

PORTS *and* HARBORS

November, 1986 Vol. 31, No. 11



Port of Copenhagen

The Publisher: The International Association of Ports and Harbors

Kotohira-Kaikan Bldg., 2-8, Toranomon 1-chome, Minato-ku,
Tokyo 105, Japan

Beat all oil spills faster with a Lori.

The fastest, most effective way to clean up oil spills is on board the Lori range of oil recovery and multipurpose vessels – new from MacGregor-Navire.

With its oil recovery booms retracted, the Lori 765B, pictured here, is a versatile harbour craft. With booms extended, it can clean up more than 60,000 square metres of water an hour – safely and reliably, even in rough conditions.

Maximum recovery in a removable tank is packed into its compact length and shallow draft.

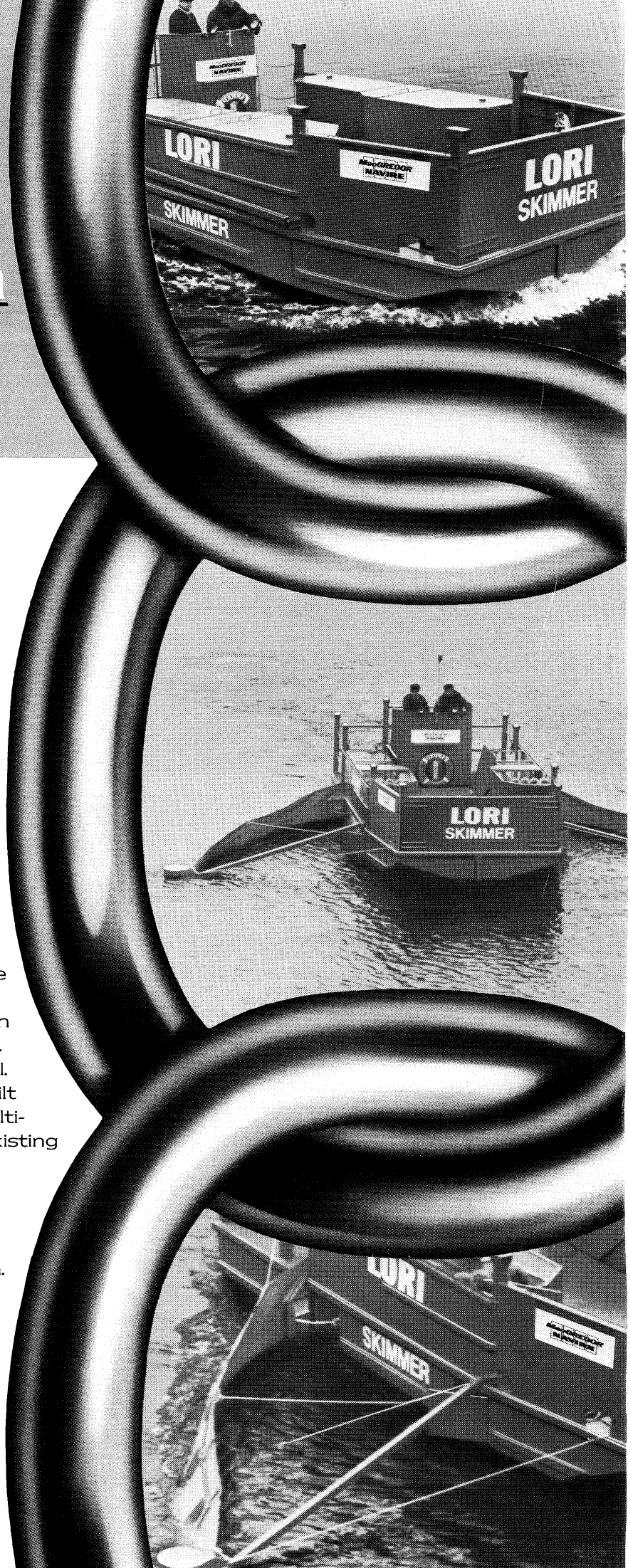
Even the tricky problem of recovering high-viscosity oils is eliminated, because the Lori oil recovery and multipurpose vessels have no pumps to come to a sticky end with heavy oils, and few moving parts to clog up.

Very little water is taken up with the oil.

To find out more about the custom-built advantages of the Lori oil recovery and multipurpose vessels, and also conversions of existing vessels, contact the experts.

MacGregor-Navire Oil Recovery,
PO Box 4113, S-400 40 Gothenburg, Sweden.
Tel: (31) 85 07 00. Telex: 20826 MACNAV S.
Telefax: (31) 42 88 25.

MacGREGOR
NAVIRE



When you know
all the facts
about our port...
We'll both
do more business



We're First in Rotation

**DID
YOU
KNOW?**

It's a fact, at our port we have more first inbound and last outbound than any other North Atlantic port. This means shipments are received three to four days faster. Not only are we first in rotation, but we also have more frequent sailings. Nearly 100 scheduled steamship lines offer direct service to major ports around the globe. Last year over 6000 vessels called at our port from 370 ports in 120 countries throughout the world. First in rotation, more sailings...faster shipments. These benefits, coupled with a half-billion dollar investment to expand our facilities, and you have a port like no other port in the world.

THE PORT AUTHORITY OF NY & NJ

One World Trade Center, 64E
New York, NY 10048
(212) 466-8333



Far East & Pacific Area Office • Kokusai Bldg., Rm. 701 • 1-1, 3-Chome • Marunouchi Chiyoda-ku, Tokyo 100 • Telex: 02222846 PANYNJ-J



Extended capabilities with extensive facilities.

We stand at the gateway to the Gulf. Historically and geographically Muscat has always been the trading centre in the Gulf for merchants from all over the world.

Today, Port Qaboos retains its importance, with the added emphasis on turnaround speed, extensive facilities and safety to the shipping community.

Our transshipment facilities by road and sea are counted among one of the best in the Gulf.

Our container terminals are capable of handling any number of containers using 35T gantry cranes with sophisticated supporting quay equipment. With deep water berths, 24 hour stevedore and shore handling operations and upto 150T craneage capacity, we can give you prompt and safe turnaround saving your time.

We also offer 24 hour on-shore and at-the-anchorage bunkering facilities to all vessels. Moreover computerisation in container tracking and in other areas, backed by an experienced and professionally trained management team make our operations efficient and beneficial to all port users.

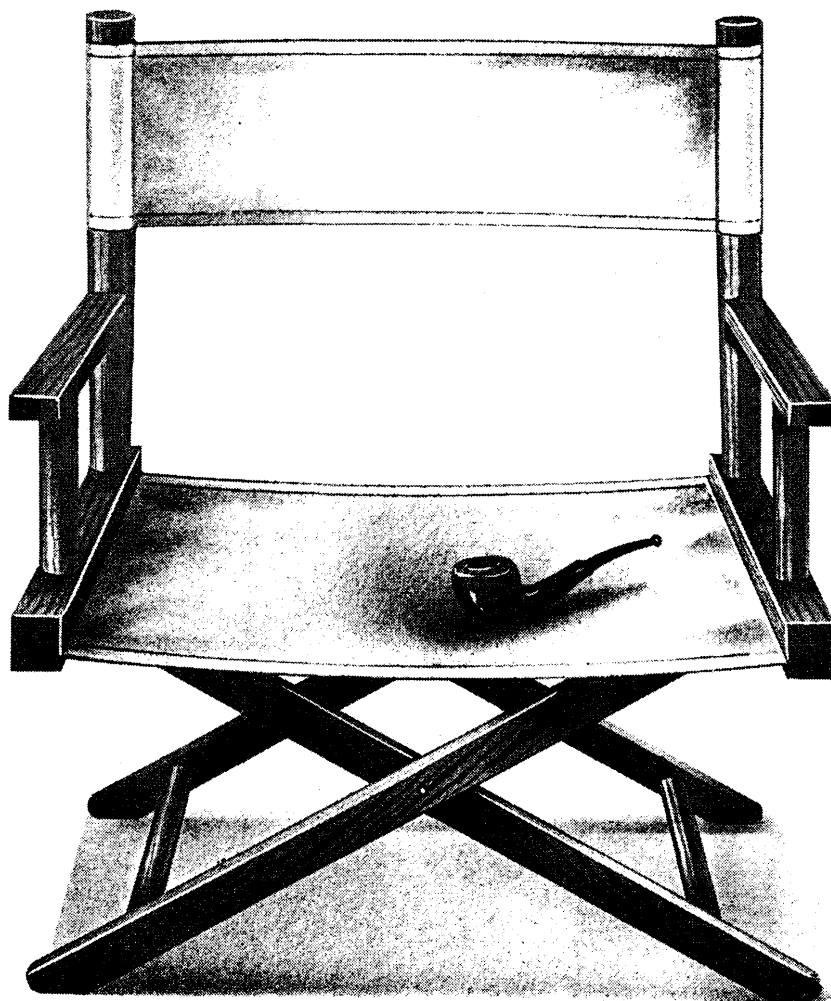
We realise the importance of time and how you value saving it.

It shows that we care.

Port Services Corporation Limited
Mina Qaboos

P.O. Box 133, Muscat, Sultanate of Oman.
Tel: 714001, Telex: 5233 M Qaboos ON.





115,952,000t

This is the amount of the confidence in us.

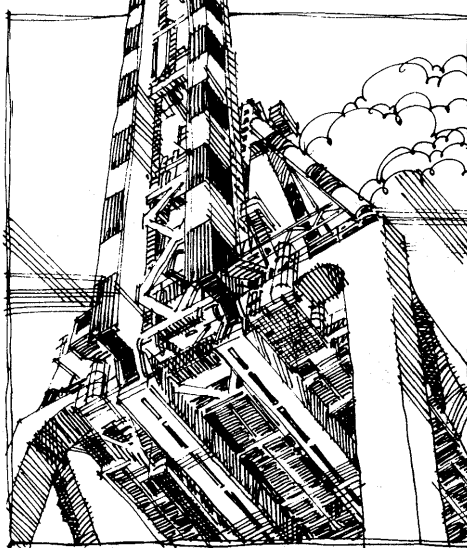
We at the Port of Yokohama have rendered excellent services to ships from all over the world with 127 years' tradition and ripe knowledge, since its opening in 1859. And the port has ranked first in Japan about the amount of trade value for many years. We provide the unified arrangement of tugboats, pilots, and line-handling, and have introduced the effective computer system. Furthermore, the port has far fewer entry and exit restrictions. Seeing is believing. We are sure that you will note the Port of Yokohama as soon as you use it once.



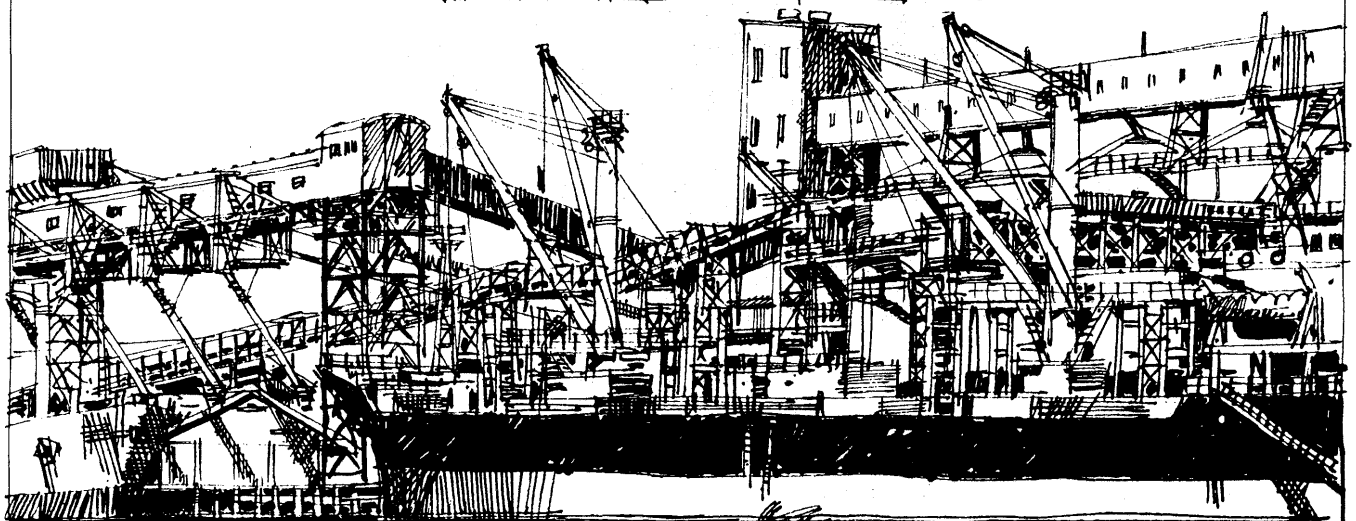
PORT AND HARBOR BUREAU THE CITY OF YOKOHAMA
NO. 2, YAMASHITA-CHO, NAKA-KU, YOKOHAMA 231 JAPAN. PHONE: 045-671-2888

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

Every day it handles —
grain • oil • petroleum
products • coal • metal
ores • scrap • meat
• fertilizers • chemicals
• wool • cotton • food
stuffs for animals
• vegetable oils • fats
• beverages • non-ferrous
metals • hides • skins
• cement • gypsum
• paper • wood • transport
equipment • iron • steel
• machinery • fruit
• sugar • vegetables
... just to mention a few
of the trade items!



Private enterprise and the Authority have spent \$200 million over a period of several years to ensure that the Port of Brisbane has on hand the very best facilities for you ... the shipowner. Backed up by fast rail and road transport to any point in Australia, plus economical services, this is the port that will deliver the goods. P.S. In addition, you won't find better container handling facilities anywhere in the Southern Hemisphere ... the Fisherman Islands, right at the mouth of the Brisbane River.



PORT OF BRISBANE AUTHORITY

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

PORTS *and* HARBORS

Published by

The International Association of Ports and Harbors

NGO Consultative Status, United Nations (ECOSOC, UNCTAD, CCC, IMO)

President:

J. DEN TOOM

Managing Director, Port Management
of Amsterdam, The Netherlands

1st Vice-President

WONG. HUNG-KHIM

Executive Director, Port of Singapore
Authority, Singapore

2nd Vice-President

J.H. McJUNKIN

Executive Director, Port of Long Beach, U.S.A.

3rd Vice-President

J.K. STUART

Chairman, Associated British Ports, U.K.

Conference Vice-President

CHEUNG, YEUN SEI

Administrator, Korea Maritime and Port
Administration, Korea

Executive Committee Members

AFTAB ALAM

Chairman, Karachi Port Trust
Pakistan

R. COOPER

General manager, Auckland Harbour Board,
New Zealand

J. DUBOIS

Ingénieur Général des Ponts et Chaussées
Le Havre, France

F. GINGELL

Chairman, Fraser River Harbour
Commission, Canada

T. HIROTA

Director-General, Port & Harbour Research
Institute, Ministry of Transport, Japan

C.L. JORDAN

General Manager, Port of Melbourne
Authority, Australia

F. KOHMURA

President, Nagoya Container Berth Co., Ltd.
Japan

A. KRYGSMAN

Port Director, Stockton Port District, U.S.A.

R.P. LEACH

Executive Director, Port of Houston, U.S.A.

P. OKUNDI

Managing Director, Kenya Ports Authority
Kenya

J. ROMMERSKIRCHEN

Head, Office for Port, Shipping and Transport
Dept. of Economic Affairs, Transport &
Agriculture, City of Hamburg, West Germany

E. SCHÄFER

General Manager, Port of Copenhagen
Denmark

F.L.H. SUYKENS

General Manager, City of Antwerp
— General Management of the Port, Belgium

D.J. TADDEO

General Manager & Chief Executive Officer,
Port of Montreal, Canada

A.J. TOZZOLI

Immediate Past President of IAPH
New York, U.S.A.

W.D. WELCH

Executive Director, South Carolina State
Ports Authority, U.S.A.

Secretary General: Dr. Hajime Sato

Head Office:

Kotohira-Kaikan Bldg.

2-8, Toranomon 1-chome, Minato-ku

Tokyo 105, Japan

Tel.: TOKYO (591) 4261

Cable: "IAPHCENTRAL TOKYO"

Telex: 2222516 IAPH J

November, 1986 Vol. 31, No. 11

CONTENTS

	Page
IAPH announcements and news:	7 ~ 16
IPD Fund: Contribution Report; US\$12,000 still needed — IAPH observes 31st anniversary — Ad hoc group of experts appointed to review the IAPH journal — Entry Papers total 29 for the Essay Contest — Mr. John Raven reports on the CCC meetings — Baudelaire's book "Port Administration and Management" completed — Mr. Coloby of Le Havre reports on the 8th IMPA Congress, Paris — Proposal for an IALA, IAPH and IMPA World VTS Guide: Secretary General Sato sounds out IAPH Regular Members' views — Report on the VIIIth IMPA Congress, Paris, 4–8 August 1986 — Working Sessions at the Seoul Conference — Mr. Mogens Munk of Copenhagen appointed as a PACOM member — Visitors	
Open Forum:	
Suggestions for a Fast Turnaround of Vessels in Port By R. Ch. Sweet, Director, Suriname Port Authority	17
Customs Co-operation Council Meetings — IAPH Interests By J. Raven, IAPH Reporting Expert for CCC	19
Port Releases	
Port and Intermodal Development: MARAD '85.	21
International maritime information:	
World port news:	
Report of the Scientific Group on Dumping: IMO	24
UN International Conference on Drug Abuse and Illicit Trafficking	26
Spring program in Port Planning, Development, and Engineering: MIT . .	27
Publications	28
Harbor widening agreement signed: Georgia Ports Authority	29
U.S. agrees to accelerate dredging in Chesapeake & Delaware Canal System: Maryland Port Administration	31
Army, State sign River deepening pact: Port of New Orleans	32
Port of Oakland reorganizes	34
Computerized tides: Port of Charleston	36
Use of helicopters at Port of Le Havre observed by IMPA delegation . . .	37
Transshipment in Port of Rotterdam rises by around 4% in six months . .	39
A unique CAE shipset from MacGregor-Navire	41
90th year milestone for Townsville Harbour Board	43
Safety activities for port users: Port of Singapore	44

The Cover: Port of Copenhagen

Price US \$3.50 per copy
US \$35.00 per year

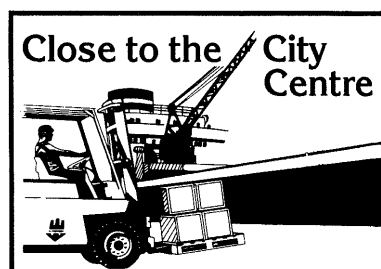
We are equipped to handle

Dry & Liquid Bulks, General Cargo, Project Shipments, Container & Ro/Ro

*You wouldn't expect less from the finest deep water estuary
in Western Europe*

Clydeport's 400 square miles of river, estuary and sea lochs contain up-to-date and efficient docks and harbours for all types of seaborne traffic in the four ports of:

Glasgow



General and dry bulk berths. Transit sheds and open storage areas. Load and discharge centre for steel and project cargoes. Dockside cranes ranging between 6 and 160 tonnes. Modern granary facility with 176,000 tonnes storage capacity.

Greenock

Deep water container terminal. Dry and liquid bulk berths. 120 tonnes heavy lift crane.

Hunterston

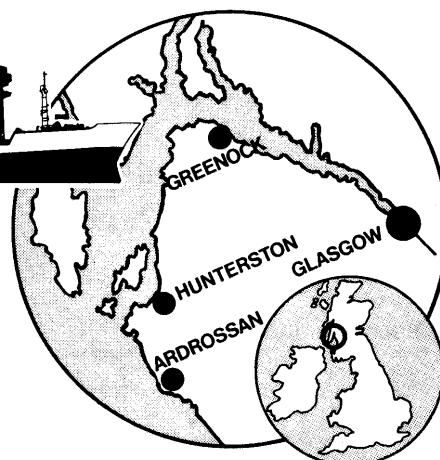
Ore/Coal Terminal



Capable of accommodating bulk carriers of up to 350,000 dwt. Ideally suited as a centre for trans-shipment in addition to its primary function as the importation point for the Scottish steelworks.

Ardrossan

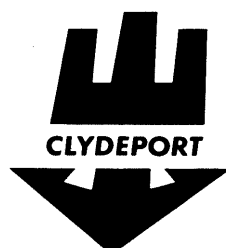
Two ro/ro terminals. Extensive parking areas. Dry and liquid bulk berths. Load and discharge centre for steel and project cargoes.



Marketing Department

CLYDE PORT AUTHORITY 16 Robertson St. Glasgow G2 8DS, Scotland.

Telephone 041-221 8733. Telex 778446.



CLYDEPORT

**SCOTLAND'S
MAJOR
WEST COAST
PORT**

IAPH announcements and news

IPD Fund: Contribution Report Donations from 70 members; US\$12,000 still needed

The contributions from members to the Special Port Development Technical Assistance Fund ("the Special

Fund") as of October 15, 1986 are listed in the box below. The amount received in contributions and sums pledged in the past 17 months since the Hamburg Conference in May, 1985, totals US\$58,562, leaving the amount of US\$11,438 yet to be raised. All members are requested to give their generous support so that the target can be reached.

CONTRIBUTIONS TO THE SPECIAL FUND

(As of October 15, 1986) (in US\$) (*: Pledged)

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

IAPH observes 31st anniversary

November 7, 1986 is the 31st anniversary of the foundation of IAPH. Thirty-one years have passed since our Association was officially established at the inaugural conference held at the Hollywood-Roosevelt Hotel in Los Angeles, California, in November 1955. At this conference, the Constitution and By-Laws were adopted and the Board of Directors was established with the representatives of the 14 countries comprising the membership. (This figure has since expanded to the current total of 78 countries.) The Officers, consisting of the President and First and Second Vice-Presidents, as well as the Chief of the Central Secretariat (currently called the Secretary General), were also elected on that occasion.

The principal aim of IAPH, as laid out in its Constitution, is: "to increase the efficiency of ports and harbors through the development and dissemination of information useful to port and harbor administrations, through providing them with an opportunity to associate together, all for the purpose of furthering knowledge in the fields of port organization, management, administration, operation, development and promotion; thereby advancing international friendship and understanding and the growth of waterborne commerce."

The second Conference followed four years later in 1959, and it was not long before the IAPH Conference became a biennial event. The conference sites and the years in which these events were held are indicated in the graph showing the growth of the membership on the next page.

Since its launching in Los Angeles, the Association, which is the only international body of this type with a membership from all over the world, has worked tirelessly and with considerable success over the last three decades. To meet the changing requirements of various periods in its history, the Association has strived to help its members in confronting the challenge of the transportation revolution.

Throughout the history of our Association, the committees have played a vital role in maintaining the dynamism of the Association's activities. Perhaps it would be proper to focus on the development of our committees, which have always been the backbone of IAPH and a key factor in the success of its activities up to now.

At the Mexico Conference in 1959, two **Legal Counselors** were appointed. They were: **Arthur W. Nordstrom**, Assistant City Attorney, Harbor Department, City of Los Angeles, and **J. Kerwin Rooney**, Port Attorney, Port of Oakland. The number of Counselors was increased to four at the 3rd Conference, and again later to the current figure of eight. After Mr. Nordstrom's retirement, Kerwin Rooney served as Chairman until the 11th Conference held in Le Havre, France, in 1979, where he was succeeded by the current Chairman, **Patrick J. Falvey** of the Port Authority of New York and New Jersey.

At the 2nd Conference held in Mexico City in 1959, the following standing committees were established:

- **Committee on Port Administration & Utilization** (Chairman: **Charles L. Vickers** of Long Beach).

This committee presented reports at the 3rd, 4th and 5th Conferences. At the Tokyo Conference in 1967, it was renamed the **Containerization Committee** to reflect its expanded role.

- **Committee on Commerce and International Relations** (Chairman: **W.J. Amoss** of New Orleans).

This committee presented a report to the London Conference, after which it was dissolved.

- **Committee on Cooperation with Other International Organizations** (Chairman: **Mineo Nakamichi**, Ministry of Transport, Japan).

This committee presented reports to the New Orleans and London Conferences, and was then dissolved.

At the 4th Conference held in London in 1965, two new committees were established:

- **The Committee on International Port Development** (Chairman: **Austin Tobin** of New York), with the aim of promoting new Association activities to encourage support by the advanced countries for the improvement of ports and harbors in developing countries. This committee has been served by the following chairmen since Mr. Tobin's retirement in 1973: **John Lunch** of the Port of London Authority, **Sven Ullman** of Gothenburg, **Keith Stuart** of the Associated British Ports, and currently **Bert Kruk** of Rotterdam, who was appointed to the post at the Hamburg Conference in 1985.

- **Special Committee for Review and Implementation of the Objectives and Purposes of the Association** (Chairman: **Howard A. Mann**, National Harbours Board of Canada). This committee presented a report on its work to the Tokyo Conference and was then dissolved.

At the 5th Conference held in Tokyo in 1967, two new committees were established:

- **Committee on Large Ships** (Chairman: **F. Posthuma** of Rotterdam).

The Committee's chairmanship was subsequently held by **Commander Platt** of the British Petroleum Tanker, **Stig Axelsson** of Gothenburg, **S. Ullman** of Gothenburg, **L. Dixon** of EXXON Corporation, **Paul Bastard**, France, and **J.M. Wallace** of Sydney, and is currently occupied by **Jacques Dubois** of France. Since the Nagoya Conference in 1981, the committee has been known as the **Committee on Port Safety, Environment and Construction (PSEC)**.

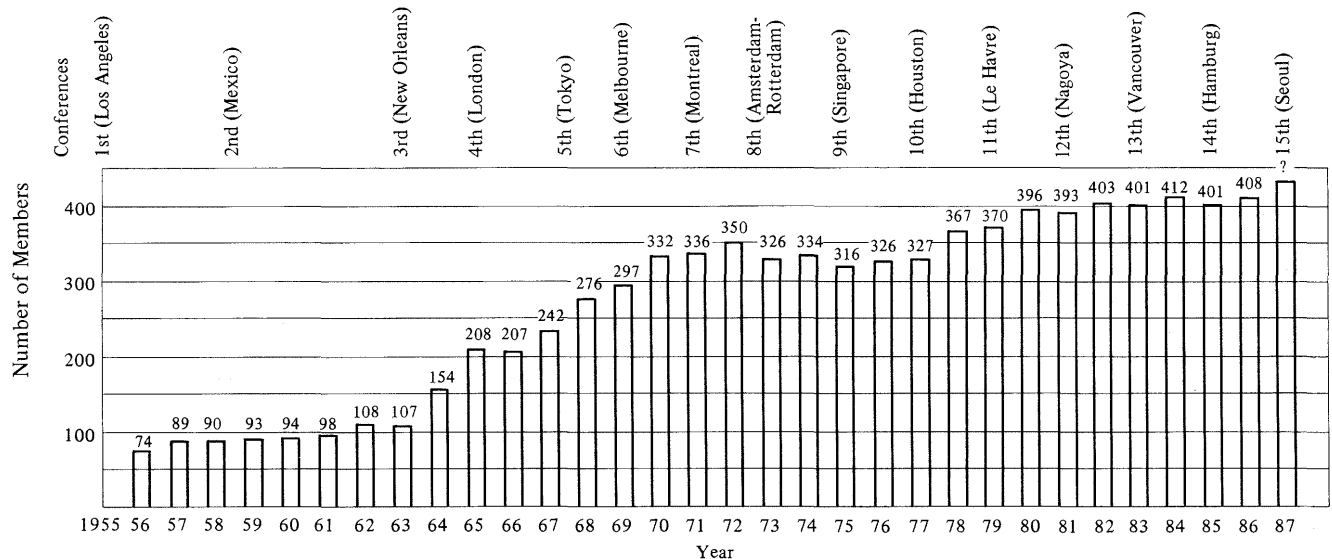
- **Committee on Containerization** (Chairman: **Charles L. Vickers** of Long Beach).

This committee started as a standing committee (on Port Administration & Utilization) in 1959. As the years passed, the Committee expanded its coverage to deal with newly arising matters, with the name being changed first to the **Committee on Containerization and Barge Carriers** and then to the **Committee on Containerization, Barge Carriers and Ro-Ro Vessels**, before it was renamed the **Cargo Handling Operations Committee** at the Nagoya Conference in 1981.

The chairmanship of this committee has been held by **Ben E. Nutter** of Oakland and **Robert Lorimer** of Auckland, and is currently filled by **Carmen Lunetta** of Miami.

The Development of IAPH over 31 years (1955 – 1986)

as seen in the growth of the membership



At the 7th Conference held in Montreal in 1971, the following committees were newly established:

- **Ways and Means Committee** (Chairman: **Bernard J. Caughlin** of Los Angeles)
This committee, set up to assist in financial planning for the expansion of the Association's operations, was re-named the **Finance Committee** in 1975. Following Mr. Caughlin's retirement in 1977, **Thomas J. Thorley** of Long Beach, **J. den Toom** of Amsterdam, and **A.G. Field** of Townsville have served as Chairman, with the position currently being held by **Fred Gingell** of Frazer River port.
- **Committee on Legal Protection of Navigable Waterways** (Chairman: **Andre Pages** of France). Since Mr. Pages' retirement in 1985, **Paul Valls** of Bordeaux has been chairing the committee, which is now known as the **Committee on Legal Protection of Port Interests**.
- **Constitution and By-Laws Review Committee** (Chairman: **Lyle King** of New York). Mr. King was succeeded by **Del Taylor**, National Harbours Board, Canada, **J.H.W. Cavey**, Ministry of Transport, Canada, and **J. Stewart** of Wellington, with **J. McJunkin** of Long Beach presently occupying the post.

At the 9th Conference held in Singapore in 1975, the **Membership Committee** was newly established to complement the activities of the **Finance Committee** and **By-Laws Special Review Committee** (which is currently called the **Constitution and By-Laws Committee**) in handling the Association's internal affairs.

The objective of this committee was to increase our membership, thereby elevating the international prestige of the Association. **A.S. Mayne** of Melbourne was appointed its Chairman. It was subsequently chaired by **Charles R. Clark** of Panama Canal, **J.P. Davidson** of Clyde Port and **Paul Bastard** of France, and is currently being led by **John Mather** of Clyde Port.

At the 10th Conference held in Houston in 1977, the following two committees were newly established:

- **Committee on Trade Facilitation** (Chairman: **Robert L.M. Vleugels** of Antwerp). This committee is currently

chaired by **F. Suykens**, Mr. Vleugels' successor at the Port of Antwerp.

- **Committee on Community Relations** (Chairman: **Jack Bax** of Rotterdam). This committee, which changed its name to the **Public Affairs Committee** at the Nagoya Conference, was subsequently chaired by **F.M. Wilson** of Brisbane and is now being led by **R.N. Hayes** of Dublin.

At the Executive Committee meeting held in Brisbane in 1980, the **Ad Hoc Committee on Dredging** was established to investigate the international situation concerning problems related to dredging (Chairman: **A.J. Tozzoli** of New York). This ad hoc committee has come to function as one of the five Sub-Committees of the PSEC since the Vancouver Conference in 1983, and is currently chaired by **H.R. Haar**, Jr. of New Orleans.

It is noteworthy that, since IAPH was granted non-governmental consultative status with the three UN agencies, namely **ECOSOC** (Economic and Social Council, New York), **IMO** (International Maritime Organization, London) and **UNCTAD** (United Nations Conference on Trade and Development, Geneva) and **CCC** (Customs Cooperation Council, Brussels), the Association has actively participated in their programmes. Our organization has made recommendations from time to time based on the proposals of our technical committees, through specially appointed Liaison Officers, whose names are listed below:

ECOSOC: **R. Steiner** of New York, since 1985, succeeding **A.J. Tozzoli** (New York)

IMO: **A.J. Smith** of the BPA, since 1975, succeeding **T.A. McLoughlin** (BPA)

UNCTAD: **B. Kruk** of Rotterdam, since 1985, succeeding **J.K. Stuart** of the ABP. **J. Lunch** of the PLA and **Sven Ullman** of Gothenburg were their predecessors.

CCC: **F.L.H. Suykens** of Antwerp, since 1985, succeeding **R.L.M. Vleugels** (Antwerp) (**J. Raven**, ex-Chief Executive of the SITPRO UK Board, has been serving as the IAPH Reporting Expert concerning CCC matters since April 1986.)

The extent to which IAPH has been addressing port interests with these organizations can be gauged from the following position or observation papers submitted by IAPH to IMO during the last few months:

- Salvage at Sea and Related Issues, submitted to the 57th Session of the IMO Legal Committee (June 16, 1986)
- Revision of the Convention on Maritime Liens and Mortgages, submitted to the joint meeting of the Intergovernmental Group of Experts, IMO and UNCTAD (June 6, 1986)
- Measures to Prevent Unlawful Acts against Passengers and Crews on Passenger Ships, submitted to the IMO Maritime Safety Committee (August 27, 1986)
- Matters Related to the Disposal at Sea of Dredged Material, submitted on August 8, 1986 to the 10th Consultative Meeting of Contracting Parties to the London Dumping Convention, IMO

We at IAPH derive enormous pride from the endeavors the Association committees and members have been making for the benefit of its members and world ports. Our achievements would not have been possible without the wholehearted dedication of our members. Moreover, we cannot overlook the efforts of all those friends, both from within the Association and outside, who have provided vital support at critical moments in our history.

It is our belief that the main merit of this Association has been and continues to be its worldwide membership, whose joint efforts are the key to making the Association an even more reliable body.

We look upon ourselves as a body of people united in a spirit of cooperation. Ours is a membership dedicated to helping one another, a membership that considers new, progressive ideas the common property of all and one that, as industries and technology advance relentlessly, is steadily contributing to worldwide friendship through a continuing exchange of information and views.

At the forthcoming Conference in Seoul next year, Exco will deliberate on the new areas to be incorporated in the work of the technical committees. In response to the Secretary General's request made earlier, comments and recommendations are arriving at the Head Office, where all the input will be compiled into a report for submission to the members concerned prior to the Seoul Conference.

As already announced, our Conference in Seoul will focus on the theme "Ports looking into the 21st century." It is sincerely hoped that as many IAPH members and non-members from ports and port-related industries as possible will participate in the Seoul gathering.

CORRECTION

In the article announcing Mr. Carl Veng's appointment as a CLPPI member, which appeared on page 9 of the September 1986 issue of this journal, the port to which Mr. Veng and Mr. Schäfer belong was erroneously referred to as being Gothenburg. They are, in fact, Assistant General Manager and General Manager of the Port of Copenhagen Authority. The Head Office Secretariat deeply apologizes to the parties concerned for this error.

Ad hoc group of experts appointed to review the IAPH journal

In line with the decision made at the Exco meeting held in April this year, President den Toom has recently appointed the following individuals to serve on the Ad Hoc Committee to review the Association's journal "Ports and Harbors" and make recommendations on its possible improvement:

Chairman:

Mr. J.H. McJunkin (2nd Vice-President of IAPH), Executive Director, Port of Long Beach, USA

Members:

Mr. D.J. Taddeo, General Manager, Port of Montreal, Canada

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

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

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

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

Following the presidential appointment of the experts to serve on the ad hoc committee, the Tokyo Head Office Secretariat has submitted to them a 23-page study paper containing detailed information on the production of "Ports and Harbors" so that the Ad Hoc committee members will be able to review and prepare recommendations for improvement, to be put to the next Exco meeting during the Seoul Conference next year.

In fact, the improvement of the journal has always been a major concern of the Association. Already eight years have passed since the current editing guidelines were endorsed by Exco at its meeting in Mombasa in 1978, being put into practice from the March 1979 issue. Under the circumstances, Exco in its Auckland meeting decided to have an ad hoc group of experts review the existing situation to see whether the current requirements of the Association are being sufficiently met.

The editorial staff at the Head Office, headed by Deputy Secretary General Kusaka, consider that having a magazine like "Ports and Harbors," with its independent identity and frequency of publication, is indispensable in view of the Association's efforts to have its members positively participate in IAPH activities.

Nevertheless, they make the point that the journal of IAPH, which is a non-profit making association of world ports, cannot be compared with similar publications produced on a commercial basis since the latter have the advantages of substantial finances, professionally-trained writers and big circulations. Therefore they feel their efforts should be directed to making the journal as attractive as possible for IAPH members and the readers at large, within the available budget approved by the Association. Thus they trust that the newly-appointed ad hoc committee members will be able to come up with recommendations regarding the future course of our journal so as to enable it to continue functioning as a most effective communication medium, accommodating the hopes of individuals at various levels of the Association.

In the study paper prepared by the editorial staff at the Head Office, they comment as follows.

"As the ones who have been engaged in the editing of 'Ports and Harbors', we are thankful for the confidence which Exco has put in us by enabling us to edit the journal issue by issue at our own discretion, in accordance with the editorial policy which Exco initially agreed upon." They say, "We subscribe to the view of the author of the book entitled **Editing your NEWSLETTER: A Guide to Writing, Design and Production**, that no newsletter is perfect. It is our belief, too, that no magazine is perfect. That is why we must always give our ears to the readers' comments or criticisms and to continue our incessant efforts to achieve the best possible improvement in our work."

The questions concerning which the Ad Hoc Committee of Experts is requested to offer their advice and recommendations can be summed up as follows:

- 1) What type of organ would be appropriate as an optimal "regular communication carrier" for IAPH? (e.g. magazine or newsletter)
- 2) What type of readership (in terms of level of expertise and experience) should be aimed at?
- 3) What should be the objectives, or editing principles, of the publication?
- 4) Which format and subject areas would be most appropriate for meeting these objectives?
- 5) How should professional services be introduced?

Entry Papers total 29 for the Essay Contest

By September 1, 1986, the closing date for the entry to the IAPH Essay Contest, altogether 29 papers had been received. Following the announcement of the list of the 24 entrants whose papers had been received by August 25, 1986, in the last issue of the journal, five more papers were received from the following individuals, to make 29 altogether:

- B.N. Putatunda, Faculty, Port Operations, Indian Institute of Port Management
- M.F. Kokumu, Kenya Ports Authority
- P.V.V. Hanumantha Rao, Docks Manager, Visakhapatnam Port Trust, India
- Teresa David, Senior Assistant, Visakhapatnam Port Trust, India
- Rodolfo Diaz Garcia & David Wilson Meneses, Autoridad Portuaria Nacional, Panama

The Tokyo Head Office has forwarded all the received papers to Mr. C.B. Kruk, Chairman of the Panel of Judges for the Essay Contest in Rotterdam. The panel is to screen these papers for announcement of the result in January, 1987.

Mr. John Raven reports on the CCC meetings

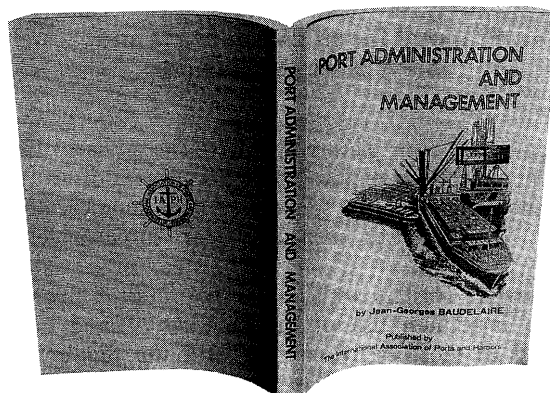
Mr. John Raven, who has recently been named as IAPH Reporting Expert on matters related to the CCC (Customs Co-operation Council, Brussels), contributed a report covering the CCC meetings from the viewpoint of IAPH interests. His report, which was received through the office of Mr. F. Suykens of Antwerp, Chairman of the IAPH Committee on Trade Facilitation and IAPH Liaison Officer with the CCC, is reproduced on page 19 for the benefit of our members and readers.

Baudelaire's book "Port Administration and Management" completed

The English version of the book entitled "Port Administration and Management", authored by Professor Jean-Georges Baudelaire, has been completed by the IAPH Head Office. The original version of this book was published in the French language by the Bureau Central d'Etudes pour les Equipements d'Outre-Mer, known as B.C.E.O.M., in 1979.

Secretary General Sato wishes to place on record his appreciation for the kind cooperation and assistance of Professor Baudelaire, the author, and for the invaluable efforts of Mr. Michel Poté, Director, IPER (Institut Portuaire d'Enseignement et de Recherche) in Le Havre, who liaised with the Tokyo Head Office in providing all the texts and relevant materials and in relaying occasional questions from the Head Office to the author. Furthermore, Dr. Sato expresses his sincerest gratitude to Mr. Hisao Murano, who has served as Liaison Officer with IAPH for the Port of Tokyo since April, 1985, for his cooperation in the compilation of the book.

The Tokyo Secretariat sent out one copy to each member of IAPH by seamount in the first week of October. Members can obtain additional copies, at US\$20 per copy plus the appropriate mailing charge, by writing to the Head Office.



The A5-size (150 x 210 mm) soft-cover book comprises 10 chapters and is 412 pages long.

Mr. Coloby of Le Havre reports on the 8th IMPA Congress, Paris

Mr. Bernard Coloby, Assistant to the Manager, Port Operations, the Port of Le Havre Authority, and a member of the PSEC Marine Safety Sub-Committee, represented IAPH at the 8th Congress of IMPA (International Maritime Pilots Association), recently held in Paris. His report is reproduced on page 14 of this issue.

Furthermore, Mr. Jean Smagghe, Director General, the Port of Le Havre Authority, and Chairman of the PSEC Ship Sub-Committee, contributed an article reporting that, following its Paris Congress, the IMPA delegation, comprising some 40 maritime pilots, visited the Port of Le Havre to observe the use of helicopters there. Mr. Smagghe's report is reproduced on page 37 of this issue.

Proposal for an IALA, IAPH and IMPA World VTS Guide

Secretary General Sato sounds out IAPH Regular Members' views

Under the date of September 10, 1986, the Secretary General circulated a letter to IAPH Regular members concerning the production of a worldwide VTS service. It is currently being proposed that this service be produced jointly by three international organizations, namely IAPH, IALA (International Association of Lighthouse Authorities) and IMPA (International Maritime Pilots Association).

At the Exco meeting held in Auckland in April this year, Mr. B. Coloby, a member of the PSEC Marine Safety Sub-committee (Port of Le Havre Authority), was appointed to be the IAPH representative in a joint IAPH/IALA/IMPA working group on "World Guide to VTS." This group held three meetings in Paris on 12 June, 22 July and 7 August, respectively, to study the proposal of Captain Fred Weeks and the Pergamon Maritime Press Unit, Plymouth.

As a result, the working group decided to seek the views of the members of the three associations to assess if there was likely to be sufficient worldwide support for this proposal prior to the start of the project. For IAPH Regular members, the following letter and accompanying documents were sent from the Tokyo Head Office, while both the IALA and IMPA members were approached in a similar manner.

Proposal for an IALA, IAPH and IMPA World VTS Guide

Purpose

To provide a clear pictorial guide to the services offered and communications required by VTS Centres of all types worldwide, ranging from single VHF communications to complex VTS centres utilizing radar surveillance and tracking.

To provide Masters with all the information necessary to make maximum use of the facilities offered by the VTS, and to most easily comply with the requirements of the coastal state.

To provide the clearest possible guide to any kind of navigational assistance offered by the VTS, and to facilitate a trouble-free and speedy approach to a pilot station or port.

Origins

In 1985 IMO adopted Assembly Resolution A 578(14) "Guidelines for Vessel Traffic Services," after much work by the appropriate sub-committees which included many members of IALA, IAPH and IMPA. At point 7 this resolution states:

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

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

Subsequently, the French Lighthouse Authority and the

Port Autonome de Marseille commissioned research into the best possible format for such a guide. This led to the layout shown in the enclosure. This layout is for Marseilles, but includes most of the items envisaged for any VTS, irrespective of which Authority that centre is managed by, and of whether it is provided with radar or not.

Advantages

Apart from the obvious points of extreme user friendliness and clarity of display, there are the following advantages:

- Entries are contained in a single high quality loose leaf binder
- Each pictorial page has a facing page of clearly written information
- Correction is by page replacement
- The Guide removes the need for individual Centres to issue their own Guides, thereby saving money
- Information is supplied direct by the Centre (or its management) to us, in response to a detailed request
- Costings are low
- Format is fully compatible with eventual electronic display

Costings

If about 100 VTS centres initially agree to take part, the cost of producing 10,000 binders for distribution to shipping will be about £1,250 per participating VTS. This cost will decline as more VTS Centres agree to take part.

Costing Assumptions

1. Production and publication will be carried out on behalf of IALA, IAPH and IMPA by Pergamon Maritime Unit, Plymouth.
2. Centres are to supply all necessary information, diagrams and charts on request and free of charge.
3. Costing is to be carried out on the basis of each port having a single (double-page) entry in a hard cover loose leaf binder, suitable for dispatch to ships.
4. The quoted cost is for a single double-page entry. Successful double page entries would be about £1,000 per 10,000 volumes
5. The cost includes free distribution to ships.
6. The cost includes one annual update (see "Updating")

Updating

The above quoted costs provide for one free annual updating.

A continuous, full, updating service becomes fully viable with 100 Centres participating, at a cost of £150 per centre per annum. Whether the participating centres, or the ships using the service, should pay for updating remains to be considered.

Future Progress

IALA, IAPH and IMPA are seeking the views of their members to establish whether there is sufficient worldwide support to proceed with this proposal.

Marseille - Fos**FRANCE****REPORTING AND
PILOTAGE**

EDITION No.

001

REVISION DATE

85-11-20

PAGE No.

MRS 3

TIME DUE:				
	PRE-ENTRY REPORT	PILOTAGE REQUESTS	HEALTH	TANKERS AND DANGEROUS CARGO
48 HRS BEFORE ENTRY	TO: Marseille VTS GIVING: IMO SRS Items: A, B, C, G, H & I VIA: Agent			TO: Marseille VTS GIVING: IMO SRS Items: P, use IMDG Code VIA: Agent
2 HRS BEFORE ENTRY	TO: Marseille VTS GIVING: IMO SRS Items: A & any alterations to Pre-Entry Report	TO: Marseille VTS GIVING: IMO SRS Items: J	TO: Saniport Marseille GIVING: IMO SRS Items: A, H, last 3 ports in reverse order, "ZT", Date Deraiting Cert, "ZS"	
OPTIONAL PILOTAGE LIMITS	TO: Marseille VTS GIVING: Ships Name, Boundary Sector, Time of crossing			
NOTE: IMO SRS = IMO Ship Reporting System ZT, ZS = See International Code of Signals				

Marseille - Fos**FRANCE****REPORTING AND
PILOTAGE**

EDITION No.

001

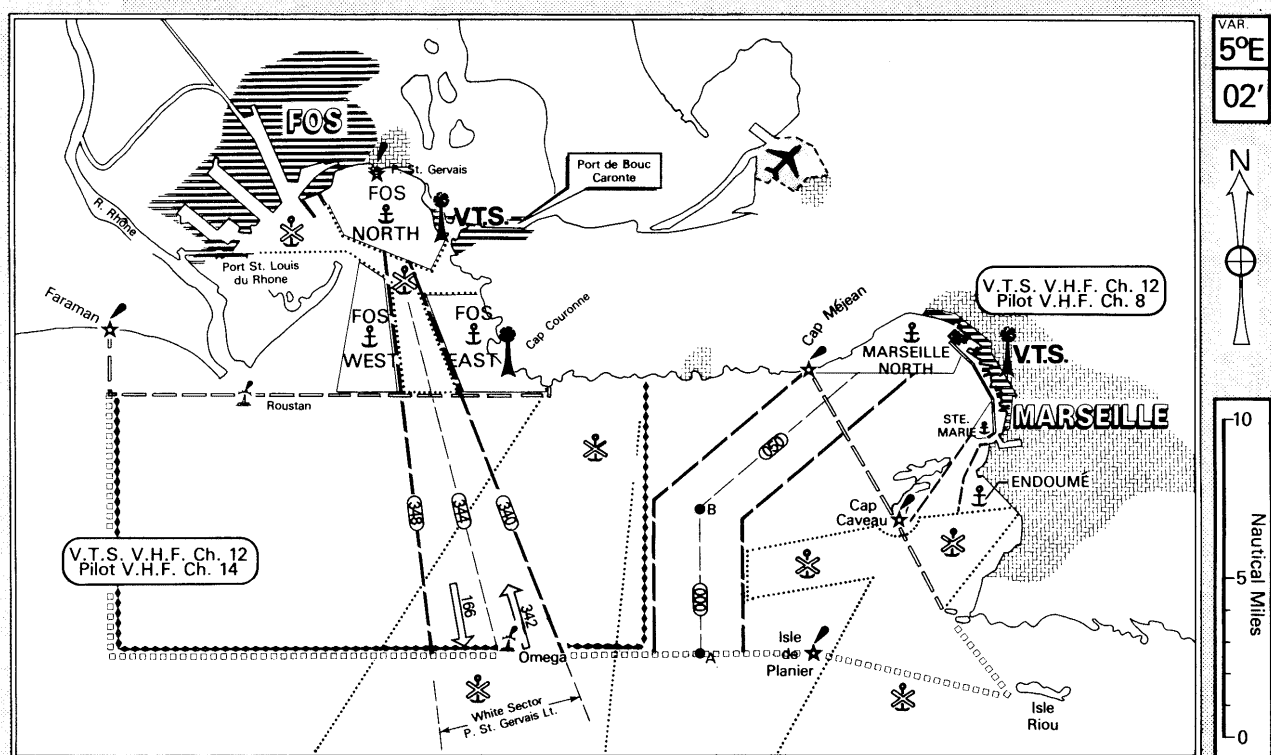
REVISION DATE

85-11-20

PAGE No.

MRS 5

COMMUNICATIONS	ENTRY REQUIREMENTS FOS	ENTRY REQUIREMENTS MARSEILLE	PILOT REQUESTS AND ANCHORAGE	REDUCED VISIBILITY PROCEDURES
Call: Ch 16 Working Ch 12 Call Name: Marseille Traffic Areas of applicability: Call 2 hrs before Pilot rendezvous At Optional Pilotage Limits Entry Report: TO: Marseille VTS GIVING: Ships Name, Boundary sector, Time of crossing MET SERVICES RADIO: On request from Marseille VTS TELEPHONE: Port of Marseille Authority Weather Bureau on (16-91) 91.46.51	As for Marseille and deep draught ships: Must enter main channel at Omega buoy, These ships when in mid channel have right of way over crossing ships All vessels: Must contact Marseille VTS on crossing outer limit They will be given berth No., pilot ETA, or where they must anchor If contact with Marseille VTS cannot be made or pilot is not on board V/Ls may not cross inner limit line No V/L may enter the main channel inshore of the compulsory pilotage line without permission from Marseille VTS	V/Ls over 1600T carrying Petroleum products or dangerous goods (incl. gas and chemicals): May not enter the channel without permission Must obtain permission when entering before crossing outer limit line from Marseille VTS Other vessels: May use either Marseille North Roads for large V/Ls or Marseille South Roads for smaller V/Ls	Contact VHF Ch 8 for Marseille and VHF Ch 14 for Fos Note optional and compulsory pilot Limits Anchorage: Compulsory pilotage to anchor in specified zones	Warning broadcasts for specific priority ships every 15 minutes from Marseille VTS Get clearance from Marseille before proceeding Assistance to navigation through Marseille VTS TANKERS & DANGEROUS CARGO Call Marseille VTS



Marseille - Fos

FRANCE

**INTERMEDIATE
APPROACH AREA**

EDITION No.
001

REVISION DATE
85-11-20

PAGE No.
MRS 6

Report on the VIIIth IMPA Congress Paris, 4-8 August 1986

By Bernard Coloby, Port of Le Havre

I attended the VIIIth IMPA Congress in Paris as the IAPH representative, in response to a kind invitation from the International Maritime Pilots' Association.

I was warmly welcomed by the Board and members of IMPA. I think that closer cooperation between our associations will be fruitful and of mutual benefit.

The Congress was attended by:

- 21 national delegations
- Observers from IMO (Mr. ADIB), ICS (Mr. CALDER), IALA (Mr. PRUNIERAS and Mr. MATTHEWS), IAPH (Mr. COLOBY) and EEC (Mr. SALVARANI)
- About 400 members in total

At the end of the Congress, Maurice GUICHAROUSSE, who resigned from office, was replaced by Captain Jim VARNEY from AUCKLAND (New Zealand). The election of the other officers produced the following results:

- Senior Vice-President : Pat NEELY (USA)
- Vice-President : Brian LEWIS (Australia)
- Vice-President : Paul LOPINOT (France)
- Vice-President : Gerald COATES (U.K.)
- Vice-President : Hisashi SAKANE (Japan)
- Vice-President : Ignacio FERREIRA (Mexico)

The next congresses will be held:

- in Melbourne (Australia) 1988
- in Panama 1990
- in Spain 1992

The agenda of the congress was very tight, dealing with a lot of items related to pilots' concerns.

I noted among others the report made by President GUICHAROUSSE on the IAPH's activities, and particularly those of COPSEC, since the last IMPA Congress in 1984 (as reported at the 14th IAPH Conference in Hamburg and Mid-Term Conference in Auckland).

The development of VTS techniques raises several problems for pilotage. The IMPA position on this subject could be summarized as follows:

- Actual control of vessel should remain on board the vessel.
- The liability of each party (VTS authority, master of the ship) should be clearly established.
- When navigational assistance is given, this should be done by a pilot.

On this last point, there have been discussions on the definition of "Navigational assistance" (only position information, or advice/instruction on course or speed to be followed, or interference with the navigation of the ship, etc.?)

Another technical development which may worry pilots is related to pilot training, bridge simulators and model basins. Generally they have a common feeling that simulators may help to train pilots, but cannot replace training at sea on board manoeuvring ships.

Reports and discussions took place in relation to IMO work, particularly:

- Amendments to SOLAS pilot ladder regulations
 - Marine Standard Vocabulary
 - Collision regulations (Traffic Separation Scheme, Rule 8 "Not to impede", Vessels constrained by their draught, Definition of narrow channel)
 - Bridge design visibility and manoeuvrability data
 - Life saving appliances
- Information was given on:
- Pilot Boat manning and rescue of pilots
 - Navigation under bridges and the use of tugs in harbour
 - "Seaspeak manual" and trials on harmonised procedures for VTS
 - Mandatory or Compulsory pilotage in specific areas such as German Bight, Strait of Messina, Great Barrier Reef
 - The European project COST 301 (improvement of aids to navigation)

Information was also given on the use of helicopters by pilots. For this purpose a speaker of the French company AEROSPATIALE gave a lecture and showed a film. Then a special event was organised in Le Havre on Sunday 10 August, which was attended by about 40 pilots. Helicopters used for embarking pilots on ships or disembarking them from ships were presented and shown in demonstration.



**15th
IAPH
Conference**

April 25-May 2, 1987
Seoul, Korea

CONFERENCE THEME
"Ports Looking into the 21st Century"

Working Sessions at the Seoul Conference

The overall framework of the working sessions, although provisional at this stage, will be as follows:—

No. 1 Working Session

14:30/17:30, Monday, April 27, 1987

- 14:30:** Opening remarks by Session Chairman Sir Keith Stuart, Chairman, Associated British Ports, UK
- 14:40:** Presentation 1: On Finance and Management by Mr. C.L. Jordan, Port of Melbourne Authority, Australia
- 15:00:** Presentation 2: On Operations, Labour and Logistics by Mr. W.A. Abernathy, Port of Oakland, USA
- 15:20:** Preliminary comments by Session Chairman
- 15:35:** Assembly in working groups A, B, C and D

Group A Leader: Mr. J.H. McJunkin, Port of Long Beach, USA

Co-Leaders: Mr. H.H. Abdullah, Kelang, Malaysia
Mr. J. Bayada, Cyprus Ports Authority

Group B Leader: Mr. R.P. Leach, Port of Houston, USA

Co-Leaders: Mr. J. Rommerskirchen, Port of Hamburg, Germany
Mr. Y.Y. Chan, Marine Department, Hong Kong

Group C Leader: Mr. J. Dubois, France

Co-Leaders: Mr. H.N. Fotedar, Indian Ports Association, India
Mr. C.J. Lunetta, Port of Miami, USA

Group D Leader: Mr. P. Okundi, Kenya Ports Authority, Kenya

Co-Leaders: Mr. F. Richardson, Port Authority of Trinidad & Tobago
Mr. R. Cooper, Auckland Harbour Board, New Zealand

15:45: Group Sessions

Each group will be allocated a separate room. The working language will be English, except for Group C, which will be provided with English/French interpreters.

16:30: Groups rejoin in main forum and Group Leaders report on discussions

17:15: Summary and closing remarks by Session Chairman

No. 2 Working Session

09:00/12:00, Tuesday, April 28, 1987

09:00: Opening remarks by Session Chairman Sir Keith Stuart

09:10: Presentation 3: On Competition and Coordination by Mr. F.L.H. Suykens, Port of Antwerp, Belgium

09:30: Presentation 4: On Community and Environment by Mr. D.J. Taddeo, Port of Montreal, Canada

09:50: Preliminary comments by Session Chairman

10:00: Assembly in working groups A, B, C and D

Group Leaders (As above)

Co-Leaders (As above)

10:15: Group discussions

11:00: Groups rejoin in main forum and Group Leaders report on discussion

11:45: Summary and closing remarks by Session Chairman

No 3 Working Session: "Korean Port Development"

14:00/17:00, Tuesday, April 28, 1987

Chairman: Dr. Tae Youl, Hahn, Dy. Administrator, Korea Maritime and Port Administration, Korea

Presentation of papers on port development in relation to national policies regarding the development of the economy, the transportation network and other industries.

To be followed by questions and answers.

No. 4 Working Session: Int'l Port Development

08:30/11:30, Thursday, April 30, 1987

This will be a forum featuring the activities carried out by IAPH's Committee on International Port Development.

Chairman: Mr. C.B. Kruk, Port of Rotterdam, Netherlands

Experts to be invited will include Mr. Barry Cable, Containerization & Port Expert, Shipping Division, ESCAP, and Mr. Seyoum, Eastern Africa Port Management Association. Confirmation of the attendance of other experts is awaited.

No. 5 Working Session : Bull Session for Port managers, Chairmen and members of the Technical Committees

13:30/17:00, Thursday, April 30, 1987

A separate room will be provided for each Technical Committee. Delegates can visit any of such gatherings to meet experts for exchanges of views and consultations. (There will be no prearranged procedures. Participants are free to approach and talk with whichever and as many experts as they wish.)

The Technical Committees (Chairmen) are:

- **Port Safety, Environment and Construction (Chairman: Mr. J. Dubois, France) and its Sub-Committees on**
 - * **Marine Safety (Capt. G.T. Monks, Port Hedland, Australia)**
 - * **Port Safety (Mr. Per H. Olson, Port of Gothenburg, Sweden)**
 - * **Engineering (Mr. Aftab Alam, Karachi Port Trust, Pakistan)**
 - * **Ship (Mr. Jean Smagghe, Port of Le Havre, France)**
- **Trade Facilitation (Mr. F.L.H. Suykens, Port of Antwerp, Belgium)**
- **Legal Protection of Port Interests (Mr. P. Valls, Port of Bordeaux, France)**
- **Cargo Handling Operations (Mr. C. Lunetta, Port of Miami, U.S.A.)**
- **Public Affairs (Mr. R.N. Hayes, Dublin Port & Docks Board, Ireland)**

No. 6 Working Session: World Business perspectives

08:30/11:30, Thursday, April 30, 1987

Chairman: Dr. Tae Youl, Hahn, Dy. Administrator, Korea Maritime and Port Administration, Korea

Presentations by representatives of the three leading international organizations engaged in international trade, shipping and transport businesses, including FIATA (International Federation of Freight Forwarders Associations), ICC (International Chamber of Commerce), and ICS (International Chamber of Shipping).

Synthesis Session

09:00/12:00, Friday, May 1, 1987

Chairman: Sir Keith Stuart, Chairman, Associated British Ports, UK

- Synthesis of sessions 1 and 2 :
Sir Keith Stuart (as above)
- Synthesis of sessions 4 and 5 :
Chairmen of the Technical Committees

Mr. Mogens Munk of Copenhagen appointed as a PACOM member

President den Toom has recently appointed Mr. Mogens Munk, Vice Chairman of the Harbour Board, the Port of Copenhagen Authority, as a member of the Committee on Public Affairs (PACOM), in place of the Harbour Board's Chairman, Mr. Lustrup.

The Port of Copenhagen has for some time felt that they could make their participation in the various IAPH committees more effective by placing persons of special knowledge in those committees where they already have a seat. In line with this policy, Mr. Carl Veng, Assistant General Manager, took General Manager Schäfer's place on the CLPPI.

Mr. Lustrup, Chairman of the Board, says, "It is our general opinion that by doing this we will be able to serve IAPH in a much better way."

Visitors

- On September 5, 1986, Mr. Alan Perry, Commercial Director of the famed port journal "Port Development International" (London, U.K.), visited the head office and met Mr. R. Kondoh to exchange views and comments.
- On September 17, 1986, Mr. Eugene Vernigora, Senior Port Engineer, World Bank (Washington, D.C., USA), visited the head office and met Mr. R. Kondoh to discuss the port situation in the region. He visited the Port of Tokyo on the afternoon of the same day and Kobe Port the following day.
- On September 22, 1986, Mr. Viktor Sebek, Secretary, Advisory Committee on Pollution of the Sea (Abbreviated as ACOPS), visited the head office and met Mr. R. Kondoh, Under Secretary, for an exchange of views. IAPH's affiliation with ACOPS (President: The Rt. Hon. James Callaghan PC MP, London, U.K.) has been enhanced through the British Ports Association.
- On September 30, 1986, Mr. Hans Peters, Dy. Chief, Transportation Division, East Asia & Pacific Regional Office the World Bank, and Mr. David L. Turner, Chief, Division of Shipping, Ports and Inland Waterways, ESCAP, at a meeting held at the Japan Maritime Research Institute (JAMRI) in Tokyo, exchanged views and comments with the resident maritime research experts of JAMRI, and Prof. Nishiyama of the Tokyo Univ. of Merchant Marine and the Marine International Cooperation Center, on the World Bank's proposed research programme on the analysis of trade and maritime transport development for Pacific Asia.

It was mentioned that the proposed research would be carried out over the coming two or three years, jointly under the auspices of the World Bank and ESCAP, and with the support of various research institutions in the region as well as in Europe, and further that the first meeting of experts would be organized in January in Bangkok.

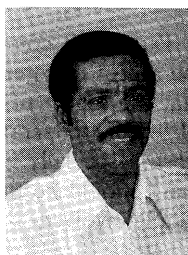
The meeting, which was a follow-up to a meeting on the same subject previously held on May 8, 1986, as reported in the Aug/Sep issue of this journal, was observed by Mr. R. Kondoh of IAPH.

(More announcement on page 23)

Open forum:

Suggestions for a Fast Turnaround of Vessels in Ports

By R. Ch. Sweet
Director
N.V. Havenbeheer
Suriname
(Suriname Port Authority)



To improve efficiency in ports, it is important that everyone engaged in the operations in ports should be well aware of the fact that the greatest efficiency can be obtained if all concerned cooperate in the most effective way. This is imperative for a fast turnaround of vessels in ports, which is in the interest of both **the vessel** and **the ports**.

Now how could a fast turnaround be achieved?

To answer this question we have to consider the following facts:

1. How entry is arranged.
2. Activities at clearance in the interest of vessel and crew.
3. Planning discharge/loading: the organisation of the work.
4. Equipment availability at discharge/loading.
5. Information to vessel officers as to the characters of stevedores, their technical knowledge and knowhow. The human factor is becoming more and more important. Consideration to ensure smooth cooperation with labour (stevedores). Training of labour engaged with discharge/loading.
6. The importance of good communications during vessels' stay in ports.

How entry is arranged:

Most ports of the world are not accessible from the open sea without the service of pilot on account of several factors, viz. draft limitation, banks in the river, sluices, navigation channels, tidal ports, etc. Therefore it is necessary that the captain be informed well in advance of the way entry is to be arranged and the exact time of arrival of pilot(s), and also the availability of equipment such as tugs and mooring boats, if required.

To speed up matters on arrival in ports, it is recommendable that the correspondence for captain and crew, including the crew's mail and all other things, both private and for the job in port, be handed on to the vessel by the pilot. During entry all these matters can be studied by the captain and crew in a quiet way so that everyone on board is ready for the job of mooring/clearance and other tasks. This information for the captain and crew will be deemed very welcome on board, especially by those waiting for

communications from their families. And the crew will thereby be in a good mood at the start of activities in port.

In most ports after mooring, the clearance by customs will have to be completed before activities with regard to discharge/loading can start. Besides this formal procedure, which is done by customs as per the rules and regulations of the country or district concerned, it is imperative that certain matters in the interests of the vessel and crew be handled with special care. They relate to stores, water, laundry, repairs, medical care, etc. At the same time the stevedore will have to communicate with the mates about the organisation of the work in respect of discharge/loading. Stowage plans and equipment on board and on dock will need to be announced. Needless to say, prior to arrival of the vessel the stevedore should have arranged adequate equipment and sufficient space on dock and in the sheds for the cargo to be discharged.

On discussing the operation with regard to discharge/loading, it is nowadays most recommendable to stress the human factor as a special part of the whole performance. More than in the past the man on the job should be treated in a more humane way. Today port labour is no longer considered unskilled and uncivilised. On account of the increasing mechanisation of port work, it should be recognized that, as ports are further equipped with expensive machinery and machines requiring good treatment, we shall need skilled labour from now on, both in the interests of the machinery and the cargo. The human aspect of port work will be discussed more extensively in the next chapter relating to training of port personnel.

As considered before, the "human factor" in ports will need more and constant attention in order to promote efficiency in ports, not in the least on account of the high mechanization of port work. Nowadays we are experiencing steady growth in the field of unitisation, especially containerization. As a consequence, the material to handle these sizeable units, ranging from 10 up to 40 tons per unit, should be adapted/designed to comply with the question of heavy load handling.

Heavy load handling further requires trained personnel, both to handle the machinery and to handle the cargo (heavy loads). But it is not only for these activities that training is required, but always on account of the different ways of handling heavy loads, hazardous cargo, excessive lengths, etc. As to the machinery itself, the handling of winches, heavy derricks, cranes, mobile equipment such as container cranes and forklifts, etc., is involved.

Third World countries are, as a rule, not equipped with adequate facilities such as training schools, workshops, land-ships or training yards, nor of libraries or modern equipment such as simulators, etc. Therefore we see the only way to carry on this training in the near future as being "on-the-job training" in the first place, together with audio-visual training with video recorders.

Such training, both visual and on-the-job, should be organized in such a way that the present organization of the job is maintained and not hindered. This means that we have to recognize that training should be organized in groups, e.g.: a. supervisors b. foremen c. winch/crane drivers d. operators of mobile equipment (cranes of fork-lift trucks) e. dockworkers (labour in the holds and in the sheds).

As to the cargo, the training should be for:

1. General cargo (loose or preslung)
2. Unitised cargo (palletised or containerised)
3. Bulk cargoes

The machinery to be used will include:

1. Winches
2. Heavy derricks
3. Cranes
4. Mobile machinery (container cranes, forktrucks, etc.)

The instructors for training will consist of:

1. Mates (on shore)
2. Engineers (on shore)
3. Qualified foremen

On-the-job training will be carried out both:

1. In groups of the same level; and
2. In project groups (mixed levels)

The training of supervisors and foremen should include:

1. Leadership
2. Organization of work and planning
3. Discipline

Besides cargo work in general, there should be special emphasis on containerization/unitisation, and in particular: heavy lifts/excessive lengths/hazardous cargoes.

Furthermore, training in safety is also required.

The training should be given simultaneously to the following groups:

1. Supervisors/Foremen
2. Winch/Crane operators
3. Operators of mobile equipment
4. Dockworkers, as required for these groups.

All this training can be performed by audio-visual means (video-recordings), whereas "on-the-job training" should be given as the work is performed, usually during discharge/loading operations.

Both "on-the-job" and audio visual (video) training should be carried out during working hours as part of the daily work. The audio-visual training should be given in small groups of one gang (7 to 12 men) and should be given prior to the "on-the-job" training. To start with, a good "action video film" of group work or the like, in quite another field having nothing to do with labour work, would be effective in stressing the success of group work. Thereafter we can start with the first instructive video on

port work, explaining and showing the basis of this work, etc. After the instruction video of half an hour to one hour at the maximum, labour will have half an hour to pause before going on with normal work. Therefore it is desirable to start with the training one hour before the usual half-hour coffee-break.

Making use of video films will make training worldwide easily, as films can be made in one place for use in Third World countries worldwide. Video can also be used for the training of instructors if required, and to stress certain points and new developments.

During all courses special emphasis should be given to the aspect of safety. It should be made clear to everybody that the aspect of safety (safety first) is most important at all levels of operations in the practical performance of the work, especially with regard to hazardous cargo. "Safety first" should be the cry of everyone, in the interests of the people involved.

The training of dockworkers in Third World countries should be directed more towards the field of handling unitised packages and containers. Such training has so far been unknown on most Third World countries.

Although our dockworkers have done their job in the past only on the basis of "on-the-job training", we deem it advisable that, with our modern audio-visual means (video recordings), we have an excellent means to upgrade the training of port workers in the interests of both ports and ships. And having this means at our disposal, we can upgrade the total knowledge of dockworkers in general from the principles of cargo handling, rigging gears, examining wires and ropes, handling hazardous cargoes, methods of discharging all sorts of packages, long lengths, heavy loads, etc. to fire risk, safety and first aid.

In contrast to port work by labour in the days when strong young men were required to lift heavy packages through physical strength, we see that nowadays the work is done mostly by fork-trucks in the holds and on the quay. Manual work is now limited, especially in the holds, to such an extent that the only activity for dockworkers is to see to it that liftrucks can handle the cargo and be helpful in that way. On account of this development of mechanised cargo handling, the need for strong men is no longer pressing, whereas the dockworker of today should be literate to some extent so as to perform the job easier and faster. Dockworkers nowadays are no longer illiterate, and therefore the training of these dockworkers will be appreciated by these groups more than in the past. Moreover, training will enable them to achieve promotion.

In conclusion, we may state that, on account of the unitization/containerization of cargo and as a consequence of the mechanization of port work, it is most important to maintain good organization in order to adapt to developments. The importance of increased training to help labour perform the new tasks in cargo work operations should be stressed more than in the past so as to enable port personnel keep pace with port developments.

Customs Co-operation Council Meetings — IAPH Interest

**By Mr. J. Raven
IAPH Reporting Expert
for CCC**



IAPH was represented by an observer delegate at recent meetings of the Customs Co-operation Council (CCC) and its Enforcement Committee.

The Council met at its headquarters in Brussels from 23rd to 27th June. This annual meeting serves mainly as a mechanism for reporting detailed developments during the past year and for the conclusion of formal business — particularly in CCC relations with other organizations.

The membership of the Council now stands at 97 countries — a figure which confirms its standing as a world-wide Customs body.

Reports were received on a wide range of subjects. Among those of particular interest to port managers were the Harmonised System Convention, progress in the Working Party of the Permanent Technical Committee on Customs applications of computers, and the work of the Enforcement Committee.

The Harmonized System Convention is the formal instrument governing the practical use of the revised Customs Commodity Description and Coding system. The new system, which is now available after some fifteen years of intensive and expert work by the Council, was produced in response to requests from a number of commercial sectors — including shipowner and shipper organisations — expressed through the United Nations, that the traditional Brussels Nomenclature, which had been devised and developed purely for Customs purposes, should be reviewed and recast so that it would also serve a variety of business needs.

This requirement is especially noticeable in international trade, where the goods description information may appear up to forty times on forty different documents in a single transaction. Originally only Customs were concerned to have a structured, coded and precisely defined method of representing individual trade items, but, with the growth of computers in official and commercial hands, it became apparent that a single description system, which could be used by Customs and business interests alike, would avoid spectacular diseconomies.

The underlying argument was irresistible. Customs all over the world needed a uniform and properly maintained description system. They would certainly insist on such a system, regardless of commercial needs. It was obvious, therefore, that either business should use the Customs nomenclature coding, or else at least one — and very probably many more than one — other coding system would have to be devised and maintained for commercial purposes. Unfortunately the existing Customs system was unsuitable, in a number of important respects, for many potential commercial users.

This argument was put to the CCC early in the seventies,

and after a number of preliminary discussions and some practical preparatory work, the Council settled down to a long, costly task of expert analysis and revision.

As a result commercial interests, including port authorities, shippers and carriers, can now rely on the new CCC Harmonised System to provide them with a central, internationally standard, yet admirably flexible description and coding facility.

Some manufacturers or traders may require additional descriptive detail over and above that necessary for Customs clearance. The System provides a firm and carefully structured basis for this purpose. Others, including carriers and port authorities, require only a minimum of detail and can rely on a shortened version of the Customs coding. But all can now base their “description of the goods” input to manual or computerised information handling systems on a single, six-digit, regularly up-dated international standard nomenclature.

The value of this remarkable work by the CCC will depend on two factors — the number of Customs authorities acceding to the relevant Convention and the extent to which potential business users appreciate and exploit its advantages.

So far 44 Council members have signed the Convention, of which five — including, most recently, India — have proceeded to ratification. It is expected that the Harmonised system will come into general Customs use on January 1st 1988, when it is understood that the USA, Canada and Japan will have notified ratification.

Given the growth in computer applications in port management itself and the increasing importance of direct links between port computer systems and those of Customs, shippers, forwarders and shipowners, these developments are critically important for most IAPH members, many of whom may be quite unaware of what is happening or how it may affect their working methods. This report, summarising the position disclosed to the CCC at their latest meeting provides some basic information, but this will need to be backed up by further contacts with the Council, continued attendance at their relevant meetings, detailed consideration by the IAPH Facilitation Committee and regular, supplementary reports in “Ports and Harbors.”

The specialised Permanent Technical Committee Working Party on Customs Applications of Computers reported further useful progress. This is an activity which must be of interest to any port authority which has developed or might develop its own computer resources so as to take full account of and, ideally, interface easily with, relevant Customs systems.

Customs insist on prompt, accurate information as a condition of according export and import clearance. There are now a variety of arrangements in many countries for late or advance notification of essential Customs data, and these are bound to affect the availability and quality of common information also required by ports. The extensive legal powers usually accorded to Customs ensure that, if and when necessary, they can override commercial considerations, but there is a growing desire among Customs forces to co-operate, to the fullest extent possible, with shippers,

forwarders and land and sea carriers, by designing and operating official computer projects for easy interfacing with business systems.

As ports are the focal point for the interchanges of information among many parties — traders, carriers, banks, and agents, as well as Customs — they face a number of acute problems as the world around them computerises. They may, for some time, be the passive, or relatively impotent, victim of other peoples' incompatibilities, obliged, in order to please customers, to take in and "interpret" a variety of individual computer messages. But there is an early limit to anyone's ability to digest such differences and the United Nations, supported by many other organisations, including the CCC, has established truly international interchange standards covering data elements, syntax rules and message formats.

Ports which already operate their own computer systems should be aware of the possibility that national Customs may, sooner or later, adopt these standards for their own programming and external data-interchange purposes and that, because of this central Customs influence, other sectors, particularly container operators, major shippers and forwarders, will also follow suit. When opportunities or needs for systems review and replacement come into view it would be prudent for these ports, themselves, to adopt the UN standards.

Ports which are in the process of computerising for the first time — or are planning to do so — can achieve useful initial economies by taking advantage of these standards in routine programming, and can then be confident that they are prepared for a widening range of future inter-system connections with Customs and other official and commercial interests.

The failure of existing or potential port computer-users to take these precautions could well result in substantial investments in future incompatibility, with the loss of useful openings to establish rapid, effective computer-to-computer communications with Customs and major commercial customers.

The CCC report showed that the Permanent Technical Committees Working Party is currently contacting a range of transport organisations to obtain their views on the practicability and usefulness of an international system of unique consignment reference numbers.

Such a project, if it proved workable, would not only aid ports to meet a major requirement of internal computer systems design and easy communication with other, outside, computers, but would solve many acute identification and tracing difficulties in traditional manual cargo control management.

Details are being obtained from the Council of the main lines of this proposal, so that it can be reported to the IAPH Facilitation Committee, and summarised and commented on in a future "Ports and Harbors" feature.

The Council's consideration of Enforcement Committee activities is covered in the following report of the Committee's own meeting, also in Brussels, from 30th June to 4th July.

The primary importance of the work of this particular Committee within the overall spread of CCC responsibilities is reflected in the attention paid to it in the Council's own press notices, and in major policy announcements by leading officers and officials.

The CCC's own assessment was the "This year Customs
(Continued on next page bottom)"

Bain Dawes

International insurance brokers

- *The specialists in insurance for ports and harbours*
- *Specifically designed insurance programmes, placed in the London market*
- *Many direct clients include Associated British Ports with 19 ports in Britain*
- *Over 300 clients worldwide through brokers, including ship repairers and stevedores*
- *Wide reputation for exceptional service*

To be sure you are getting the best deal, get a quote from Bain Dawes

Bain Dawes PLC, Bain Dawes House, 15 Minories, London EC3N 1NJ
Telephone: 01-481 3232 Telex: 8813411 Fax: 01-480 6137 Groups 3 and 2
OFFICES THROUGHOUT THE WORLD AND AT LLOYD'S

Port Releases

Port and Intermodal Development: MARAD '85

(Extracts from the Annual Report of the Maritime Administration, U.S. Department of Transportation for Fiscal Year 1985)

In fiscal year 1985, the Maritime Administration (MARAD) continued to provide research and technical assistance in the management areas of port and intermodal planning and operations to State and local port authorities and private industry. It also continued to develop contingency plans for the utilization of ports and port facilities to meet defense needs in times of war.

Annual Report on Ports

Public Law 96-371 requires the Secretary of Transportation to submit an annual report to Congress on the status of public ports of the United States. The report for fiscal year 1984 examined the composition of the port industry, highlighted the issues and problems which affect it, and reviewed the importance of U.S. ports to the Nation's economy and military security. It was being reviewed at the end of this reporting period.

Port and Waterway Development

During the fiscal year, MARAD continued to support efforts to reduce constraints on maintenance dredging and channel improvement projects. It participated in developing appropriate data bases and analytical systems required to estimate the costs of dredging and maintaining our Nation's navigable channels.

This assessment provides a means to evaluate various proposed user charges and measure their direct impact on individual U.S. ports and waterways. Working closely with the Office of the Assistant Secretary of the Army for Civil Works, the Agency brought together industry and Government officials to assure that all parties understand each other's positions on water development and, thereby, improve the prospects for consensus.

Technical and Research Assistance with Ports

MARAD provided technical and research assistance through a number of programs and projects dedicated to strengthening the role of U.S. ports in national defense and economic development. This required the development of analytical research tools and techniques for improving planning, productivity, and the general efficiency of port management and terminal operations. All of these projects were funded on a cost-sharing basis between the appropriate State and local port authority or private sector organization.

For example, the Agency completed a Decision Support System (DSS) for Port Planning Management in FY 1985. This system enables U.S. ports to evaluate and rank proposed sites for port development. The DSS is designed to assist a port manager's selection process by identifying those projects or sites which optimize land use and maximize economic returns.

MARAD's research and development effort related to port marketing activity continued with interaction through regional and national port industry organizations. In one case, the objective was to produce a broad generic methodology, based on the port-marketing study cost-shared by the Golden Gate Ports Association, which will be adaptable to the specific needs of various regions of the United States.

Continuing its efforts to provide the U.S. port industry with data and information in the port finance area, the Agency completed the first in a proposed series of reports that addresses the funding techniques and broad issues of public-port financing in the United States. These reports focus on landside developments, expansions, modernizations, and rehabilitations. Efforts to update reports on capital expenditures at principal U.S. ports and on expenditures related to Federal statutes were also underway at the end of FY 1985.

During the reporting period, the Agency signed a co-operative agreement with the American Association of Port

(Continued from page 20)

leaders will focus on the need to continue forging ahead with co-operation world-wide, against the narcotics trafficking menace; co-operation between Customs administrations, police and other law-enforcement agencies, regulatory authorities and, very importantly, the transport industry and other commercial trading interests."

At the earlier Council meeting much importance was attached to the formal signature, by the IATA Director General of a CCC/IATA Joint Memorandum of Understanding whereby both organisations agreed to seek improvements in co-operation between airlines and Customs authorities to combat drug smuggling. A similar Memorandum had been signed by the CCC and the International Chamber of Shipping (ICS), on behalf of shipowners, in March 1986.

During the Council meeting the head of the US Customs delegation, Commissioner von Raab, made a most forceful personal plea for an intensified international drive to

combat the social and economic evils of the illicit drug traffic, and Secretary General George Dickerson confirmed that this was "one of the Council's top priorities."

The Enforcement Committee meeting, itself, reflected this sense of pressure and urgency. The representatives of IAPH and the ICS emphasised the strength of support they were receiving from individual airlines and shipowners in the central co-operative effort to assist the CCC and individual national Customs forces. The Technical Director, George Gotschlich, reported that the Council would be reviewing earlier approaches to a number of other organisations, including the IAPH, to extend the scope of international co-operation within the overall international trade and transport structure.

Finally, on July 1st, the meeting included a workshop discussion on practical implementation of the CCC/ICS memorandum of Understanding, at which draft Guidelines for on-the-spot use by shipowners and their agents were examined and discussed in considerable detail.

Authorities (AAPA) to develop the design for a port financial-management information system. The project will produce an automated module design, adaptable to the specific requirements of individual ports.

During FY 1985, the Agency continued its research to produce an automated methodology to determine port pricing of its facilities-usage cost based on the existing MARAD formula. This will enable port managers to assess a wide spectrum of pricing alternatives resulting in optimum pricing strategy when completed.

MARAD continued developing new port-oriented data systems in FY 1985. The Agency, in conjunction with the Office of the Secretary of Transportation, initiated the creation of a new mainframe/microcomputer-based information system. This system will generate the foreign trade and transport data needed for international trade negotiations and assist in efforts to increase the utilization of the Nation's ports and the U.S.-flag fleet.

Additionally, six of 14 data modules were completed in the Inland Port Information System which will provide U.S. inland ports with valuable data to assist in making decisions such as capital budgeting and land use.

Planning Program

MARAD continued its cost-shared port and intermodal planning programs during FY '85. These efforts included cooperative port-development studies with local, State and regional port agencies and associations; port-planning and management-information systems, including data base development; and financial and economic-impact analysis projects. Projects under this program which were completed, continued or initiated in FY 1985 are listed below:

Projects Completed

Public Port Financing in the United States

Completed in-house report with the AAPA. It identifies broad financial information and data reflecting the climate under which the U.S. port industry operated between 1973-1982 and makes projections through 1989. (Updates original 1974 study.)

Port Economic Impact Kit

Completed development of the revised Kit which is designed to assist small- and medium-sized ports with limited resources and personnel to quantify their importance to the local community.

Port Characteristic System

Completed update of the port characteristic system which will enable quick storage and retrieval of key summary port commodity and economic data.

Port Facility Inventory System

Completed update of Great Lakes range and river facilities on the Upper Mississippi River and its tributaries and developed new procedures to update the database.

Information Resource Plan

Completed a management plan which documents the status of current port-data systems and identified the hardware and software requirements needed by the Agency to support the port program for the next 5 years.

Ongoing Projects

Inland Waterway Port Management System

Continued development of cost-shared project with the

City of St. Louis Port Authority. St. Louis serves as a demonstration site for the development and operation of an automated port-management information system suitable for use on the U.S. inland waterways.

Automation of the MARAD Port-Pricing Formula

Continued development of the automated port-pricing formula which will increase port managers' ability to determine benchmark prices by examining the impact on revenues of various pricing alternatives.

Feasibility of Stimulating Exports from Inland States Through Transportation

Continued development of an export-marketing program to identify target markets for potential exports and examine ways of reducing transportation costs through more effective and innovative use of the U.S. port and waterway system.

Facilities System Update

Obtained new data-processing hardware to be used with the Port Facility Inventory System software.

Projects Begun

Port Financial-Management Information System

Signed a cost-shared cooperative agreement with the AAPA to develop the design for a port financial-management information system for the U.S. port industry.

U.S. Port Development Expenditure Survey

Began updating with AAPA an analysis of capital expenditures for marine terminal facilities in the principal ports of the United States during the years 1979-1985, with projections through 1991.

Laminar Flow/Boundary Air Technology

Based on a positive assessment report produced by MARAD, undertook an economic study of capital and operating costs of this innovative technology which could reduce the transfer costs on large scale movements of food grains to less developed countries.

Upper Mississippi River Transportation Economics Study

Initiated discussions with Missouri, Iowa, Minnesota, Wisconsin and Illinois (organized as a consortium under the leadership of Iowa's Department of Transportation) concerning their proposal for an economic analysis of river transport practices and the development of efficiency measures.

Enhancement of National/Regional Input/Output Models

Entered discussion with the Delaware River Port Authority concerning the review, modification, and enhancement of the existing national and regional input/output models in conjunction with the generalization of the Great Lakes commodity-flow model.

Use of Computers by Ports

Initiated planning actions with the AAPA concerning a joint study of the types, extent, size, and uses of computers in their planning, operations and administrative functions.

Port Operations Program

This cost-shared program helps improve productivity in the operation of facilities, equipment, and waterways, and in planning for emergency operating conditions during crisis or war.

Projects completed or ongoing in this program in FY

1985 are described below.

Projects Completed

Planning Regulations for Ports During Emergencies

Defense agencies were provided with new or revised procedures to assure that port facilities will be available for emergency. Peacetime planning processes are in place to assure that port operators and defense agencies are reasonably aware of emergency requirements and limitations.

Memorandum of Understanding (MOU) on Emergency Port Readiness

Developed with the U.S. Coast Guard, the Military Sealift Command, the Military Traffic Management Command, the Naval Control of Shipping Organization, and the Corps of Engineers a MOU on port readiness which facilitates future interagency activities.

Barge-Fleeting Management

Published and distributed the three-volume report, "Lower Mississippi River Regional Barge-Fleeting Assessment, Plan and Handbook Guide," which was cost-shared by MARAD and the State of Louisiana through St. Bernard Port, Harbor, and Terminal District.

Inventory of American Intermodal Equipment 1985

To meet Department of Defense requirements, updated quantitative database on commercial U.S. Intermodal assets.

MARAD-Corps of Engineers

Completed the terms, development, and language of a Memorandum of Understanding concerning cooperation in marine transportation systems technology, port and waterway development, joint research and development and applied engineering.

A Comparative Assessment of Technology Utilization and Productivity at Selected U.S. and Foreign Ports

The Marine Board of the National Academy of Sciences implemented a MARAD requested study of technology utilization and operating productivity at selected world ports.

Multipurpose Harbor Service-Craft Evaluation

Completed the technical evaluation of the City of Tacoma's Multipurpose Harbor-Service Craft. Final results of the sea trials, maneuvering and performance trials of the craft under real-time conditions were presented to major U.S. port cities at a conference held in the Port of New York.

Dredging, Dredge Disposal and the London Dumping Convention

Cost-shared a second research report with AAPA on the chemical behavior of Annex I toxic chemicals in various types of common, harbor-bottom sediments.

At the end of the fiscal year, work was continuing on the following projects:

Ongoing Projects

User Fees for Port Maintenance and Improvement

Continued work on the port-development user-charge issue by assisting in the development of an efficient database and analytical model.

Automated Commercial System Linkage

Extensive discussions and negotiations were initiated

between MARAD, U.S. Customs, and many ports to develop a cooperative agreement to research necessary linkages between port authorities, Customs, and the other system users.

Port Emergency Planning

Continued progress in the area of port emergency planning. By year's end 30 Federal Port Controller contracts had been signed by selected port authorities.

Lightweight Firefighting Module Evaluation

Continued testing and evaluating the lightweight firefighting module with the U.S. Navy and NASA.

Projects Begun

Barge Fleeting Conference

Began preparations for a 2-day conference to provide greater industry awareness of the potential gains accruing from the applications of the technical findings of the "Lower Mississippi River Regional Barge-Fleeting Assessment, Plan and Handbook Guide." The conference, sponsored by MARAD and Inland River Ports and Terminals, Inc., was held in Memphis, TN in April 1986.

Analysis of Regional Responses to Oil and Chemical Spills and Development of a Computer-based Information System

Initiated the second-phase report on the development of an automated, port-information system which would assist regional response teams in efforts to contain oil and chemical spills with the U.S. Coast Guard.

* * *

(Continued from page 16)

Changes in subscription fees for "Ports and Harbors"

The subscription fees for "Ports and Harbors" are to be changed, with the new charges as indicated in the table below. The change will take effect from January 1st, 1987, and will last until further notice.

Annual Subscription Fees (per copy)

Service	Region	Fees
Airmail	Asia, Oceania	US\$60
	Canada, Central America, U.S.A.	US\$65
	Africa, Europe, South America	US\$70
Surface mail	All regions	US\$43
	Japan	¥6,500

Reflecting the policy of our Association, which is a non-profit organization of port authorities and port-related businesses from throughout the world, we have kept the subscription cost for our journal at a minimum level over the past 10 years. Furthermore, during this period the Association has covered the mailing charge for those receiving the journal by surface mail, while those receiving it by airmail have been requested to pay the actual airmail postage.

However, in order to continue serving our readers in the fairest possible manner, the Association has recently come to the conclusion that the actual mailing cost, whether seairmail or airmail, should be paid by the subscribers concerned, while the annual costs for the journal itself should stay unchanged.

International maritime information: World port news:

Report of the Scientific Group on Dumping: IMO

Scientific issues of relevance to the Convention
Note by the Chairman of the Scientific Group on Dumping

(Extracts from IMO document: LDC 10/3/6)

1 Introduction

As the London Dumping Convention enters its second decade it would seem appropriate for the Consultative Meeting to reflect on the experiences of the past ten years and, in the light of these experiences, to consider future actions which would ensure the continuing success and relevance of the Convention as part of the international effort to prevent pollution of the marine environment. As Chairman of the Scientific Group on Dumping, I am conscious of the role which science and technology play in the work of the Convention and of the considerable responsibility held by the Scientific Group in acting as an advisory body to the Consultative Meeting. As this paper will attempt to explain, there are now a number of technical issues, of fundamental importance to the Convention, which I believe warrant consideration by the Consultative Meeting.

2 The Annexes to the Convention

A significant part of the work carried out by the Scientific Group on Dumping relates to the classification of substances within the Annexes of the Convention and the interpretation of key terms such as "trace contaminants" and "rapidly rendered harmless" (Annex I), and "significant amounts" (Annex II).

Whereas some progress has been made in establishing criteria for allocating substances to the Annexes, and in developing interim definitions for key terms, there is still much work to be done before the aims of the Convention can be expressed in practical terms which are fully acceptable to the scientific community.

There is no doubt that thus far the London Dumping Convention has been a forum in which international co-operation and science have worked hand-in-hand to protect the ocean from the harmful effects of waste disposal at sea. I am convinced that this is the key to its continued success. For this reason I regard it as imperative that scientifically acceptable international standards are consistently applied in the assessment and regulation of dumping activities. It is therefore a necessary function of the Scientific Group on Dumping that it will clearly define the properties of substances, and the associated environmental conditions, which could lead to the harmful effects described by Article I. Any uncertainty or ambiguity in this regard may lead to divergent assessments of the environmental risks of pollution amongst Contracting Parties and may undermine public confidence in the effectiveness of the Convention.

It is for the above reasons that I draw the attention of the Consultative Meeting to the Annexes to the Convention and the difficulties currently faced by scientists in seeking a justification for the black list (Annex I) and the grey list (Annex II) of substances. At the time of drafting, the text of the Convention correctly identified the need to distinguish between the relative hazards of substances which might be dumped at sea and this established the priorities for concerted action against uncontrolled dumping. The formula proved successful, particularly in relation to certain industrial wastes which were believed to be especially hazardous or for which land-based alternatives were readily available, but the efficacy of the Annexes in facilitating the harmonious control of waste dumping in general remains in doubt.

After a decade of discussion within the Scientific Group on Dumping, it is clear that the outstanding difficulties related to interpretation of the existing Annexes are unlikely to be fully resolved. The main impediment is the uncertain relationship between Annex III, which provides a comprehensive list of factors to be weighed in assessing dumping proposals, and the various key terms used in Annexes I and II which attempt to differentiate between harmfulness and harmlessness. I shall not go into detail on these complex matters, but it is fair to say that environmental scientists are generally opposed to arbitrary definitions of terms such as "trace", "significant" and "rapid". As long as imprecise definitions continue to be used, there will be wide variation between the judgements reached by national regulatory bodies concerning the disposal of waste at sea. Quantitative definitions of key terms, applied to a range of substances and wastes, will also tend to be arbitrary, although they do serve to eliminate much of the variation in judgements.

There are other, equally important, difficulties with the existing Annexes. Historically, the scientific criteria by which Annex I and Annex II were drafted were not recorded; this made it extremely difficult to assign new substances to the Annexes or to review existing allocations. The criteria adopted by the Ninth Consultative Meeting (LDC 9/12, Annex 2) help to overcome this problem but still contain terms which require a large element of judgement in reaching decisions on allocation. Difficulties are created by the emphasis on substances, rather than wastes, and the fact that the exemptions within Annex I may, in certain instances, result in certain Annex I substances being controlled less stringently than some Annex II substances. Not all scientists are content with this position.

An example of a problem which highlights these technical difficulties is that of Annex I substances contained in dredged material. The Group of Experts on the Application of the Annexes to Dredged Material, which met in October 1985, recognized that in some special cases the dumping of dredged material containing Annex I substances in excess of trace amounts (i.e. which will cause detrimental effects

on disposal) may nonetheless, in comparison to available land-based alternatives, be the option of least detriment to Man and the environment. While it might be considered a contravention of Article IV of the Convention, sea disposal may be justified if it has been assessed in accordance with the considerations set down in Annex III and any other option would lead to unjustifiably greater detriment. The Consultative Meeting is being asked to adopt new Guidelines for the Application of the Annexes to the Disposal of Dredged Material (LDC/SG.9/13, Annex 2) which include provision for the above special cases. While recognizing the legal implications, the Scientific Group is of the opinion that the present structure of the Annexes does not allow a more satisfactory resolution of the problem if due account is to be taken of the need to examine problems in total.

I believe that the situation which I have outlined points to an urgent need to explore more effective systems of control than the black list/grey list approach. The Consultative Meeting has been asked to endorse this action as part of the agenda at the next Scientific Group meeting (LDC/SG.9/13, paragraph 14.9 and Annex 6). As Chairman of the Group, I would be pleased to see a strong mandate from the Consultative Meeting on this issue so that the matter may be given the priority and time which it deserves. Indeed, the Consultative Meeting may feel that the subject is of sufficient importance and complexity to warrant the establishment of an ad hoc group of experts to further discuss these ideas during 1987.

3 The role of the Convention in waste management

The second matter to which I would like to draw attention is one which does not stem directly from discussions within the Scientific Group on Dumping. It does, however, originate from scientific debates dealing with the previous subject and has been discussed informally by participants at Scientific Group meetings. It relates to the future direction of the London Dumping Convention.

It has become apparent to many people engaged in the scientific and regulatory aspects of the Convention that the control of marine dumping activities cannot be viewed in isolation. Waste disposal, whether on land or at sea, has an impact on the environment and it is the function of the waste manager to select the option which is least detrimental, taking into account many factors. Practicality and economics may be as equally valid in this assessment as environmental factors, as will be the impact of the available options on national interests and those of neighbouring States.

In recent years the Scientific Group on Dumping has encountered a number of cases where the development of recommendations or guidelines on sea disposal of specific wastes is complicated by lack of knowledge (at least on the part of most of those attending LDC meetings) regarding the effects of alternative land-based disposal methods. Examples are to be found in municipal sewage sludges, contaminated dredged material and certain wastes proposed for incineration at sea. While the Convention urges the cessation of dumping liable to have harmful effects on the marine environment, scientists are conscious of the fact that transferring certain wastes to land disposal may increase the hazards to Man and terrestrial resources. Indeed,

there is also a real possibility that the greater mobility of some wastes deposited on land may, through hydrological action, increase the exposure to hazardous substances of marine species inhabiting estuaries and the coastal zone. It is worth noting that these are often the areas in which the most sensitive larval and juvenile stages of many other-wise offshore species are to be found.

The need to consider the effects of land-based disposal alternatives is clearly recognized in Annex III to the Convention. The difficulty is that the Convention does not provide sufficient guidance on the relationship between Annex III and the principles set forth in the Preamble and Articles to the Convention; indeed, there is a tendency to regard the requirement as avoidance of sea disposal if a land-based alternative can be found. This leads to differences of interpretation. Thus some Contracting Parties feel that the mere availability of a land-based alternative is an adequate argument to prohibit dumping, while others believe that a comparison of risks and benefits should be made. Clearly, the Convention allows less flexibility in this regard to wastes containing Annex I substances than for other wastes, but the risks associated with land disposal may be equal to those in the marine environment and for some substances may even be greater.

In the global context there is a need to extend co-operation, advice and technical assistance in the broader field of waste management. The London Dumping Convention has the distinction at present of being the only global convention dealing with the control of hazardous substances and has demonstrated its ability to formulate guidance on a wide range of technical and managerial issues related to waste disposal at sea. There is now considerable evidence that further progress in protecting Man's well-being and his environment, including the world's oceans, from the adverse effects of waste materials will depend on comparative assessments of all disposal options and will involve social, economic and scientific criteria. Under such circumstances, it seems logical and prudent to study mechanisms by which the Convention might expand its activities to promote the wider aspects of waste management while continuing to focus its attention on the protection of the marine environment from the adverse effects of dumping activities.

The debate on the role of the Convention in waste management is not a new one; indeed, neither are most of my ideas on the way forward. The report of "Task Team 2000", presented to the Eighth Consultative Meeting in 1983, clearly states that the Convention has a responsibility to harmonize with other activities dealing with marine pollution and to be concerned with matters relating to waste treatment procedures and practices. The report also recommends that the Convention should promote increased national emphasis on environmental assessments for the dumping or discharge of wastes into the sea, involving all disposal and treatment options. The Task Team was of the opinion that such activities would not require a broadening of the Convention to other than dumping activities.

I sense that within the Scientific Group there is a feeling that the time has come to re-open this discussion at Consultative level. It has become increasingly obvious that various subjects currently under discussion within the Scientific Group will not be resolved without greater con-

sideration of information on land-based treatment and disposal technologies. This will require greater commitment by national authorities in supplying information and a broadening of technical representation at Scientific Group meetings to include experts on waste treatment, re-cycling, land burial and destruction technologies. Such representation may, in certain cases, need to include experts on the assessment of environmental and human health effects arising from land-based, and shore-based, disposal methods.

If all this were to be done within the present marine convention, the above measures would undoubtedly lead to an increase in workload for the scientific advisors to the Consultative Meeting and would place greater demands on the Secretariat of the Organization. There would also be an attendant need for more frequent ad hoc meetings of experts or possibly an extended Scientific Group meeting divided into two sessions, one dealing with the scientific aspects of dumping, the other with treatment and disposal technologies. Increased support from Contracting Parties and the Organization would be necessary to ensure the success of these activities. Nevertheless, I feel the benefits would heavily outweigh the costs; this is especially true if one considers the rather serious implications of continuing with the present unsatisfactory situation.

4 Concluding remarks

In this paper I have tried to provide some personal views on issues, concerns and difficulties which affect the workings of the Scientific Group and have considerable relevance to the future of the Convention. While the issues have been addressed separately they are in fact closely related. In the first case re-structuring of the Annexes would almost certainly involve greater emphasis on the provisions of Annex III while, in the second, the attention given to the broader issues of comparative assessments and waste management would be dependent on the content of Annex III and its associated guidelines (LDC 8/10, Annex 2).

I would encourage the Consultative Meeting to discuss these issues, emphasizing their importance to the continuing work of the Scientific Group and to the realization of the goals of the Convention. Bearing in mind the global nature of the Convention, in particular its potential relevance and value to developing countries, I submit that progress in the areas described will also do much to foster increased membership and involvement of these developing nations. Discussions I have had with scientists in the Scientific Group and elsewhere have encouraged me to put these views forward and I am most grateful to them.

Programme of meetings: IMO

1 September 1986 – 31 December 1987

1986

8–17 September	Maritime Safety Committee – 53rd session
29 September – 3 October	Sub-Committee on Standards of Training and Watchkeeping – 19th session
13–17 October	Tenth Consultative Meeting of Contracting Parties to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter

20–24 October	International Oil Pollution Compensation Fund – Assembly – 9th session
27–31 October	Legal Committee – 57th session
10–14 November	Council – 57th session
13 November	Committee on Technical Co-operation – 28th session
1–5 December	Sub-Committee on Radiocommunications – 32nd session
1987	
12–16 January	Sub-Committee on Safety of Navigation – 33rd session
26–30 January	Sub-Committee on Fire Protection – 32nd session
16–20 February	Marine Environment Protection Committee – 24th session
9–18 March	* Maritime Safety Committee – 54th session
23–27 March	Sub-Committee on Containers and Cargoes – 28th session
6–10 April	Sub-Committee on the Carriage of Dangerous Goods – 39th session
27 April – 1 May	* Legal Committee – 58th session
11–15 May	Sub-Committee on Bulk Chemicals – 17th session
1–5 June	Sub-Committee on Ship Design and Equipment – 30th session
12 June	* Pre-Council Budgetary Working Group
15–19 June	* Council – 58th session
18 June	* Committee on Technical Co-operation – 29th session
22–26 June	Sub-Committee on Life-Saving Appliances – 19th session
13–17 July	* Sub-Committee on Radiocommunications – 33rd session
7–11 September	Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety – 32nd session
5–9 October	* International Oil Pollution Compensation Fund – Assembly – 10th session
12–16 October	* Legal Committee – 59th session
19–23 October	* Eleventh Consultative Meeting of Contracting Parties to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter
26–30 October	* Sub-Committee on Standards of Training and Watchkeeping – 20th session
9–20 November	* Assembly – 15th session
30 November – 4 December	* Marine Environment Protection Committee – 25th session
7–11 December	* Sub-Committee on Safety of Navigation – 34th session

* Tentative.

UN International Conference on Drug Abuse and Illicit Trafficking

Date

17 to 26 June 1987

Place

Austria Center Vienna Vienna, Austria

The Problem

In response to growing, worldwide concern about the illicit traffic in and abuse of narcotic drugs and psychotropic substances, United Nations Secretary-General Javier Pérez de Cuéllar proposed, in May 1985, that a world conference at the ministerial level to deal with all aspects of drug abuse should be held in 1987. In his proposal to the Economic and Social Council (ECOSOC), he drew particular attention to the perils of illicit drugs, stating that existing resources were inadequate to deal with this plague, which was "contaminating, corrupting and weakening the very fabric of society". A more concerted, comprehensive worldwide effort was required and, to this end, he called for the UN to undertake a bold and new offensive to combat drug trafficking and abuse.

General Assembly Action

In its resolution 40/122 of 13 December 1985, the General Assembly endorsed the Secretary-General's proposal by deciding to convene the International Conference on Drug Abuse and Illicit Trafficking (ICDAIT) in Vienna in 1987. The goal of the Conference would be to generate universal action to combat the drug problem in all its forms at the national, regional and international levels and adopt a comprehensive multidisciplinary outline of future activities focusing on concrete and substantive issues directly relevant to the problems of drug abuse and illicit trafficking.

The Major Issues

These issues include: preventive education; illicit demand reduction; law enforcement; eradication of illicit sources of raw materials; control of production, distribution and consumption; harmonization of national legislation and international treaties; elaboration of a convention against illicit traffic in narcotic drugs and psychotropic substances; and rehabilitation of abusers and their social integration.

Objectives

The Conference will serve to raise the level of international awareness of the dangers encountered as a result of various drug problems; mobilize the full potential of the United Nations system; reinforce other intergovernmental, non-governmental, local and regional initiatives; and encourage Governments to improve their co-operation and to devote greater resources to combat drug abuse and trafficking. It would focus on the following key areas:

- the promotion of education and community participation in the prevention and reduction of the illicit demand for drugs;
- crop substitution and other methods of reduction of supply;
- improved methods to limit the use of narcotics to medical and scientific purposes;
- forfeiture of illegally acquired proceeds and the extradition of persons arrested for drug-related crimes;
- strengthening of resources of law enforcement authori-

- ties; and
- treatment and rehabilitation of drug addicts.

For Further Information

Inquiries regarding the Conference may be directed to:
The Secretary-General for the International Conference on Drug Abuse and Illicit Trafficking
Vienna International Centre
P.O. Box 500
Room E-1474
A-1400 Vienna, Austria

Spring program in Port Planning, Development, and Engineering: Massachusetts Institute of Technology

The Center for Advanced Engineering Study at MIT is offering a 15 week graduate level program for practicing port planners and engineers directed by E.G. Frankel, Professor of Ocean Systems, well known port planner and engineer and formerly Port and Shipping Advisor at the World Bank.

The core courses in Port Planning and Development and in Port Engineering can be combined to form programs of courses in the broad areas of:

- Port Planning and Management
- Port Development and Construction Management
- Port Engineering and Maintenance.

The following courses are offered which meet particular requirements of participants. Participants usually register for four courses.

Courses

Core Courses:

- * Port Planning and Development
- * Port Engineering

Examples of Elective Courses:

- * Management of Technological Change
- * Operations Management
- * Project Management
- * Traffic and Demand Forecasting
- * Construction Finance
- * Transportation and Logistics Analysis
- * Economics of Ocean Transportation
- * International Shipping
- * Engineering Reliability and Maintenance Planning
- * Reliability in Geotechnical Engineering
- * Foundation Engineering
- * Computer-Aided Analysis in Geotechnical Engineering
- * Structural Reliability
- * Wave Dynamics in Coastal Engineering
- * Advanced Analysis and Design of Ocean Engineering Structures
- * Coastal Zone Management
- * International Economics
- * Economic Growth and Development
- * Economics of Government Regulations
- * Financial Management
- * Impact Assessment Techniques

- * Site Planning
- * Engineering Risk-Benefit Analysis

Activities are tailored to the background and needs of each participant. MIT offers over one thousand courses. Electives will be chosen after consultation with Prof. Frankel and other faculty members. Courses may be taken for credit or as an auditor.

The Program provides study offices, a lounge, computer facilities, videotape library and viewing facilities, and social activities for participants. Participants share classrooms, libraries, athletic and other facilities of MIT with regular students. The Program also provides opportunities for participants to develop or improve their skills using microcomputers and to review basic subjects such as microeconomics and mathematics.

The fee for the Program is \$8,850. The fee does not include books or living expenses.

The Program starts on February 2, 1987 and ends on May 20, 1987. A certificate is awarded for satisfactory completion.

For general information, descriptions of subjects, a brochure on the Advanced Study Program and an application form, please call or write:

Dr. Paul Brown
Director, Advanced Study Programs
Center for Advanced Engineering Study, Room 9-435
Massachusetts Institute of Technology
Cambridge, MA 02139 Telephone: 617-253-6161

If you have questions about the appropriateness of the Program for you or about selecting your candidate, please call or write:

Dr. Ernst Frankel
Professor of Ocean Systems
Department of Ocean Engineering, Room 5-222B
Massachusetts Institute of Technology
Cambridge, MA 02139 Telephone: 617-253-6763

Publications

"Guidelines on the Provision of Adequate Reception Facilities in Ports — Part II, Residues and Mixtures Containing Noxious Liquid Substances"

Sales No. 582.86.09.E, price £2.50

"Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk — Annex II, MARPOL 73/78"

Sales No. 512.86.13.E, price £7.00

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

"Disposal of Dredged Material at Sea" by PIANC

General Secretariat of PIANC
Residence Palace, Quartier Jordaens,
rue de la Loi, 155, 1040 Brussels,
Belgium

"Port Economic Impact Kit" by MarAd

Prepared for and published by the U.S. Maritime Administration, Office of Port and Intermodal Development, U.S. Department of Transportation, 400 Seventh Street, S.W., Room 7201, Washington, D.C. 20590.

This updates the Maritime Administration's (MarAd) original Port Economic Impact Kit, published in 1979, and seeks to simplify some of the requirements of the original and to restructure the methodology. The emphasis this time is on "the simplification of extensive survey material, use of alternative data and the determination of secondary impacts." The revised Kit also includes "an interactive microcomputer model," which is not yet available. Basically, it provides ports with the information and techniques they need in measuring and quantifying their importance to their local communities in terms of jobs, income, sales and taxes, and to show how these ports are linked with other industries in their respective port regions. Emphasis has been given to impact analyses applicable on three inter-related levels — national, regional, and local. Port authorities will find it an immensely useful work.

(AAPA Advisory)

"Improving Productivity in U.S. Marine Container Terminals"

By the Committee on Productivity of Marine Terminals, Marine Board, Commission on Engineering and Technical Systems, National Research Council. Published by the National Academy Press, 2101 Constitution Avenue, N.W., Washington, D.C. 20418. 1986. Price US\$32.50 plus shipping & handling.

U.S. marine container terminals generally employ state-of-the-art technology and engineering design, but are less productive than the most productive foreign container terminals. That is the problem posed in this significant publication from the National Research Council. The reason for this productivity disparity, the report suggests, is primarily "the state of labor-management relations, which runs the gamut from good to very bad." Accordingly, it sees "better employment of people" as "the most promising area for improving marine terminal productivity in the United States." Significant potential for productivity gains is also seen in improved information systems and better management of traffic flow and terminal gate operations.

The report was prepared by a special committee on marine terminal productivity organized under the auspices of the Marine Board of the National Research Committee. The substance of its findings are derived from the proceedings of symposiums convened by the special committee in Long Beach last January. Participants included representatives of marine terminals, port and shipping labor and management, railroads, trucking interests, steamship companies, and technical experts.

The volume begins with a summary report of the committee's findings. Part 1 consists of symposium workshop reports and Part 2 of symposium papers. Among other things, the panel produced a "profile on productivity measures" designed to measure the physical efficiency of containers, container cranes, berths, yards, gates, and long-shore gangs. Also examined are trade implications for

U.S. marine terminals; marine terminal productivity as it relates to the rail, trucking, steamship industries; and U.S. marine terminal technology and operation in comparison with those of other countries. Among the authors is James H. McJunkin, executive director of the Port of Long Beach. Symposium participants included a sizeable contingent from AAPA-member ports.

This important report deserves careful reading by port authority managers, terminal operators, and, indeed, anyone professionally involved in container terminal operation, planning, and management. *(AAPA Advisory)*

"A Study of Maritime Container Handling" by Edward McDowell et al.

Published by the Oregon State University, Sea Grant College Program, AdS 402, Corvallis, OR 97331.

The researchers, working in cooperation with the Port of Portland, developed a project aimed at examining "various opportunities for improving the efficiency of container terminal operations." "The chapters are entitled "Inbound Loaded Container Stacking," "Computer-Assisted Load Planning," "The Nearest Container Heuristic," and "Development and Testing of the Yard Simulation Program." The authors conclude: "The use of an accurately designed simulation program can provide management with a tool which allows the testing of numerous ideas for operation and procedure without actually interfering with operations." They caution, however, that "the basic simulation model is a simplified view of reality, and any information it provides is only as valid as its original design and the validity of the input data it uses." Port planners and operations specialists should find the report of interest, providing they come armed with a strong background in calculus, statistical analysis, and computer programming.

(AAPA Advisory)

Visiting boaters staying longer: Nanaimo Harbour

Nanaimo Harbour Commission Boat Basin at Commercial Inlet is experiencing the usual numbers of visiting boats. This July's figures appear very similar to those of last year. However, although figures don't lie, there is an unseen factor in the table below. Because of Expo '86 probably, visiting vessels are staying longer. The figures are based on boat and crew registrations, not on number of days at the floats.

Figures for the month of July this year and last year are as follows:

July 1986			
Cdn. Vessels:	372	Crew:	989
Foreign:	1,155	Crew:	3,050
Total:	1,527	Total:	4,039
Bathtub Weekend:			
Cdn. Vessels:	57	Crew:	180
Foreign:	112	Crew:	289
Total:	169	Total:	469
July 1985			
Cdn. Vessels:	452	Crew:	1,136
Foreign:	1,130	Crew:	2,908
Total:	169	Total:	4,044

Bathtub Weekend:

Cdn. Vessels:	66	Crew:	172
Foreign:	101	Crew:	257
Total:	167	Total:	429

(Nanaimo Harbour News)

Harbor widening agreement signed: Georgia Ports Authority

The federal government will provide \$7,510,000 of the currently estimated \$13,724,000 project, with local assurers providing the remaining \$6,214,000. This includes \$3,720,000 in lands, easements and rights of way. The Chatham County Commission has committed to the project as the local assurer. Although the county is responsible for 25 percent of the cost, the state will provide the funds, County Manager Pat Salerno told reporters.

The project calls for widening 5.6 miles of the Savannah Harbor from 400 feet to 500 feet between the Figs Island turning basin and Kings Island turning basin. Completion of the project will allow safer and more efficient passage of the larger vessels now calling at the Port of Savannah.

The federal share of the widening project is included in House and Senate bills that are awaiting the president's signature. Work will begin when sufficient funds are appropriated by the state legislature for the local share, plus an additional 10 percent to provide a reserve for cost overrun. The current schedule calls for the contract to be advertised in February or March 1987, with work scheduled to begin about April 1987. It is estimated that the project will take about 18 months to complete. *(Georgia AnchorAge)*

Barbours Cut improvements bring new business to Port of Houston

Improvement in efficiency at Barbours Cut Terminal and more aggressive marketing are paying off in increased business for the Port of Houston, according to Port officials. Results of improved efficiency and marketing successes were reported in a special news media briefing by Archie Bennett, Jr., Chairman of the Port Commission; Richard P. Leach, executive director of the Port of Houston Authority; and James D. Pugh, managing director.

"Barbours Cut Terminal is a very productive facility for the Port of Houston, and therefore an important economic development resource for the city of Houston," said Bennett. "By attracting new business to the Port, Barbours Cut is helping the city maintain its position as a center of commerce."

Barbours Cut Terminal, a \$150 million facility located at the head of Galveston Bay, is the most modern container facility on the Gulf of Mexico. In 1985 the terminal serviced 650 vessels and handled more than 360,000 20-foot equivalent units containing more than 2.2 million tons of products.

Productivity Improvements

One of the major reasons for the growth of business at Barbours Cut is a concerted effort on the part of Port officials, stevedores and labor to increase productivity at the terminal.

"Within the past three years, the Port of Houston Authority has taken steps to make Barbours Cut one of the most efficient facilities of its kind in the nation," said Leach.

As an example, he noted that average turn-around time for truck drivers delivering a container, picking up a new load and leaving has been reduced by two-thirds.

In addition, Barbours Cut can boast over 99 percent availability of unloading equipment because of improved maintenance. "Our 11 yard cranes and eight wharf cranes give the facility an excellent reputation for handling containers swiftly and efficiently," Leach said.

Another improvement at Barbours Cut is the central computer, which supports the container-tracking system at the terminal. The computer has maintained better than a 99 percent availability rate for more than a year, according to Leach.

"The container-tracking system enables shippers to locate — in seconds — a specific container among thousands handled at the port terminal," Leach explained, adding that 11 steamship company offices can electronically access the container-tracking system.

All of these improvements have contributed to Barbours Cut's international reputation for vessel productivity. For example, average container moves per hour at the facility — 29 — is one of the highest in the nation.

Further Improvements

More than \$20 million in construction projects were completed in 1984 and construction will soon begin on Berth Number 5. Phase I of the 40-acre berth, a 10-acre paved area that will temporarily be used for import automobile storage, will be built at a cost of about \$2.3 million.

A new 100,000-square-foot transit shed is being built. The shed will be used for loading and unloading cargo to and from containers and for the storage of roll-on/roll-off cargo. It is the second of its kind at the facility.

All of the Barbours Cut construction projects were funded with money raised in the 1979 bond election, and a large part of the money the Port hopes to raise in a planned future bond election will be used for the continued expansion and upgrading of Barbours Cut facilities, said Bennett.

The Port of Houston Authority is now studying a possible new terminal for the automated handling of agricultural commodities. The staff is expected to recommend that Port commissioners approve an economic feasibility study for the facility, which would represent a \$30 million Port investment and could be built in the next two or three years.

"Because of the growing use of containers in shipping, the Port of Houston Authority is committed to keeping our containerized shipping terminals the premier facilities they are today," said Bennett. "To keep Barbours Cut competitive in an increasingly competitive world shipping arena, we must continue to invest in our Port. It is important to the future of the Port of Houston — and ultimately to the business future and economic growth of the city of Houston."

Port Commissioners name Leach as President; Pugh promoted to Executive Director: Port of Houston

The commissioners of the Port of Houston Authority on September 17, 1986 voted unanimously to name Richard P. Leach as president and James D. Pugh as executive director. Announcement of the commission decision was made by Archie Bennett, Jr., chairman.

The position of president is a new one, explained Bennett, and will allow Leach to serve as a Port of Houston employee over the next two years and represent the Port with shippers, national trade groups and international associations. "Dick Leach has 28 years of experience with the Port of Houston," said Bennett. "As president, he will continue to be a valued advisor for us and a national/international emissary in marketing our capabilities."

Pugh is being promoted to Leach's former position as executive director and will assume full responsibility for managing port facilities. "Jim Pugh has made a great contribution to the development of plans for marketing and modernizing port facilities and his leadership will be very important as we work to maintain our strong competitive position in the worldwide maritime marketplace," Bennett said.

Both changes will become effective December 1, said Bennett.

Record ship movements at Port of Los Angeles

The Port of Los Angeles pilots recently handled a record 46 ship movements in a 24-hour period.

With no delays or incidents, the port pilot staff brought in 22 arriving vessels, shifted 10 ships and handled 14 departures on August 11. Included was an early morning rush of 11 ship movements between 5 and 6:30 a.m.

This is the most ships handled in a single day by the Los Angeles pilots, with the possible exception of World War II operations, according to Chief Pilot Jackson Pearson. At the Port of Los Angeles, pilotage is under the direction of harbor employees, not contractual pilot services.

New Port of Baltimore tariff freezes or reduces terminal charges

A new tariff that eliminates four terminal service charges and reduces two others at the Port of Baltimore's state-owned cargo facilities was filed by the Maryland Port Administration.

The tariff covers dockage, wharfage, demurrage, equipment rental, and lease charges at the Dundalk, South Locust Point, North Locust Point and Clinton Street marine terminals. All rates go into effect October 1 and will apply through September 30, 1987.

The tariff is designed to help operators do business in Baltimore by offering cost savings incentives, according to David A. Wagner, Maryland Port Administrator. "Today's shipping industry demands that port charges be structured to attract cargo," Mr. Wagner said. "We think our new

tariff encourages cargo growth by lowering charges to the steamship lines that operate in Baltimore.

"Steamship lines will not bring cargo to our port unless we make it economically worthwhile for them to do so," Mr. Wagner said. "Our new tariff does this."

Under the new tariff, the MPA will:

- Reduce container crane rates from \$475 to \$468 per hour.
- Eliminate three separate wharfage minimum charges in favor of a \$20 minimum charge per vessel.
- Reduce South Locust Point terminal's 100-ton gantry crane rate from \$185 to \$180 per hour.
- Cancel gantry crane overtime rate of \$133 per hour.
- Cancel electric gantry crane overtime rate of \$105 per hour at the Clinton Street terminal.
- Cancel container spreader charges.
- Cancel electric magnet charges.

In addition, the tariff continues the Maryland Port Administration's acreage utilization incentive program, which gives lease discounts at the Dundalk Marine Terminal to operators based on the volume of cargo they move per quarter through their leased storage area. The MPA's dual dockage assessment program, a program that allows maximum savings by offering alternative methods for bill computation, remains in effect as well.

The tariff reductions will decrease MPA revenues by an estimated \$109,000.

U.S. agrees to accelerate dredging in Chesapeake & Delaware Canal system: Maryland Port Administration

The federal government has agreed to spend \$30 million over the next two years to dredge the Chesapeake & Delaware Canal system to 35 feet.

The dredging, which will cut at least eight years off the Corps of Engineers' original timetable for reaching the waterway's authorized depth, is the capstone of a multi-faceted effort to upgrade the vital northern approach to the Port of Baltimore.

"When the dredging is complete," said Maryland Port Administrator David A. Wagner, "we will have succeeded in opening the canal to three out of the four general cargo ships that were bypassing the canal as recently as 1984."

Coupled with other improvements in the area, Mr. Wagner said, the canal dredging will reduce costs for users of the Port of Baltimore by more than \$5 million a year and cut the transit time on the canal route by more than one hour.

Ocean freighters that make nearly 2,000 vessel calls at Baltimore each year will benefit from these improvements. These ships, including the ultra-modern, "third generation" container vessels, carry about half of the port's breakbulk and container traffic and have a direct impact on an estimated 18,000 jobs.

The C&D Canal is part of the U.S. inland waterway network and provides a continuous sea level channel connecting the Port of Baltimore to the Delaware River and thereby to the Atlantic Ocean. The canal gives the port the unique advantage of having two distinct access routes, one

from the north and one from the south (via Cape Henry and the Chesapeake Bay).

The canal system consists of four sections: the Delaware River approaches, the C&D Canal proper, the Chesapeake Bay (or northern approaches), and the Baltimore harbor approaches. The canal itself extends for 18 miles from Reedy Point on the Delaware River to Back Creek, a tributary of the Chesapeake Bay.

Because of siltation, the canal has not been at its authorized depth since 1981. As recently as this summer, vessels drawing more than 31 feet of water were not allowed to transit the canal and its approaches.

The C&D Canal plays a vital role in the port's current effort to attract cargo and is expected to play an even bigger part in Baltimore's future success.

Over the last 10 years, total cargo tonnages moving through the canal have increased from about 9–11 million tons to about 16–17 million tons. Forecasts for the year 2000 show that the volume could be in the range of 25–35 million short tons.

The canal is a major asset for the Port of Baltimore because it provides a shortcut to the open sea. This feature is becoming increasingly important as ocean vessels become larger, more expensive to build, and more expensive to operate. These developments have led shipowners to place more and more emphasis on moving their vessels as quickly as possible between ports.

The C&D Canal provides a route to the sea that is about 55 miles shorter than the alternative through the mouth of the Chesapeake Bay. The canal route saves about 150 miles on a trip between Baltimore and New York (about six hours), 350 miles on a trip between Philadelphia and New York (about 13 hours), and 100 miles on a trip from Baltimore to Europe or the Middle East (about 3–4 hours).

Baltimore and Kaohsiung form sister port affiliation: Maryland Port Administration

The Port of Baltimore recently entered into a Sister Port Affiliation with the Republic of China's Port of Kaohsiung to promote mutual technical, cultural and business exchange.

Maryland Port Administrator David A. Wagner and Admiral C.Y. Yuan, Director of the Kaohsiung Harbor Bureau, signed documents finalizing the Sister Port Affiliation during ceremonies held at Baltimore's World Trade Center. The occasion was marked by the exchange of bottled harbor water from the two ports.

The Sister Port Affiliation commits Baltimore, the leading U.S. port in the Mid-Atlantic range, and Kaohsiung, the leading port in Taiwan, to working discussions at a timetable agreeable to both parties.

Kaohsiung, located on the country's southwest coast, handles about two-thirds of the island's total imports and exports, over 90 million tons of cargo annually. Total trade between Kaohsiung and Baltimore reached 681,913 tons in 1985 with cargoes valued at \$204.5 million, according to MPA statistics. Major commodities in this trade included coal, lumber, food, chemicals, steel, construction

equipment, glassware, furniture, clothing and appliances.

"We are pleased to enter into this Sister Port Affiliation with Kaohsiung," said Mr. Wagner. "Our port's trade relationship with Kaohsiung is healthy. It will only be strengthened by this affiliation.

"By becoming sister ports, Baltimore and Kaohsiung will begin to share the expertise and resources that have made them leaders in world trade and commerce," Mr. Wagner added. "We will be able to work more closely together to make certain that our ports continue to enjoy strong cargo volumes in the future."

Kaohsiung occupies spacious land and water areas and enjoys a huge hinterland. With its long, narrow sand bar serving as a natural breakwater, it also benefits from excellent climatic and geographical conditions, according to Admiral Yuan.

First opened as a commercial port in 1860, Kaohsiung was severely damaged during World War II. Rehabilitation work began in 1945, and by 1949 the port was restored to its pre-war condition. Six wharves were built from 1949–1955. Mooring buoys were installed during this period and new transit sheds and warehouses were built. The port's storage capacity increased by 65,000 tons.

The following ten-year period, beginning in 1956, was one of active harbor construction. Expansion included an LST wharf, a shallow water wharf, two deepwater wharves, 22 warehouses, a storage yard, and a refrigerated banana warehouse. This construction added another 80,000 tons to Kaohsiung's storage capacity.

A 12-year Harbor Extension Project from 1958–1970 drastically changed Kaohsiung by expanding the water areas four times over to almost 5 square miles, and reclaiming more than 1,300 acres of new land. This permitted additional development such as the Chungtao Commercial Harbor Area, Kaohsiung Export Processing Zone, Chienchen Fishing Harbor, Linhai Industrial Zone, an integrated steel mill, a major shipyard, three new container terminals, and a second harbor entrance. A four-lane tunnel to connect the district of Chichin with the rest of the port facilities was completed two years ago.

Recent developments have included construction of a fourth container terminal and the establishment of a special center to handle container and bulk transshipments. Two additional container terminals are now under consideration.

When all of these projects are completed, the potential annual volume for cargo shipped through the Port of Kaohsiung will be 150 million tons.

Boston's tourism community seeks to capture cruise ship dollars

Local businesspeople working in Massachusetts' \$7.5 billion tourism industry will receive expert advice from Port, cruise line, and tourism representatives at a September 18 seminar titled "Cruise Shipping: It Means Business." The program is being co-sponsored by the Massachusetts Port Authority (Massport), Royal Viking Line, and the Greater Boston Convention & Visitors Bureau, Inc.

"We wanted to support this effort," explained Massport's Executive Director David W. Davis, "because we are committed to developing Massachusetts' maritime resources

and opportunities. Since our Spring 1986 dedication of the Black Falcon Cruise Terminal, we've seen ship visits increase by 20 percent. Since this means considerable revenue for Boston's business community, it's important that we not only upgrade our physical facilities, but that we learn how to reap a greater share of the 2,000,000 – passenger cruise market."

Royal Viking Line, which offers World Class service and cuisine on a wide variety of itineraries throughout the world, has contributed a great deal to local cruise-related businesses. This year alone, Royal Viking Line will account for one fourth of the passenger ship visits in Boston. Royal Viking Line's Vice President of Marketing & Planning, John B. Richards, pointed out, "Boston is clearly one of the most popular ports in what has proven to be one of our most successful cruise offerings – the Canada/New England itinerary. We've been calling at Boston since 1979 and we are delighted to be participating in a program designed to enhance the city's cruise-related potential," he said.

On an annual nationwide basis, that potential is worth approximately \$1.2 billion in direct spending, according to the Cruise Lines International Association (CLIA). Since 1970, cruise sales have increased by 400 percent, with a trend toward itineraries of seven days or less. Within this emerging market, twenty-five percent of the passengers are repeat passengers. The average cruise passenger now earns \$25,000 or less. Industry analysts expect "cruises to nowhere," as well as trips to Bermuda and Canada – all of which are ideal for Boston – to increase in popularity.

Passengers stopping in Boston, regardless of their itinerary or final destination, are vital to the continued growth of tourism, Massachusetts' second largest industry, asserts Robert E. Cumings, president of the Greater Boston Convention & Visitors Bureau. "Current statistics show that only an estimated one percent of the U.S. population has ever taken a cruise, whether from Boston or any other Port. Our hotels, restaurants, tour operators, travel agents, sight-seeing services, attractions, ground transportation carriers, and retail outlets all stand to benefit from this untapped business," he said. "A seminar like this allows us to get some expert insights into what the best approach might be."

Army, State sign River deepening pact: Port of New Orleans

Assistant Secretary of the Army for Civil Works Robert K. Dawson joined Louisiana Secretary of Commerce Kay Jackson in an historic signing ceremony that authorized an agreement to deepen the Mississippi River between the Gulf of Mexico and the Port of Baton Rouge from 40 to 45 feet. The ceremony was held in the World Trade Center on June 30.

Dawson's responsibilities include administration of the Army Corps of Engineers, which will perform the river deepening. Jackson represented the state of Louisiana. The state legislature recently established the state Department of Commerce as the assuring agency for the project. The department will issue revenue bonds to pay for the state's share over and above that portion the state will pay

directly.

The agreement between the Corps and the state had to be executed by June 30 for the Corps to obtain funds appropriated by Congress in FY 85. The Corps, however, cannot award contracts to begin the project until Congress gives final approval to a cost-sharing and fee collection plan and the bill is signed by President Reagan.

Both the House of Representatives and the Senate have passed bills to deepen navigation channels at various ports, but the bills differ on several points. A House-Senate conference committee is presently at work ironing out the differences.

Secretary Dawson stressed that the Administration's approval of the final bill depends on its being close to the Senate version. It is expected that the cost-sharing formula will be 75/25, with the federal government contributing the larger share.

Assuming Congressional approval, the Corps expects to begin work on the project in May of next year on the first phase, which is a 45-foot channel from the Gulf of Mexico to Mile 181 on the river, just above Sunshine Bridge, near Donaldsonville. Estimated cost of the first phase is \$55 million, with the state's share an estimated \$13.7 million.

The second phase of the project will continue the deepening to Mile 232 at the Port of Baton Rouge. According to Jackson, the state's share will be recouped through the use of charges on cargo moving on the river that will benefit from the deepening project.

She estimated that a 45-foot channel from the Gulf of Mexico to above New Orleans will be available by the end of 1987 and that the channel could reach Mile 181 by the end of 1988. The second phase of the project will begin shortly thereafter, she said.

Shipments of grain and coal exported via the lower Mississippi River through the Port of New Orleans are expected to benefit greatly through cost savings in transportation. There are a total of ten grain elevators between Baton Rouge and the Gulf, and two major coal terminals downriver from New Orleans have recently expanded their facilities.

The Corps also plans to mitigate saltwater intrusion caused by the channel deepening by installing salinity control measures. Placement of a sill, which is basically an underwater dam, in the river and extension of freshwater intakes downriver up to the sill is one of the salinity control measures under study. *(Port Record)*

Geared for Navigation —

Agreement of local cooperation between U.S. Army and Port Authority will provide vital channel improvements for key Bi-State Port waterways

Although the Kill Van Kull and Newark Bay may have completely escaped the notice of Messrs. Verrazano and Hudson during their famous voyages to the bi-state port, this well-traveled water route to some of the world's busiest marine container facilities is now attracting considerable attention in the shipping press and for very good reason. Recently, a milestone Agreement of Local Cooperation between the Department of the Army and The Port Au-

thority of New York and New Jersey was signed for the deepening of the channels in the Kill Van Kull and Newark Bay, the waterways connecting the port's largest container facilities with Upper New York Bay.

The agreement calls for these channels to be deepened from their present 35-feet to a 40-foot depth. It also calls for widening at selected locations such as at the waterway's entrance near St. George, Staten Island; at Bergen Point, where the turn is made into Newark Bay; and in Newark off the Elizabeth/Port Newark marine terminal complex.

Under a cost-sharing program contained in the agreement, the Port Authority will provide up to \$50.8 million, or 35 percent of the project's total cost. The Federal Government's contribution would thereby be reduced to \$94.6 million, the remaining 65 percent.

The signing ceremony, which was held on "Windows on The World" at the World Trade Center, was well attended by government officials, representatives of the transportation industry and the military. Signing the agreement on behalf of the Federal Government was Assistant Secretary of the Army for Civil Works Robert K. Dawson. The project will be carried out by the Army's Corps of Engineers.

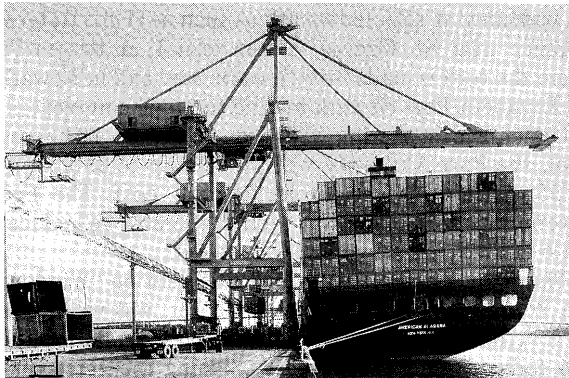
In his remarks at the ceremony, Secretary Dawson stressed that continued resources development, as exemplified by this project, is vital to the nation's well-being. The Secretary also pointed out that the Administration has consistently supported the project, and he stated, "This improvement will allow fully loaded containerships to enter Port Newark and the Elizabeth-Port Authority Marine Terminal, and it will make the port more competitive for future fleets of larger draft vessels. The economics of this investment can be summarized in the fact that the project's benefit-to-cost ratio is nearly eight to one. This means that for every dollar invested, we expect a benefit to the economy equivalent to a return of almost eight dollars."

Port Authority Executive Director Stephen Berger signed the agreement on behalf of the bi-state agency. Addressing the sizable gathering present at the ceremony, Mr. Berger said, "We will position ourselves for a start of the deepening of the Kill Van Kull and Newark Bay Channels to 40 feet by the Corps of Engineers this Fall. A year later we hope to have a similar deepening authorized and started on the Arthur Kill Channel, a project in the final stages of study, thereby linking the Howland Hook Marine Terminal to an already deepened Kill Van Kull Channel."

"We have asked the Corps to program, and Congress to combine, authorize and fund both projects as one," he said, "so that the Newark, Elizabeth and Howland Hook marine terminals will all be served by 40-foot channels in 1990." Mr. Berger also stressed the improved safety to navigation that will result from the project. And he stated further, "The Port of New York and New Jersey, where containerization began, handles more containers than any other port in the United States. Some 200,000 local jobs are supported by container and other port activities. These deeper channels will assure that this port remains the premier East Coast container load center." The Executive Director also noted that the agreement was tangible proof of the spirit of cooperation that exists between the Port Authority and the Federal Government.

(Via Port of New York—New Jersey)

New generation PACECO Portainer* cranes now operating at Howland Hook



Two PACECO ship-to-shore container handling cranes, specifically designed to service the new U.S. Lines jumbo container ships, recently went into operation at New York/New Jersey's Howland Hook Marine Terminal located on Staten Island.

The new cranes are of a completely new design to accommodate additional height and outreach requirements without adding extra weight. Major design changes included a new single plate girder boom, a new single mast superstructure and round legs. Operating parameters include a waterside outreach of 135', a backreach of 75', a clear under spreader lifting height of 100', and a total lifting height of 145'.

The added lifting height and outreach will enable the crane to span the new container ship's beam which can accommodate stacks of containers up to thirteen wide and five high topside. Below deck the ship will accommodate containers stacked up to ten wide and eight high. This is comparable to servicing a ten story container facility nearly one football field wide and three football fields long.

In addition to a completely new structural design, the cranes will be equipped with PACECO's new 3.5 m cycle "Monospar" spreader. The new spreader was also completely redesigned utilizing the latest computerized structural analysis techniques. The end result is a spreader with approximately five times the design life of the conventional spreader with no added weight.

Jack London Square merchants in new marketing, management pact: Port of Oakland

A new organization responsible for both the operation and promotion of Jack London Square has been formed by existing businesses and developers of projects now underway in the popular Oakland waterfront district, it was announced by G. William Hunter, President of the Oakland Board of Port Commissioners.

Known as the Jack London Business Association, the group initially will consist of such long-established firms as Gallagher's and Scott's restaurants and the Boatel motor lodge, as well as Portside Properties, the proposed developer of the Square's expanding retail complex.

The Port of Oakland, whose jurisdiction includes the Square, also will be a member of the Association and will exercise final authority over annual programs and budgets, as called for by State law regulating shoreline development.

Citing the \$125-million public/private expansion program launched at groundbreaking festivities in June, Hunter said: "Essential to the Square's redevelopment is its operation as a single enterprise, even though it is owned and developed by a number of parties, including the Port. The Association will reflect that diversity of ownership while providing a strong, unified and self-governing operation."

In accordance with the terms of a management contract with the Port of Oakland, the Association will be responsible for establishing the basic policies for operation and maintenance of the public, or "common" plaza and promenade areas now under construction, including landscaping, janitorial functions, security and traffic and parking control.

The Association also will formulate and execute a promotional program of special events, publicity and advertising.

The first phase of the extensive three-year Jack London Square expansion program is now underway. Among other improvements, there will be a \$900,000 banquet facility expansion of the Scott's restaurant structure at the foot of Broadway and a 300-car underground garage in the block bounded by Broadway, Embarcadero and Franklin Street. Located on the surface level of the garage will be a pavilion housing some 30 food and retail outlets.

Port of Oakland reorganizes

Faced with the prospect of managing \$2 billion in facilities improvements over the next 15 years—including \$255 million in capital improvements already stated for the coming half-decade—the Oakland Board of Port Commissioners has approved a major administrative reorganization.

Changes as recommended by the Big Eight accounting and management consulting firm of Peat Marwick, Mitchell & Co. include creation of a new Port Department of Strategic & Management Planning; establishment of new positions of special assistant to the executive director for trade relations and of director of administration; and institution of an Operating Committee to be chaired by the executive director and composed of the deputy executive director, director of aviation, director of properties, chief engineer and director of administration.

The Port has also announced the retention of William H. Hubbard, retired senior vice president for operations & strategy at American President Lines, as a special intermodal transportation consultant to assist in formulation of long-range maritime development plans.

Named to direct the new Department of Strategic & Management Planning was John Glover, currently the Port's supervising transportation planner. Glover holds an honors degree in architecture and a master's degree in transportation engineering from the University of California, Berkeley, and has been with the Port since 1970.

Providing management support for Port participation in trade associations and coordinating legislative initiatives as special assistant to the executive director for trade relations

will be Gerald L. Pope, currently the Port's director of administrative services.

The new director of administration will be Jose Duenas, currently the Port's equal opportunity officer. A Port staffer since 1975, he will retain responsibility for affirmative action as well as assuming the overall direction of risk management and staff training, while also overseeing the Port's personnel, purchasing and administrative services.

The administrative overhaul, according to Executive Director Walter A. Abernathy, will help the Port of Oakland "accomplish our mission in the most effective and efficient manner for the rest of this century."

(Trade & Transport Briefs)

Oakland okays overweight operations

Containers stuffed with up to one-third more cargo than normally allowed can now travel legally on streets within the Port of Oakland harbor area, thanks to a new city ordinance authorizing waterfront operations by permitted trucks whose gross weight — tractor, chassis, container and contents combined — does not exceed 95,000 pounds.

The Port of Oakland becomes the only port on the United States West Coast to allow these economical movements. For safety, they are confined to a designated route linking all major on- and off-dock container freight stations, Port of Oakland container terminals and railroad yards in the harbor area.

Specific requirements were developed with the assistance of the Oakland Police Department and Robinson & Associates, transportation consultant retained by the Port of Oakland, to insure the Public interest and safety.

(Trade & Transport Briefs)

Port's most important expansion project underway: Port Canaveral

Dredging has begun on the most important expansion project in Port Canaveral's history. The West Turning Basin Project involves the removal of four million cubic yards of spoil as the basin is dredged to a depth of 35 feet mean low water.

The ambitious expansion project will triple the port's deepwater berthing capacity to meet the future shipping needs of Central Florida. Bids for the Corps of Engineers' project opened in February, 1986, with the contract being awarded to the Norfolk Dredging Company of Chesapeake, Virginia. Actual dredging started on June 2, 1986 as one cutter head and one clam dredge began work. Under the \$4.5 million U.S. Army Corps of Engineers' contract the project will be completed to minus 31 feet late in 1986. Under a separate competitive contract bid awarded to Norfolk Dredging, the Canaveral Port Authority will continue dredging to a depth of 35 feet concurrent with the Corps' project.

Dredging of the West Turning Basin will afford maximum ship maneuverability and open approximately 270 acres adjacent to the deep draft berths. When fully developed the basin will contain 16 ship berths with up to nine cruise terminals. The second phase of the project calls for the construction of two cruise terminals in October 1987

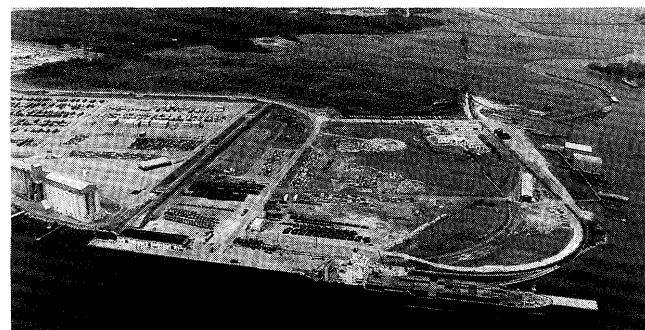
for passenger ship operations. Estimated cost of this phase is \$18 million. Further berths will be constructed as needed to meet the demands for cruise and cargo ships. Also included will be areas for cargo and container storage, bulk and dry storage, warehouses, Ro/Ro ramp, and a large dry dock/ship repair facility. The west side of the basin has been reserved for a high-rise hotel/convention center and office building complex and cruise facilities. 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.

Pulling the lever starting the dredge pump, Port Authority Commission Chairman Mac McLouth commented: "Many times over the last few years it appeared we would lose federal assistance for this project."

The expansion project is necessary because of an increasing demand for facilities and heavy interest in Port Canaveral as a cruise and cargo port. 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.

(Port Canaveral Capsules)

North Charleston Terminal — major expansion



The rapid expansion of the Port of Charleston's 185-acre North Charleston Terminal is continuing in the port's 1987 plans, which include a \$15 million capital budget and the announced joint use of an additional 1,500-foot berth and 112 acres of backup area owned by the Navy and located immediately adjacent to the terminal.

North Charleston is the leading container terminal at Charleston handling more than 46 percent of the container tonnage at the port. More than \$17 million has already been spent during the past two years to convert North Charleston from a general cargo to a full-time intermodal facility. Included were the addition of some 70 acres of container backup space, a fourth container crane, several traveling bridge cranes and front-lift container handlers; the conversion of a general cargo berth to a container berth, and the enlargement and refurbishing of two container cranes.

During the past year, a 600,000-cubic-foot cold storage unit at the terminal was moved to a new site just outside the terminal property. North Charleston has 91,000 square feet of leased warehousing space outside the terminal and

shed space on terminal property. NOCS, a firm specializing in warehousing imports and exports of frozen and refrigerated foods, has leased the facility, which is expected to add some \$2 million to the firm's \$7 million annual volume.

This year's expansion will include the major relocation and enhancement of some 6,500 linear feet of rail track in the main terminal intermodal yard.

"Our intermodal facilities at North Charleston are some of the most productive in the country today, according to our major carriers," said L. Duane Grantham, director of Marketing and Sales at Charleston. "When our expansion is complete, North Charleston will be a completely new terminal."

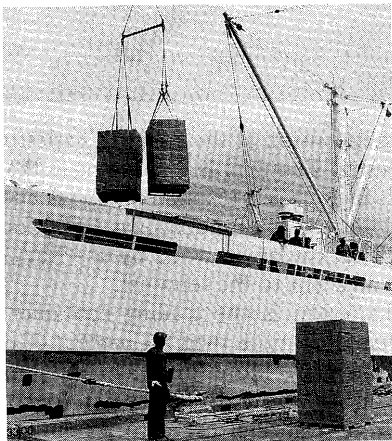
It is within two miles of both CSX and Norfolk-Southern's expanded intermodal yards. North Charleston has intermodal trains leaving daily for Florida, New Orleans, Atlanta and Charlotte.

The joint use with the military of the additional berth and contiguous property could greatly expand the terminal's intermodal capabilities and its already growing shipments of imported automobiles and other rolling stock cargoes.

Grantham sees North Charleston Terminal's expansion as a timely and essential step in the Port of Charleston's short-and long-range plans for intermodal growth.

"With major ocean liners now looking to the Port of Charleston as their intermodal port, loadcenter and specialty port with unequalled versatility and cargo handling capability, it's our job to live up to that reputation," Grantham said, "and our work at North Charleston Terminal is vital toward that end."

Del Monte inaugurates facility: Port of Charleston



Del Monte Fresh Fruit Company on 15 August dedicated a new facility and inaugurated a new cargo handling system at the Port of Charleston's Columbus Street Terminal. Company executives from Del Monte's Miami office joined representatives from the South Carolina State Ports Authority, Southern Stevedoring Company, U.S. Customs and Local 1422 of the International Longshoremen's Association (ILA) for the ribbon-cutting at berth #5.

W. Don Welch, executive director of the SCSA welcomed the officials, noting, "We have signed an agreement with Del Monte which assures high activity of fresh fruit

imports for a significant period in the future. In exchange for that, we have provided what we hope is a facility which will prove to be very productive and useful to Del Monte's business. We are honored to have the top officials here to celebrate."

The five-year agreement between the SCSA and Del Monte will give the company the new facility at the port and guarantee the port one vessel call a week, and a throughput of at least 80,000 tons annually.

John Polychron, president and CEO of Del Monte Fresh Fruit Company, said, "This is an important occasion to Del Monte, recognizing our commitment to the port in what we are doing here now." Instead of moving one box at a time, Del Monte now moves 44 unitized boxes on a pallet. This cuts working time considerably on each truckload. The facility accommodates 10 trucks moving to the loading docks simultaneously.

Palletized boxes also result in less damage to the fruit. George Paidas, vice president, marine operations for Del Monte, said, "You have to realize that from plantation to consumer, the fruit has been handled at least 20 times. With pallets there is less bruising."

"Two years ago we began using pallets to handle cargo in response to customer demand. But palletized cargo presents special demands on the ports — you need ships and facilities to handle pallets properly and efficiently. We are happy to be able to continue the fine working relationship we have had with the Port of Charleston," Polychron said.

Computerized tides: Port of Charleston

The cargo, the ships and the trucks are all on computers now at Charleston, so why not the tides?

The idea is not as futuristic as it may sound. It is really a practical way for the State Ports Authority to help the Charleston Harbor Pilots have access to the actual and vital tidal information.

Thanks to a personal computer supplied by the South Carolina State Ports Authority, and a software program developed by the National Oceanographic and Atmospheric Administration (NOAA), Charleston harbor pilots now are constantly aware of the actual tide conditions in the harbor. This is up-to-the-minute real time information, not an estimate printed months before in a tide chart.

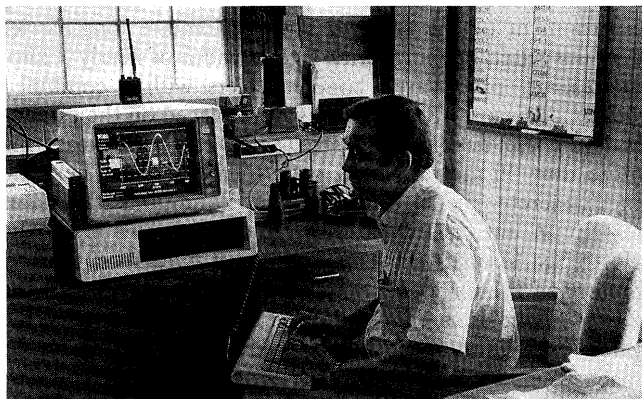
"TIDES ABC" software, developed by members of the NOAA staff, reads data from a tide gauge located in Charleston Harbor, near the passenger terminal. Harbor pilots can now tie into the gauge and get a computer print-out of the actual tide conditions via a telephone modem.

Dr. John G. Hayes, with NOAA in Maryland, said the software was developed in order to determine "real time" tide information. The published tide tables are based on astronomical conditions (sun and moon) but other factors, such as wind and storm conditions, influence the actual tide levels.

W. Don Welch, executive director of the South Carolina State Ports Authority, said, "Actual tide conditions can allow easier movement of the new deeper draft vessels which are calling Charleston." Previously, pilots operated on experience-based knowledge and the published tide

tables. At times, there could be a significant difference in tide conditions. Knowledge of actual tide conditions allows pilots to bring ships in earlier, and perhaps move them out earlier, providing economic benefits for both the steamship lines and the Port of Charleston.

Capt. Arthur Jenkins, president of the Charleston Harbor Pilots Association, said that the unit makes the pilots' job easier with the movement of deep draft vessels. Also, he mentioned, "This gives us an advantage as there are only a couple of ports on the East Coast using this software."



Capt. Arthur Jenkins tracks the actual tide changes in Charleston Harbor using the new computer and NOAA program.

Port of Tacoma to emphasize long range planning

As part of a program to manage its rapid growth, the Port of Tacoma has taken steps to enlarge the scope of its planning department.

One major step was to hire Paul Chilcote as director of strategic planning and research, a position created recently to give greater emphasis to long and medium-range planning at the Port. The Port also has hired Leslie Sacha as its new environmental planner to meet immediate needs for developmental permitting and handling environmental issues.

As director of strategic planning, Chilcote will work on individual planning projects but primarily will coordinate and provide leadership to a "Planning Team" which will include nearly every Port department.

Sacha's duties include coordinating environmental reviews with agencies and Indian tribes, overseeing permit applications on new development permits, and working with agencies and Port businesses to resolve hazardous waste issues.

Tacoma receives Kitakyushu painting

A framed oil painting depicting ships in Moji Harbor was presented recently to the Port of Tacoma by its sister port in Japan, the Port of Kitakyushu.

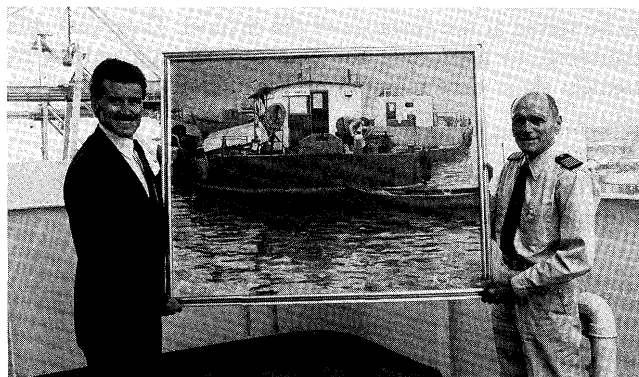
Port of Tacoma Commissioner Joe Faker received the gift at a Port of Kitakyushu celebration in July in honor of Japan Maritime Day. Kitakyushu was named Major Port of 1986 by the Japanese government.

Tacoma and Kitakyushu became sister ports in 1984. The two municipalities have been sister cities for more than

25 years. The Port of Kitakyushu was formed by combining the three neighboring ports of Moji, Kokura, and Dokai in 1964 and later incorporated Tanoura Prefectural Port in 1970.

"It is a great honor to participate with our sister Port of Kitakyushu in celebrating Japan Maritime day," said Faker upon receiving the painting. "We have gained a great deal through the exchange of information and ideas between our two ports."

The painting, entitled "Ships Lying Rested in Moji Harbor" was done by Mrs. Koyuri Senoo, a resident of Kitakyushu. It was transported to Tacoma aboard the Maersk Line vessel "Charlotte Maersk."



Port of Tacoma Commission President John McCarthy receives the painting in Tacoma from the master of the "Charlotte Maersk," Svend G. Kiersgaard.

Use of helicopters at Port of Le Havre observed by IMPA delegation

On August 10th, 1986 the Port of Le Havre welcomed a delegation of about forty maritime pilots which came, following the IMPA 8th Congress in Paris, to be informed of the experience acquired by Le Havre pilots as regards the use of helicopters.

Since 1976, the Le Havre Pilotage Station has in fact been using a helicopter. It was first a one-turbine machine of the "LARK III" ("ALOUETTE III") type, and then, since 1982, one "DOLPHIN" ("DAUPHIN"), equipped with two turbines.

The first use of this aeronautical means coincides with the putting into operation of the Antifer container terminal. Embarking pilots on board super-tankers sailing to ANTIFER are carried out more than 50 kilometers from the Pilotage Station, and sometimes in very bad weather. This means of embarking pilots has proved from experience to be very significant in terms of rapidity, efficiency and economy. Helicopters can also go on board vessels of smaller size whose decks offer, a surface as clear as those of big tankers. This means a considerable progress for the movements of large container-vessels. The latter need not reduce their speed any longer to enable the pilot to go aboard. It has to be stated that, because of the manoeuvring difficulties suffered by these ships in coastal waters where there is a lot of traffic, rapidity is a safety factor, — which also provides, moreover, a saving on operating costs. Now, car-ferry companies resorting to pilotage are delighted,

because of their tight schedules, to be served by helicopter.

Besides rapidity while embarking or disembarking a pilot, the helicopter offers the advantage of performing several services within a short time. It ought to be added to this advantage that only a limited staff is required to carry out the operation of this equipment. It hardly needs to be stated that such machines do not suffer from swell effects. They can function in bad weather beyond the point at which motorboats can no longer be manoeuvred.

On August 10, at Le Havre, IMPA congressmen, invited by the Port Authority and the Le Havre Station, attended and even took part in heliwinching practice on board the helicopter "DOLPHIN" ("DAUPHIN"). They accompanied Le Havre pilots up to their embarkation on board vessels to be served at the entrance of the channel. They were able, therefore, to appreciate the ease of operation and the extremely short time required by the aircraft to go there and return.

Official opening of Storm Surge Barrier by Queen Beatrix



The Storm Surge Barrier on the Eastern Scheldt in the Southwest Netherlands has now been completed. The prefabricated elements have all been placed in position by lifting vessels and a floating derrick. The last of the 62 steel gates was lowered into place a few weeks ago, watched by HRH Princess Juliana. Her daughter, Queen Beatrix, will declare the Storm Surge Barrier operational on 4 October of this year.

The view from the sea reveals that the elements are now all in place and that the final part of the work is being rounded off. In fact, the finishing touches are being added to the central operating system. The Storm Surge Barrier will then be ready to perform the task it was built for — to protect the low-lying regions of the Netherlands from storm surges.

9 kilometres wide at its mouth, the Eastern Scheldt estuary is the last and largest of the four waterways in the Southwest of the Netherlands which have been closed to the sea. The Province of Zeeland has now been made as safe as it possibly can be against the sort of storm surge

which devastated the archipelago in 1953. In that year, large parts of the islands were engulfed by seawater after a violent storm and heavy waves had destroyed the dykes in many places. Nearly 2,000 people lost their lives, and many more suffered considerable material losses.

The Storm Surge Barrier in the Eastern Scheldt is the last part of the multi-billion dollar Delta Project which has taken thirty years to complete. After the other distributaries had been dammed, it was decided to build a barrier in the Eastern Scheldt which could be left partly open under normal conditions so as to preserve the unique natural environment of the estuary. The 9 kilometre long barrier contains three openings with a total width of nearly 3 kilometres. 65 pre-stressed concrete piers with a combined weight of nearly 18,000 tonnes were placed on the estuary bed in these openings. 62 steel gates, each one measuring more than 40 metres across, were then suspended between the concrete piers. Under normal conditions the gates remain in the raised position, allowing water from the North Sea to enter the estuary without hindrance, thereby preserving the priceless natural environment with which the Eastern Scheldt is endowed. When a storm threatens, the gates are simultaneously lowered using the hydraulic mechanisms incorporated in the concrete piers. In this way the North Sea is effectively 'locked out' and the islands are safe for the duration of the storm.

Ten years of hard work have gone into this extremely expensive and technically advanced Storm Surge Barrier. Now it is ready for service.

News from Port of Rotterdam

Plans to deepen Eurogeul for 74-footers

With future developments in the transport by sea of crude oil and iron ore in mind, the Rotterdam Municipal Port Management wants to make the Eurogeul suitable for ships with a draft of 74 feet (350,000 dwt). Since the end of 1984 bulk carriers with a draft of 72 feet (300,000 dwt) have been able to reach Rotterdam. The Port Authority now intends to submit a proposal for a further deepening to the City of Rotterdam authorities.

Maasvlakte also popular for recreation

The port area, the Maasvlakte, reclaimed from the sea, is not only important for port activities but also for recreational purposes. This was shown in research carried out into the open-air recreation of Rotterdammers and other inhabitants of the Rijnmond area. The Maasvlakte was given as a recreational area by 40% of the people questioned and came second only to the 'Kralingse bos' (woods) with lake, and the park, playing field or playground in their own areas.

Disposal of ship waste regulated

Since the end of June ships calling at the Port of Rotterdam are only allowed to dispose of their oil-containing and chemical waste products with companies which have been given authorisation by the City of Rotterdam authorities to take delivery of, store and process such products. This system of authorisation makes it easier for the govern-

ment to monitor whether the rules governing waste products are being observed. It also makes it possible to ensure reasonable tariffs. The captain of a sea-going vessel with harmful products on board must give the harbour master at least 24 hours notice that he wishes to dispose of these and state in what quantities and where. (NEWSLETTER)

Transshipment in Port of Rotterdam rises by around 4% in first six months

In the first six months of 1986 the transshipment of goods in the Port of Rotterdam rose by 4.3% compared to the same period in 1985 to 128.4 million tonnes. This is revealed in figures from the Rotterdam Municipal Port Authority. The increase may be attributed to transshipment in the second quarter of this year, which was considerably higher than that in the first quarter. To a large extent however, fluctuations in the transshipment of goods are of an unpredictable nature. An important part was played by the sharp reduction in the price of crude oil.

In the first six months the transshipment of crude oil increased by 11.5% to 41.1 million tonnes. The sharp increase in supply is a result of stockpiling caused by the low price of oil. To a certain extent, percentage growth has been exaggerated, due to the fact that in the first half of 1985 the supply was low. At this time the expectation that oil prices were going to fall led to stocks being actually reduced. The increased outflow of crude oil in the first six months is a result of increased demand from Rotterdam's existing sales markets, which was probably also caused by the low oil price.

The transshipment of mineral oils fell in the first six months by 2.6% to 17.3 million tonnes. While supply increased, outflow fell. Stocks of mineral oils also increased during the period in question.

In the first six months of this year transshipment of 18.8 million tonnes of ore also took place. This is 3% less than last year. For the most part the transshipment of ore is destined for the West German iron and steel industry, where despite the favourable economic climate, steel production has decreased somewhat. The cause of this is the reduced application of steel in off-shore activities as a result of the decline in oil exploration.

The transshipment of coal has also been affected by the reduced price of oil. In the second quarter of 1986, the supply was almost a quarter higher than normal. This may be explained by more rapid sales of contracted coal with the aim of creating space for cheaper purchases on the spot-market. Transshipment of 7.4 million tonnes of coal took place in the first six months. That is 3.1% more than in the first half of 1985.

In the case of the remaining bulk goods, consisting largely of cattle-feed, there was a moderate increase of 1.9% to 20.7 million tonnes compared to the relatively poor first half of 1985. In comparison with the second half of 1985, the transshipment of other bulk goods fell somewhat.

Total transshipment of general goods amounted in the first six months to 23.1 million tonnes, which is 5.4% more than in the previous year. This is due to an increase in transshipment by container of 11.1% to 15.3 million

tonnes. This increase may largely be explained by the increase in container transshipment capacity as a result of ECT's Delta-terminal on the Maasvlakte becoming fully operational.

Transshipment via lash vessels increased during the first six months by 6.4% to 0.7 million tonnes, while that via roll on/roll off vessels fell by 4.3% to 2.5 million tonnes. However, this sort of fluctuation is not uncommon for these types of vessel.

The transshipment of the remaining general goods fell by 8.9% as a result of a sharp decrease in outflow. This was a third less than in 1985. The largest reduction appears to be in the area of modern cargo packages (units) but there were also reductions in the case of bags, barrels, boxes and pallets. This reduction might possibly be explained by disappointing economic development in certain shipping areas, including the Middle East, and the conversion of a number of shipping lines to container transport. The supply of the remaining general goods, dominated by modern general goods packages, showed an increase of 10%.

ABP Chairman wants "true market economy" for ports

Sir Keith Stuart, Chairman of Associated British Ports, recently called for the establishment of a "true market economy" in the ports industry and an end to port subsidies by both the UK and Continental Governments.

Speaking to the International Freight Industry conference in London, Sir Keith highlighted the economic distortions caused by the continuation of Government subsidies to certain UK ports. Over the past five years, said Sir Keith, a total of £300 million had been given in subsidies by the Government to two of the older ports:

"These subsidies will ultimately have little effect in preventing the decline of those ports, but in the interim can and do create a totally artificial market for port services in some sectors."

UK ports also had to contend with extensive subsidies handed out to their continental rivals for light dues, pilotage, dredging and infrastructure works, all of which UK ports had to fund directly from ships' dues:

"I am not suggesting that comparable subsidies should now be dished out to the UK ports," said Sir Keith.

"At the same time I think UK ports are fully justified in complaining strongly about the unequal treatment of the ports industry within what is supposed to be a Common Market."

With the largest proportion of the UK ports industry now in the private sector, Sir Keith saw the industry's future in an imaginative and enterprising programme of investment and diversification:

"My own company in the last two years has in fact doubled its level of capital investment ... and we have been prepared to close down obsolete facilities rather than cling on to them in the hope that something will turn up. Indeed, the very closing down of redundant dock facilities leads to new opportunities where the land and water can now be put to quite different purposes related to commercial and leisure developments."

Summing up, Sir Keith called for the establishment of a "true market economy" for ports:

"I want to see much more emphasis placed on ports as business enterprises, and much less on their misuse as elements of socio-economic engineering. My view is that only in this way will the customer and the community get good value for money."

ABP Holdings half-year profits advance to £11 million — Interim dividend up 23%

Half-year results for Associated British Ports Holdings PLC showed a substantial improvement on 1985, with pre-tax profits for the six months to 30 June 1986 advancing from £4 million to £11 million.

The Chairman, Sir Keith Stuart, also announced an interim dividend of 2.0p per share (1985 interim equivalent to 1.625p per share) — an increase of 23%.

Commenting on prospects for the year 1986 as a whole, Sir Keith said:

"Current trading performance at the ports is strong, reflecting reduced costs and a high level of activity. The results for 1986 should see a significant improvement on 1985. Property income for the year is also likely to show a useful increase over 1985."

Profits in the six months to 30 June 1986 from port services and from property both showed significant increases, with ports contributing £8.2 million to the total pre-tax profit (1985: £3.4 million) and property £3.5 million (1985: £1.3 million). Turnover from port services was £73.5 million compared with £65.3 million in the first half of 1985, which was affected by special factors including the 1984/85 miners' strike.

Most of the Company's ports performed well during the period. Southampton continued to increase the range and volume of its business, including a significant uplift in the number of motor vehicles handled. The Humberside ports achieved an encouraging increase in container traffic.

Results in South Wales have reflected the recovery of coal exports, and Barry has seen a useful increase in traffic following the opening of the new Windward Terminal. Newport has experienced problems arising from the loss of some traditional traffic but further action is in hand to increase revenue and reduce costs.

One outstanding development at the other ports was the opening of the new roll-on/roll-off terminal at Plymouth which has already attracted an important new service to Spain. At Ayr coal traffic has been reduced because of British Coal's difficulties in the Northern Ireland market; by contrast, King's Lynn has seen strong growth in business, with larger vessels using the port and additional throughput.

Good progress is being made with the Company's current property developments. At Southampton, the first shopping precinct in the 'Ocean Village' has recently opened for business and in a further stage of the overall scheme the Dean & Dyball Group is investing some £12 million to build a commercial, leisure and residential complex at the site. Work has also started on the redevelopment

of the Town Quay by the Southampton Marina & Town Quay Development Company.

At Cardiff, good progress is being made on the Bute East Dock scheme, and the Company is working closely with the Secretary of State for Wales and other interested parties in progressing the redevelopment of other parts of the waterfront.

At Grimsby, the Alexandra Retail Park scheme is under way, and at Hull the Company is developing ideas for the renewal of significant stretches of underutilised land.

ABP Holdings also intends to expand its property activities beyond the land areas immediately adjacent to the ports. The Company is already involved in a development at Horsham, Sussex, where Rosehaugh Associated Ports Developments will be undertaking a substantial retail property scheme in the town centre.

Summarising the Company's future policy, the Chairman said:

"Given the success of the Company's existing activities and the strong balance sheet, we are seeking further opportunities, including acquisitions where appropriate, for expansion and diversification in property and elsewhere."

Associated British Ports Holding PLC

Results

The 1986 half-year results, on an historical cost basis, are as follows:

	Unaudited		Audited
	6 months to 30 June 1986	6 months to 30 June 1985	1985
	£m	£m	£m
Turnover — port services	73.5	65.3	138.2
Operating profit — port services *	8.2	3.4	13.2
Property income (net)	3.5	1.3	5.5
Investment income	0.5	0.3	0.6
Profit before interest and taxation	12.2	5.0	19.3
Interest payable	(1.2)	(1.0)	(2.1)
Profit on ordinary activities before taxation	11.0	4.0	17.2
Taxation (estimated)	(3.6)	(1.2)	(4.4)
Profit on ordinary activities after taxation	7.4	2.8	12.8
Minority interests	—	—	0.1
Profit attributable to shareholders	7.4	2.8	12.9
Earnings per share **	9.1p	3.5p	16.0p
Dividends (net) per share **			
Interim	2.0p	1.625p	1.625p
Final			3.375p
			5.0p
Absorbing	£1.6m	£1.3m	£4.0m
Notes			
* After voluntary severance	£2.7m	£2.9m	£4.0m
** Adjusted for 1 for 1 scrip issue, May 1986			

Go-ahead for Lowestoft fish docks redevelopment

Associated British Ports have given the go-ahead for a £1½ million scheme to redevelop the fish docks at their Suffolk port of Lowestoft.

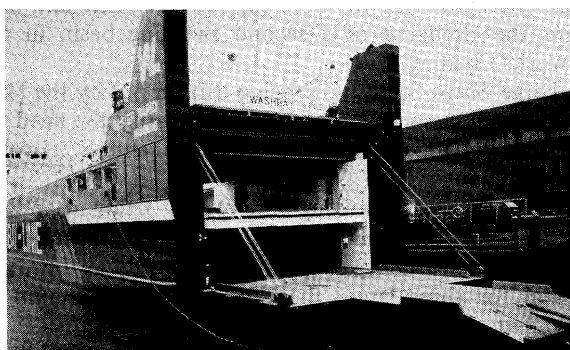
The new scheme will give a major boost to the fishing industry at Lowestoft and is being part funded by a 60% Government grant.

The development centres on Lowestoft's existing fish market in the Waveney Dock, and will involve demolition of older buildings to make way for a new auction hall, fish landing and processing facilities, improved roads and a new canteen.

Commenting on the scheme, Mr. John Green, ABP's Port Manager at Lowestoft, said:

"The new scheme demonstrates the confidence felt by local interests in the future of fishing in Lowestoft. I am pleased we are now able to go ahead with the scheme and believe it will do much to promote the stability and growth of the industry."

A unique CAE shipset from MacGregor-Navire



MacGregor-Navire (MGN), leading designer of cargo access equipment (CAE) has supplied the innovative short-sea RoLo vessel 'Alster Rapid' with a shipset of CAE that, for originality and the mix of cargo made possible by its use, must stamp it as unique. The 2,515 dwt vessel, though indeed small, is so equipped that it offers the cargo handling capabilities of vessels very much larger.

Delivered in June this year, 'Alster Rapid' was built in the Hamburg yard of J.J. Sietas for the West German owner Henry Stahl, who immediately deployed the vessel in his UK-trading Washbay Line. It will form part of a thrice-weekly service operated by the Line for over 20 years.

All four cargo decks above tank top are entirely composed of removable flush-fitting panels; each level, in fact, is a stowable MGN hatch cover which completely spans the hull to constitute a deck. Each deck includes an individual panel (or panels) which also do duty as interdeck ramps.

When the cargo to be loaded requires removal of any deck, the panels of which it is formed can be rolled into storage and stacked, both movements being performed automatically; the only exception is the four panels on the forward part of the upper deck which fold into stowage.

Replacement of a deck is also automatic, unstacking and rolling (and unfolding) being performed in reverse order.

Long cargo (up to 45 m) can be vertically loaded using shoreside cranes, but the principal mode of access is horizontal, cargo being rolled over the stern via a 200 tonne capacity stern ramp which, in keeping with the singular nature of all this ship's access equipment, is adjustable in length, width and height; the two former characteristics (length, width) were included to cater for specific berthing conditions at ports on the destined route(s), while the latter — in which the ramp can be hinged at any one of the four decks above the tank top — enables the ship to be worked at any quay height or tidal level, thus obviating the need for link span berthing.

Another unusual feature of 'Alster Rapid', which the MGN access equipment is designed to facilitate, is its ability to load flat-bottomed floating cargo (e.g. small barges), this being floated/winchd aboard through the stern in what the owners call the slip on/slip off (SoSo) mode. For this operation one of the main deck panels is placed athwartships — there is a 5 tonne capacity crane situated aft for this purpose — to form a watertight bulkhead situated approximately 18 m forward of the stern ramp (at frame 25), thus creating a separate section; for embarking floating cargo the stern ramp is then lowered to an angle of minus 20° below the horizontal, its end reaching 3 m below the waterline. This exposure of the stern — the so-called 'open air' section — also enables the loading of cargo of unlimited height, i.e. when the upper deck panels within the sternmost section are removed.

Bay City Marina underway: Port of Geelong

Early bookings for Geelong's new Bay City Marine has confirmed public demand for the world class yachting facility.

Construction work has started on the \$2.3 million marina, which, when completed during mid 1987, will provide all-weather wet berthing and mooring for 221 craft within a few minutes' walk of the central business district.

Projects Manager for John Holland Co., Mr. John Welsh, said planning and detail work for the marina has been completed and construction is running to schedule.

Construction of the outer wall, comprising 52 vertical piles with 52 raking support piles, will take about three months to complete.

The marina will feature 221 wet berth pens ranging in length from 11 to 17 metres, protected by a suspended precast concrete wave modifier rather than a traditional rock-filled breakwater.

Berths can be leased for one or fifteen years and will also be available for casual hire on a daily, weekly or monthly basis.

Located at the Royal Geelong Yacht Club on Eastern Beach, it will form the focus of recreational activity and tourist attention on Geelong's rejuvenated city waterfront.

Marketing Manager for the Authority, Martin Shirley, said bookings and serious enquiries were received even before the facility was advertised.

"Corio Bay's sheltered waters only an hour's drive from Melbourne have long made Geelong one of the finest recreational and competitive boating locations in Australia."

"The marina will further consolidate that reputation," Mr. Shirley said. (*Portside*)

Port study tips boom times for Newcastle: Maritime Services Board of New South Wales

Trade through the Port of Newcastle is expected to nearly double over the next 10 years, a Maritime Services Board study on the future of the port has found.

A discussion paper on a Development Strategy Plan for the Port of Newcastle forecasts a total trade of 61.25 million tonnes in 1994/95, compared to 36 million tonnes in 1985/86.

The General Manager of the MSB, Mr. Les MacDonald, said the document was produced as part of the Board's intensive planning for future port needs.

"The study indicates there is considerable scope for increasing the capacity of the port without huge capital investment in the short term at least," Mr. MacDonald said.

"The fact that there is abundant potential for port development is good news for industry growth in the Hunter Region."

"We have reached this enviable position in the Port of Newcastle thanks to the massive investment by the Government in past years.

"However, the study shows clearly that we cannot rest on our laurels. The development of new and improved facilities will continue, and the study warns that we must begin planning now for major investment in the longer term."

The discussion paper, which was developed in consultation with the Port of Newcastle Advisory Board, will be widely disseminated among interested groups including the shipping industry, unions and the community for discussion before the Development Strategy Plan is finalised.

The paper traces the development of the port since it came under the control of the Maritime Services Board in 1961. At the time the port was only 7.7 metres deep, capable of accommodating ships up to 33,000 deadweight tonnes, and had only one operating modern-style berth.

Development since the MSB took over has seen the port dredged to a depth of 15.2 metres in the Steelworks Channel and able to accommodate ships of over 130,000 dwt.

From 8.6 million tonnes in 1960/61, total trade has quadrupled. Coal exports have grown by a factor of more than 30, from 815,000 tonnes in 1960/61 to 26.3 million tonnes in 1985/86.

Although the recent growth of the coal trade has been slower than envisaged during the "resources boom" of the late 1970s, the coal industry forecasts that coal exports from Newcastle should double in the next 10 years.

Non-coal exports have been growing at about 8 per cent annually over the last five years, but the study predicts this rate will increase as general cargo and container vessels calling for aluminium products attract new export cargoes to the port.

Import tonnages have been rising slowly following a serious decline in the early 1980s. The rising trend is expected to continue as steel and aluminium industry business improves and petroleum cargoes grow.

The study says that many of the facilities built by the MSB following its assumption of responsibility for the port are now reaching the end of their economic lives.

The increasing size of ships is also placing strains on existing equipment and the capacity of the port. An increasing proportion of export coal is being loaded on ships which could accept even larger cargoes if the port was further deepened.

In its conclusions, the study says there are relatively few pressing needs for development of the port, as capacity for most purposes is more than satisfactory.

Nevertheless, a program of new investment will be needed to overcome specific problems and satisfy long-term growth.

The key areas requiring improvements in capacity are for general cargo and container facilities and storage and handling facilities for minor bulk cargoes.

Work to raise the capacity of the Kooragang Coal Loader, which is now capable of handling 15 million tonnes per annum (mtpa) but has a potential of 50 mtpa, may need to begin in the next 24 months.

The increased capacity of the Coal Loader is likely to require the stationing of more tugs at Newcastle and may require the dredging of a second swinging basin in the Steelworks Channel.

A Large Ships Study now being carried out by the MSB with the Coal Association of NSW will clarify the need for further improvements to the Entrance and Steelworks Channels.

A joint study involving the MSB, Grain Handling Authority and Australian Wheat Board is recommended to determine the feasibility of providing capacity at the Grain Terminal for ships larger than the current maximum of 55,000 dwt.

The study urges the protection of sites capable of future major development or redevelopment for port purposes. It identifies four broad locations: the Lee Wharf area, Nos. 1 and 2 Western Basin, the Dyke area and uncommitted land at Kooragang Island.

It recommends the acquisition of State Rail Authority land adjacent to the Lee Wharves for development of a large cargo back-up area with rail access.

While capital investment in the near future would be concentrated on facilities for general cargo and minor bulk trades, the study calls for an immediate start to planning for future major developments and investment in the port.

It says the MSB must press on with efficiency measures already undertaken to improve the performance of the port and plan for future improvements in port maintenance services and harbour control systems.

The study says the MSB must also continue with its marketing efforts for the port, including the pursuit of opportunities to attract new business.

A similar Development Strategy for the Port of Sydney was developed earlier this year in consultation with the maritime industry and unions.

The MSB will next undertake similar studies for Port Kembla and the Port of Botany Bay.

Northern Australia's premier port: Port of Townsville

A dramatic rise in the imports through the Port of Townsville could occur over the next few years.

The increase would outstrip present trading figures as it would more than double current import and export shipping figures.

The new trade was foreshadowed by the Maritime Services Minister, Mr. Martin Tenni who said up to three million tonnes of nickel ore for processing at the Yabulu treatment plant could be imported through the port.

Mr. Tenni made the announcement during his first official inspection of the port since becoming Maritime Services Minister.

Board chairman Mr. Joe Defranciscis understood imported ore would become necessary for the Yabulu treatment plant as nickel ore supplies from the Greenvale mine were exhausted.

He said the imports would require a major expansion of facilities at the port, involving the reclamation of land on the eastern side adjacent to Benwell Road.

The multi-million dollar upgrading would also involve improvements to conveyer belt systems and rail lines in the port area.

The port expansion program would need to be completed within a few years as Queensland Nickel hoped to begin the ore imports in the early 1990's.

(Port of Townsville)

90th year milestone for Townsville Harbour Board

The Townsville Harbour Board this year celebrates the 90th anniversary of its creation.

A Queensland Government bill to create a port authority for Townsville became effective on January 1, 1896. But it was not until March 26 that board members first met to elect a chairman and effectively take over the management of the new Harbour Board.

The first meeting was exactly two months after the disastrous Australia Day visit of Cyclone Sigma, which left a legacy of port havoc and destruction requiring immediate attention.

Townsville as a port was actually founded 31 years earlier — on November 5, 1864. It was described as a "new haven" and by the time the new board took control there had been many improvements and facilities already effected by the Queensland Government.

But the scope of the work still to be done seemed unlimited with some of the tasks being dredging, building and extending wharves and suitable sheds.

The first board consisted of 11 members, four of whom represented the "payers of dues," four local authority representatives, two Government appointees, and a nominee of the Townsville Chamber of Commerce.

The Government representatives were drawn one each from Townsville and Charters Towers, at that time a larger centre than Townsville because of the gold mining boom.

To commemorate the 90th birthday, the Townsville Harbour Board has struck a special copper medallion.

One side of the medallion features an etching of the harbour area, while the other features the Townsville Harbour Board logo.

Copper was chosen as the metal for the medallion because of the strong links between Townsville and Mt. Isa, the location of one of the world's major copper deposits.

Collectors can obtain copies of the medallion by sending a \$5 cheque or money order to the board offices at The Strand in Townsville. *(Port of Townsville)*

ESCAP Seminar on Shipowners' Liability and Insurance held in Tokyo

For six days from September 29 through October 4, an ESCAP's seminar on Shipowners' Liability and Insurance was held in Tokyo, under the chairmanship of Mr. David L. Turner, Chief of the ESCAP Division for Shipping, Ports and Inland Waterways, and the sponsorship of the Japanese Government and Japan Foundation for Shipbuilding Advancement. It was participated in by 15 delegates from the PRC, India, Indonesia, Malaysia, the Philippines, Korea, Singapore and Thailand. Included in the seminar was a technical visit to the Port of Nagoya.

Port's stevedores keep the cargo flowing: Lyttelton Harbour

Stevedores must be master of organisation, buffers in the waterfront industrial arena and confident communicators between ships' agents and officers to ensure the smooth flow of cargo through a modern sea port.

They are the people who quote to a ship's agent or owner to load or unload cargo, organise labour, and arrange cargo and the equipment required to handle it.

A stevedore takes all the risks to get the job done in the interests of the client importer or exporter.

Stevedores deal directly with most waterfront problems through contact with all harbour unions and must call on reserves in both public relations skills and diplomacy.

At the Port of Lyttelton, cordial relations between the unions and stevedores are due in no small part to the relationship between the port stevedoring companies themselves — Union Maritime Services Ltd., Seaport Operations Ltd., and the Lyttelton Stevedoring Co., Ltd.

Principals of all three agree that while they compete against each other for business, 90 per cent of their time is spent working together in the interests of the Port.

Mr. Brian Stevens, of Union Maritime, says a stevedore's brief is to ensure the efficient handling, supervision and turnaround of ships.

"We're all working managers. We all requisition for labour at the Waterfront Industry Commission and employ our own foremen and supervisors," says Mr. Stevens.

With 31 years behind him on the waterfront, Mr. Stevens still believes he is learning something every day.

"You never stop learning on the waterfront. You can never say 'I can handle everything.' There is always some-

thing different all the time." Mr. Stevens, a Lyttelton Harbour Board member, says a stevedore's job has become more demanding over the years with ships working longer hours in the bid for maximum throughput for minimum cost.

"When the ship has gone the paperwork begins . . . accounts, everything. It's a big, big job."

Mr. Nigel Kirby, of Seaport, whose career in shipping and stevedoring spans 24 years, says the dictionary definition "loading and unloading of ships" has become much more sophisticated over the last 10 to 15 years.

Fifteen years ago, stevedores worked for their own company. The big shipping lines had their own "in house" stevedore. Now they are separate identities. Vessels and working equipment have also changed dramatically.

"We are dealing with much more sophisticated ships, loads and handling methods today," says Mr. Kirby. "You get your easy ships and the diabolical ones."

Mr. Kirby's company handles the big Japanese Toyo Fuji quarter-ramp car carriers which arrive packed with large cases of ckd packs.

"She could discharge in one day what it would take two ships a week to do up to just five years ago," says Mr. Kirby.

Competition between the Lyttelton firms is brisk during the 10 per cent of the equation which allows time for business.

"It's a very competitive business. There are only three stevedores in port. Clients will probably ask for quotes from the three different firms, just like in any business transaction. We quote competitively," says Mr. Kirby.

Mr. Peter Frisken, of Lyttelton Stevedoring, spent 20 years at sea before coming ashore 12 years ago. He has made the full transformation from seaman to watersider, foreman, supervisor and now company manager.

Mr. Frisken took over as manager when Harbour Board member Captain Andy Anderson retired in June last year. He agrees that times have changed.

Lyttelton Stevedoring looks after the Russian quarter-rampers which call for unit wool loads. Forklifts working just two shifts could load the vessels with the average 5000 bales strapped together in six double-bale units.

Loading a conventional ship with that number of bales by hand and crane in the traditional way would take at least three days, said Mr. Frisken. Quicker throughput had obvious advantages to shippers.

"The cargo used to be loose. Most of it now is almost 100 per cent containers or palletised."

While the three stevedores compete against each other, Mr. Frisken says this is more than balanced by co-operation. Stevedores are all members of the New Zealand Association of Waterfront Employers — or NAWA.

"This organisation assists us," says Mr. Frisken. "Any disputes are handled through NAWA."

Many separate agreements on working conditions exist on the waterfront, in place to determine and control shift-work and work start times. Stevedores must therefore walk a narrow line, conscious of costs but avoiding setting precedents in special agreements which may affect future contracts.

Mr. Frisken points out the Lyttelton stevedores enjoy a "pretty good relationship" with the port unions.

"We have our ups and downs, but it's a pretty good working relationship . . . better than in a lot of other ports. We can enjoy some friendly socialising with the wharfies. It's not the same in other ports." (PORTSIDE)

Drivers of powered pleasure craft to be licensed: Port of Singapore

The Port of Singapore Authority will license drivers of powered (mechanically propelled) pleasure craft next year — from 1 April. These drivers must obtain a valid licence for driving a powered pleasure craft within port waters.

This is part of PSA's efforts to enhance safety in pleasure boating in Singapore.

Requirements for Licence

Persons driving mechanically propelled pleasure craft in port waters must:

1. be at least 16 years of age
2. pass an approved eyesight test with or without artificial aids, i.e. they must be able to read DOWN TO AND INCLUDING LINE 5 (6/12 vision)
3. not be colour blind
4. not be physically handicapped
5. have attended an approved course in the handling of a powered pleasure craft and
6. pass the Examination for a Powered Pleasure Craft Driving Licence.

NOTE: For 2, 3 & 4, a certification by any registered medical practitioner is required.

Examination

The syllabus for the examination covers the following:—

1. Prevention of Collisions At Sea Regulations with emphasis on Part B — Steering and Sailing Rules.
2. Charts and main aids to navigation within the port.
3. Use of life-saving and fire-fighting appliances.
4. Emergency procedures and safe practices.
5. Port rules and regulations.

The Powered Pleasure Craft Driving Licence Examination will be conducted by the National Maritime Board.

(PSA NEWS)

Safety activities for port users: Port of Singapore

PSA recently held a safety talk on 'Safe Handling of Different Types of Cargo' for about 50 supervisors and foremen from stevedoring companies. Participants were taught how to recognise and avoid hazards involved in handling different types of cargo in the port such as bags cargo and drums cargo.

Another talk on 'Preventing Unsafe Acts in Cargo Handling' was held for port users on 16 Jul. '86 as one of the activities for PSA's Safety Month. The theme for this year's Safety Campaign was: 'Prevent Accidents — Adopt Safe Work Practices.'

(PSA News)



The rewards of thoughtfulness, a blossoming flower and a smile. It's something you will fast appreciate aboard the wide-bodied jets of Korean Air, as you travel to 30 of the world's major destinations.

Thoughtfully Korean



KOREAN AIR



MITSUI Automated Container Terminal System

Masses of data!

But how to process it for efficient handling of containers?

The Mitsui System can speed up and rationalize container handling to give increased benefits from container transportation. Developed in 1972, this system has proved its efficiency at the busy Ohi Pier, Port of Tokyo, and it could be working for you in solving your container terminal problems, particularly those in the fields of cargo information and operations systems.

MITSUI Automated Container Terminal System Consists of 6 sub-systems.

1. Yard Plan Computer System
2. Yard Operation Computer System
3. Data Transmission and Oral Communication System
4. Transtainer® Automatic Steering System
5. Transtainer® Operation Supervising System
6. Portainer® Operation Supervising System

① Computer Room

② Gate Office

③ Operation Room

④ Portainer®

⑤ Rail-Mounted Transtainer®

⑥ Rubber-Tired Transtainer®



MITSUI ENGINEERING & SHIPBUILDING CO., LTD.

Head Office: 6-4, Tsukiji 5-chome, Chuo-ku, Tokyo, 104 Japan

Cable: "MITUIZOKEN TOKYO", Telex: J22924, J22821

Material Handling Machinery Sales Department Tel. (03) 544-3677

Overseas Office: New York, London, Singapore, Hong Kong