon inaugurated



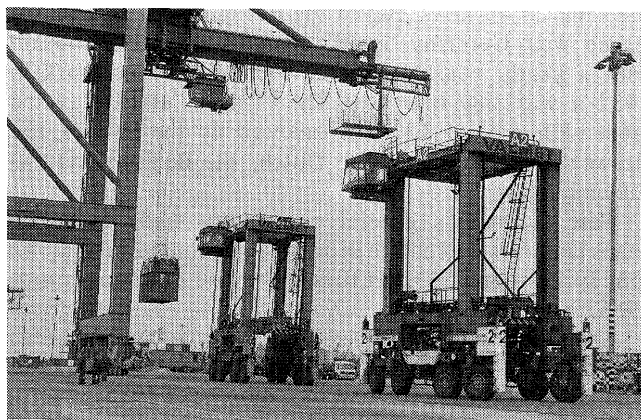
This terminal, with its initial two gantries (in respect to lifting capacity, speed, outreach and hoisting height the biggest ones on the Iberian Peninsula) on a 630-m quay wall with a water depth of 13 meters, is a fundamental move within Lisbon's favourable geoeconomical position:

- From now on Lisbon can handle deep-sea going, gearless, fully-cellular container vessels.
- The operation is performed by the first new private container terminal with international experienced shareholding managing partners, benefitting from the considerable investment of some 11 million US dollars.
- This Atlantic Terminal is directly connected (inside the terminal) with the European railway network with good possibilities for transit/transhipment movements.
- The first month's experience reveals a promising start of fast and reliable operation, whereas specially the increasing transshipment movements had benefited by the ongoing strike situation in Spain.

These aspects, plus the consequent orientation of Portugal towards the Common Market, reemphasize Lisbon's importance in international harbour services.

## Port of Gothenburg to switch to straddles in container terminal

During the next four years, the Port of Gothenburg will gradually change the cargo-handling philosophy in its



Skandia container terminal. A system based on straddle carriers will be introduced, replacing today's combination of terminal tractors and top-lift counterweight trucks. Also, a new terminal lay-out will be worked out, and several container lines will have to move to new berths within the Skandia Harbour.

The Port of Gothenburg company board's decision recently to change the working methods at Skandia followed about 18 months of research, testing, calculating and computer-assisted simulations. Still, the decision is only a declaration of intent; a lot of details will have to be attended to during the next four years.

- The proposed changes will give Gothenburg the technical qualifications to reach productivity exceeding that of the major Continental container-ports, said Mr. Werner Stoppenbach, vice president, operations with the Port of Gothenburg.

The new system will require 14 straddle carriers in addition to the 6 already in use at Skandia. The total investment is estimated at 56 million Swedish Kronor.

- The straddle carrier has developed impressively since the 1970's, and that is why we can now build our system around it, commented the Port's technical manager, Mr. Nils Birgander. He particularly stressed improvements in the fields of hydraulics and electronics.

The strong point of the straddle carrier is that it is both a good lifter/stacker and a good transporter, a quality not found in counterweight trucks or terminal tractors with trailers. Thus, specially-assigned trucks or cranes are not needed in the container parking areas, since the straddle carrier is able to pick up a unit and move it away without any assistance.

A lot of effort has been put into minimizing the transport distances within the terminal. For instance, a new terminal lay-out and a switch of berths will make it possible to discharge and load an Atlantic Container Line vessel with 20 per cent less terminal transport than today.

The Skandia Harbour is the main container terminal of the Nordic countries of Europe. About 175,000 containers are handled here in a year (actuals, not TEUs). The terminal has five container gantries with two more on order. The area of the terminal is one million square metres, and the quay length is 1,900 metres. There are two transtainer-type cranes for railroad containers.

The changes in equipment when replacing today's system with tomorrow's are illustrated here:



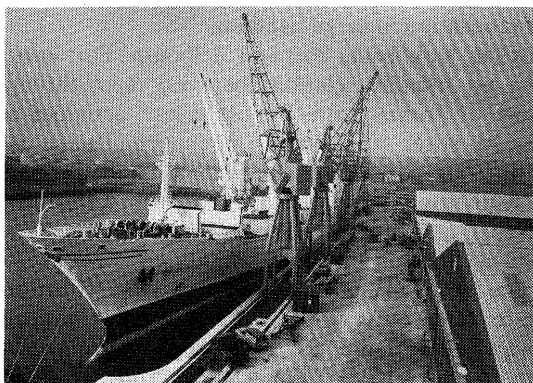
	1986	1990
Straddle carriers	6	20
Top-lift counterweight trucks	16	10
Terminal tractors	37	20
Terminal trailers	370	100

These resources will allow a foreseen three percent increase in traffic per annum for at least five years. The resource level allows five container gantries to be served simultaneously. The ambition is to have larger container vessels worked at a rate of 75 containers per hour.

Between 40 and 50 jobs are going to disappear in the Skandia Harbour following the introduction of the new system, but this is well within the number of dockworkers and foremen reaching retirement age during the period.

A heavy training program is essential to make the new system work well. For example, 60 new straddle carrier drivers must be recruited. This will be done within the company, e.g. among terminal tractor drivers.

### £3 million terminal opens at Barry



Associated British Ports' new fruit and general cargo terminal at the Port of Barry in South Wales was officially opened on 29th April 1986 by the Parliamentary Under Secretary of State for Wales, Mr. Wyn Roberts, MP.

The new facility — christened the "Windward Terminal" — will be used by Geest Industries, Britain's biggest operator in fresh produce, for the import of bananas from the Windward Islands and the export of general cargo.

Over £3 million has been invested in the terminal which provides transit sheds, holding stores and loading bays totalling 6,412 sq. metres in area. Special features of the terminal include a temperature-controlled storage for perishable goods, ten loading bays for discharging cargo direct to road vehicles, and four quayside cranes each of 6 tonnes capacity. The terminal can accommodate ships of up to 10,000 dwt, and has an annual cargo capacity of around 200,000 tonnes for imports and 50,000 tonnes for exports. Main contractors for the terminal were A. Monk PLC, who completed the building in 12 months.

Welcoming Mr. Roberts to Barry this afternoon, the Chairman of Associated British Ports, Mr. Keith Stuart, praised the spirit of enterprise and co-operation that had made Barry the "star performer" amongst ABP's South Wales ports:

"To succeed in the ports business today, we have to be highly competitive, and that means being adaptable and

giving our customers the best possible service at the lowest possible price. And we have to win our customers' confidence by putting their interests first. I have every confidence that, based on partnerships of the kind we have formed with Geest Industries, the future for the Port of Barry looks very bright indeed."

### ABP announce development study for Barry

Associated British Ports have commissioned a study into the comprehensive redevelopment of part of the port estate in Barry, South Wales.

A development report prepared by Chris Miller of Evans Investment Co. Ltd. has revealed the potential for a wide-ranging scheme on a 150 acre site containing substantial commercial, residential, industrial and retail elements, together with a marina with over 600 berths. Architects Holder & Mathias have produced a development brief, and engineers Wallis Evans & Partners and quantity surveyors Bucknell Austin and Partners are to be engaged to investigate the site's potential in detail. The project is being co-ordinated by Evans Investments.

ABP's proposals have received an enthusiastic response from the Welsh Office and South Glamorgan County Council, along with the Vale of Glamorgan Borough Council and Barry Town Council. They believe the plans will provide a welcome boost to Barry and restore it to its former position as the premier resort and leisure centre in South Wales. The new attractions would draw people from areas outside South Wales, including the Midlands and the West Country, and the port facilities would play a role in this.

Associated British Ports say that the scheme will make a huge impact on the region in terms of tourism, and that grant assistance will be required to provide the infrastructure to support the scheme.

### A 'watching brief' on our ports: Department of Marine and Harbors

The South Australian Port Advisory Committee was established two years ago.

The committee has a "watching brief" over South Australian ports and advises the Minister of Marine, Mr. Abbott, and the Department of Marine and Harbors on matters affecting their operation.

It also has the task of ensuring the continued advance of the SA ports system as a commercial operation.

SAPLAC's chairman, Mr. Tom Muecke, says Port Adelaide is not without its problems, "but they are being pinpointed and rapidly solved."

Port Adelaide is the aorta of the commercial heart of South Australia, says Mr. Muecke.

"For probably 130 of our 150 years as a State, ships were the arterial system for the flow of goods in and out of South Australia. Port Adelaide was the gateway for that trunkline.

"The grain re-enactment voyage of the *Falie* that has captured our excitement is a testament to that fact.

"Standardisation of our railways, trucking and bigger planes added arteries to smooth the growing flow of trade.

"The move to containerisation of cargo initially ignored Port Adelaide. We lost shipping services to other ports at considerable loss to SA as a whole, which caused the economic angina of the seventies.

"This loss focused the need to re-establish our own fully integrated port. We embraced containerisation and put in facilities to handle it. This is an ongoing process. A second container crane should be in operation by the end of the year.

"Port Adelaide is now working efficiently and smoothly. Our industrial relations record against other major Australian ports is proof.

"We have the cargo and can handle it efficiently. Now SA needs better service from the shipping lines," Mr. Muecke says. (*Shipping & Ports Journal*)

## Yokohama and Melbourne sign "trade cooperation port" agreement

On May 24, 1986, a signing ceremony was held at a Yokohama hotel to enter the ports of Yokohama and Melbourne into a "trade cooperation port" affiliation.

To celebrate the new relationship between the two ports, on the evening of May 20, 1986, a reception was given by the Mayor of Yokohama, Mr. Michikazu Saigo, and the Premier, Government of Victoria, Australia, Mr. John Cain, to which some 400 people from various shipping- and trading-related businesses in Yokohama and Tokyo were invited. From IAPH two under-secretaries, Kondoh and Takeda, were the guests. The address delivered at the reception by the Premier of Victoria and the message from the Mayor of Yokohama are reproduced hereunder for the benefit of our readers.

The delegation from Victoria headed by Premier Cain included Mr. George Brouwer, Secretary, Dr. Jeffrey Fitzgerald, Assistant Director, Inter-Governmental Relations Branch, Department of the Premier and Cabinet, and Mr. J.J. Short, Commissioner, Government of Victoria's Tokyo Representative. The other members from the Port of Melbourne Authority were Mr. Colin L. Jordan, General Manager, and Mr. Des Powell, Assistant General Manager.



A metal plate signifying the new relationship of "Trade cooperation ports" was buried by the officials of the two ports at a corner of "Kaiko Hiroba" (Port Opening Commemoration Plaza) in Yokohama. From left: Mr. Jordan, General Manager, Port of Melbourne; Premier Cain, Mrs. Cain, Mayor Saigo and Mr. Kojima, Director General, Port of Yokohama.

## Message from Michikazu Saigo, Mayor of Yokohama

Yokohama Port is already linked with Oakland Port of the U.S., Vancouver Port of Canada and Shanghai Port of China as a "sister port" or "friendship port." In addition, our port has now entered into a "trade cooperation port" affiliation with Melbourne Port of Australia. We have thus formed close ties of friendly cooperation with four leading ports on the rim of the Pacific basin, which is bound to make giant strides in the years ahead.

As is well-known, Australia is a developed and resource-rich country in the South Pacific, and constitutes an important trading partner for resource-short Japan. Therefore, with the deepening of economic interdependence, the relationship between Japan and Australia through Yokohama Port has also made smooth headway. In 1985, Australia ranked third after the U.S. and China in the volume of foreign trade cargoes handled by our port. In Yokohama's trade with Australia, Melbourne Port is the No. 1 trading partner.

Melbourne Port has developed as the biggest container port in the southern hemisphere by quickly responding to a tide of innovation in cargo handling.

Thus far, Yokohama Port and Melbourne Port have been building up friendly relations between them through an exchange of formal visits, "port sales" activities and a seminar of sister cities in the circum-pacific region. And now, our port has entered into a "trade cooperation port" affiliation with Melbourne Port in order to establish still deeper and closer relations, building on a series of goodwill activities in the past.

In line with an agreement on our new affiliation, we intend to carry out a wide range of positive projects for exchanges with Melbourne Port with a view to further developing mutual trade, promoting cultural exchange, stepping up the exchange of information and strengthening the solidarity of ports in the Pacific region. It is my fervent hope that this will go a long way toward promoting economic relations and mutual understanding between Japan and Australia, which are expected to play momentous roles in the dawning "age of the Pacific".

## Address by John Cain, Premier, Government of Victoria, Australia

Mayor Saigo, ladies and gentlemen.

Let me offer an expression of thanks on behalf of the Government and people of Victoria to the City of Yokohama and the Port of Melbourne Authority for the invitation to participate in this Trade Co-operation Ports Agreement.

I am personally pleased that my wife and I and Mr. Jordan are able to be in Yokohama to formalise the Agreement.

The signing of this important Agreement will result in even closer ties between our two great cities and our two great Ports.

The Agreement is important to the people of Victoria because our future is closely linked to developments in Japan and the Western Pacific region.

During the 1950's and 1960's, Australia traded mainly with Western countries and largely ignored Asian markets.

That situation has changed dramatically. This region is

now the fastest growth area in the world for trade and investment, and 56% of Australia's foreign trade is now with the countries of Asia.

The Australian and Victorian economies have grown strongly in recent years and we are well placed to play a bigger part in the development of Western Pacific Trading.

Trade between Japan and Australia has increased to the degree that Japan is Australia's largest trading partner and Australia is Japan's fourth largest. There have also been major increase in the levels of Japanese investment in Australia.

Victoria is the centre of motor industry investment by Nissan and Toyota. Your Government, through the New Energy Development Organization, is funding a 25 million yen coal to oil pilot plant development project in our Latrobe Valley.

Kumagai-Gumi has recently been given approval to proceed with the 50 billion yen Victoria Central development in the centre of Melbourne, and the Kajima Corporation is involved in Melbourne's large Riverside Quay development.

The decision by the Australian Government to allow 16 foreign banks to operate in our country has brought to Melbourne a new branch of the Bank of Tokyo, the first Japanese bank to have full trading facilities in Australia.

All of these examples point to the strong links that already exist between Japan and Australia.

The Trade Co-operation Agreement between the Ports of Yokohama and Melbourne which we will sign tomorrow can only help to strengthen these links.

The agreement between our two ports is most appropriate as they are both the largest general cargo ports in Japan and Australia.

We in Victoria are proud that Melbourne has Australia's largest container port and is the gateway for liner trade to and from Southeastern Australia.

The port has access to 38% of Australia's population and Melbourne produces 33% of Australia's manufactured products.

Currently 35% of Melbourne's exports to Japan and 32% of its imports from Japan pass through Yokohama.

It is obvious that this agreement is starting from a firm base indeed. It is a formalisation of ties that have been fostered and developed over several years.

I am sure it will achieve the aims of promoting trade and economic co-operation and collaboration to the mutual benefit of each city, and indeed of each of our countries.

It is my hope that this will be the start of a long-lasting and fruitful relationship between the citizens of Yokohama and Melbourne.

## Singapore to host ASEAN/EEC Course

The Government of Singapore will be the host between 21 July and 15 August 1986 in "The Glass Hotel Singapore," of a training programme for ASEAN countries organized by the Commission of the European Communities and executed by Antwerp Port Engineering and Consulting (APEC).

The proposed training course, which has been requested by the ASEAN Committee on Transport and Communica-

tions, is intended to help upgrade the skills of container terminal training staff in two main areas:

- container terminal operation and management, with particular reference to procedures, planning and daily operation; and
- the maintenance of container terminal equipment such as gantry cranes, stacking cranes, straddle carriers, front-end loaders and prime movers.

Within these fields, the objective of the course is to upgrade the training skills of personnel responsible for carrying out staff training within their own port authorities, and to help them develop improved training systems and materials which they can subsequently introduce within their own organisations.

The programme therefore includes four distinct parts:

- a first joint programme aimed at providing all participants with an equal theoretical and practical background in container terminal operations;
- a second part which covers specific programmes for the two trainee groups, namely operations on the one hand and repair and maintenance on the other;
- a third part which will concentrate on a "train the trainer" methodology;
- and, finally, a fourth one, which will be an "Instructors' Workshop" and attempts to develop a series of audiovisual and self-instructional learning materials.

The course will be attended by 35 participants coming from Indonesia, Malaysia, the Philippines and Thailand as well as by observers from Singapore and the aforementioned ASEAN countries. The course is organised in cooperation with the Port of Singapore Authority and visits to the container terminal facilities have also been planned.

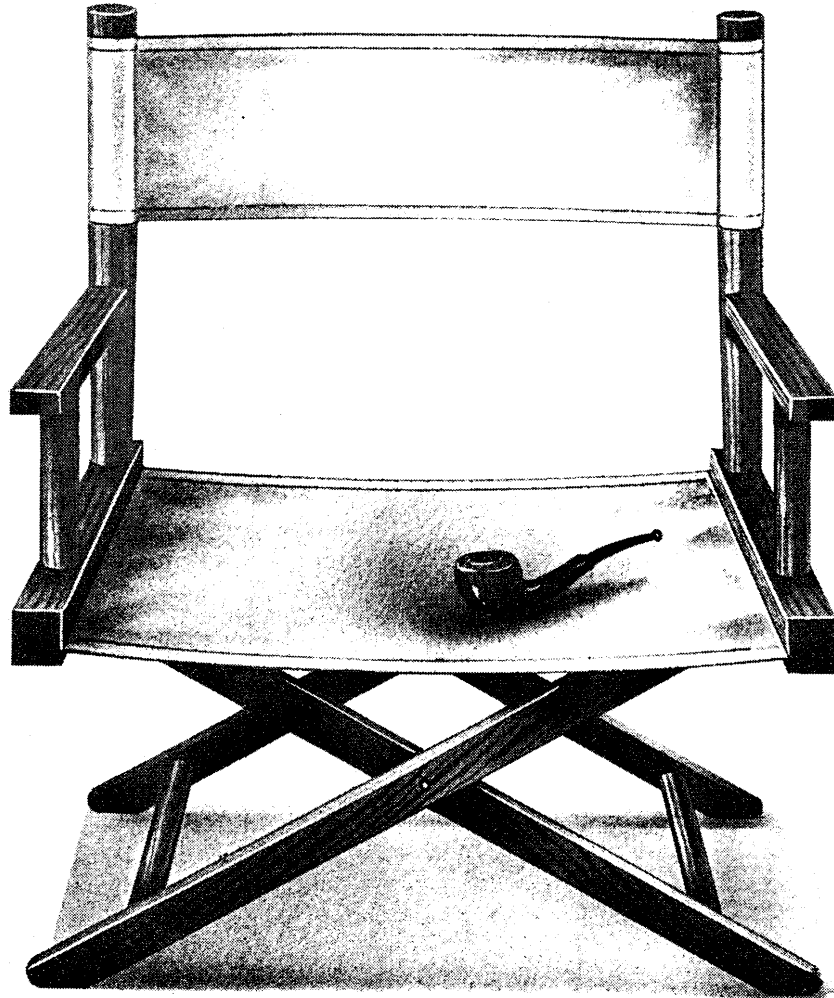
It is envisaged that the course staff from APEC will undertake a follow-up tour of the ASEAN region and visit the home ports of the participants, and assisting them in the final preparation and initial implementation of the improved training systems developed during the course.

The cost of the complete training programme will be met out of funds placed at the disposal of APEC by the Commission of the European Communities.

Further information concerning this training programme can be obtained from G. DE MONIE - DIRECTOR APEC

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