

PORTS *and* HARBORS

Jan.-Feb., 1987 Vol. 32, No.1-2



Port of Wellington
New Zealand

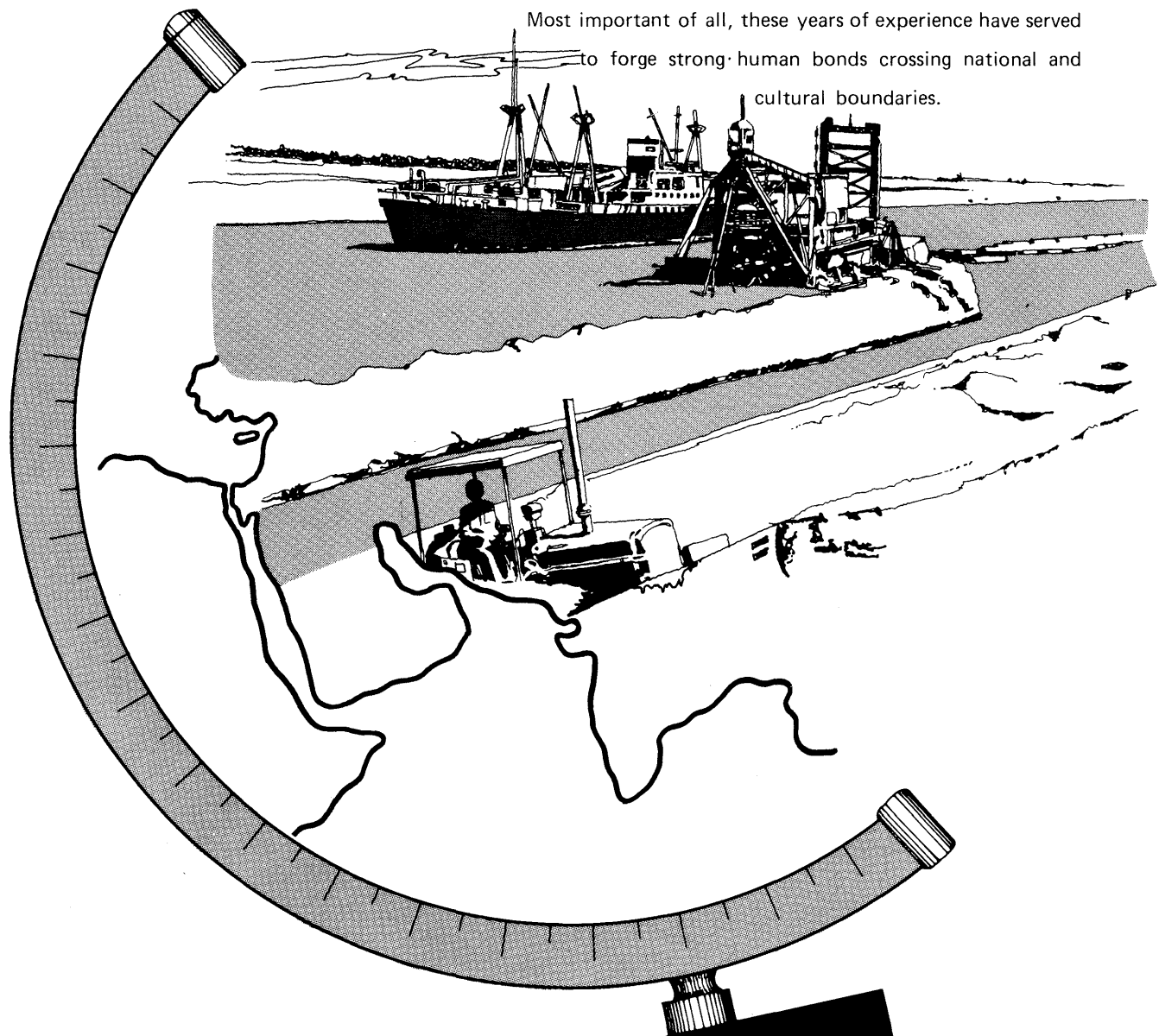
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Study tours: United Kingdom and Federal Republic of Germany.

Language: English.

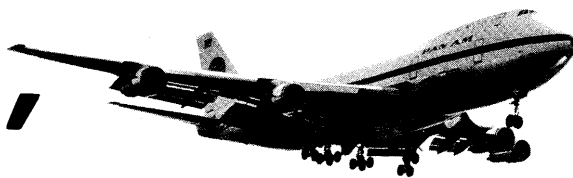
Application and admission: The seminar is destined for qualified candidates who are confronted with port management problems in their daily activities. They should have at least five years of practice. The number of participants is limited to 30.

Fellowships: A limited number of fellowships will be granted to participants from developing countries by the Netherlands Government. Fellowship's applications should be submitted through the Netherlands Diplomatic Representative not later than March 18, 1987. Other fellowship granting organizations are: United Nations, UNCTAD, International Labour Organization (ILO) and several other semi-governmental organizations. Nationals of countries associated with the European Economic Community, may apply through the Delegation of the EEC in their country.

Fees and other expenses: Dfl. 3200, which includes tuition fee, travel cost for all study tours and lodging outside the Netherlands.

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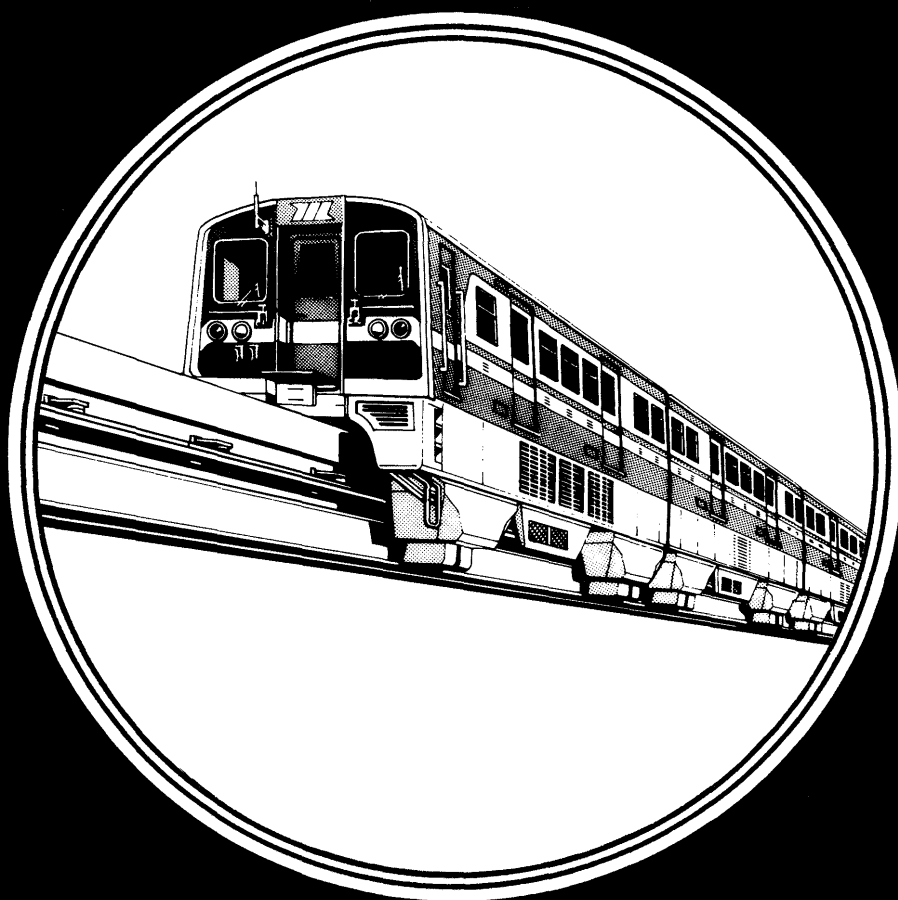


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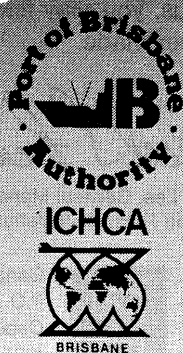


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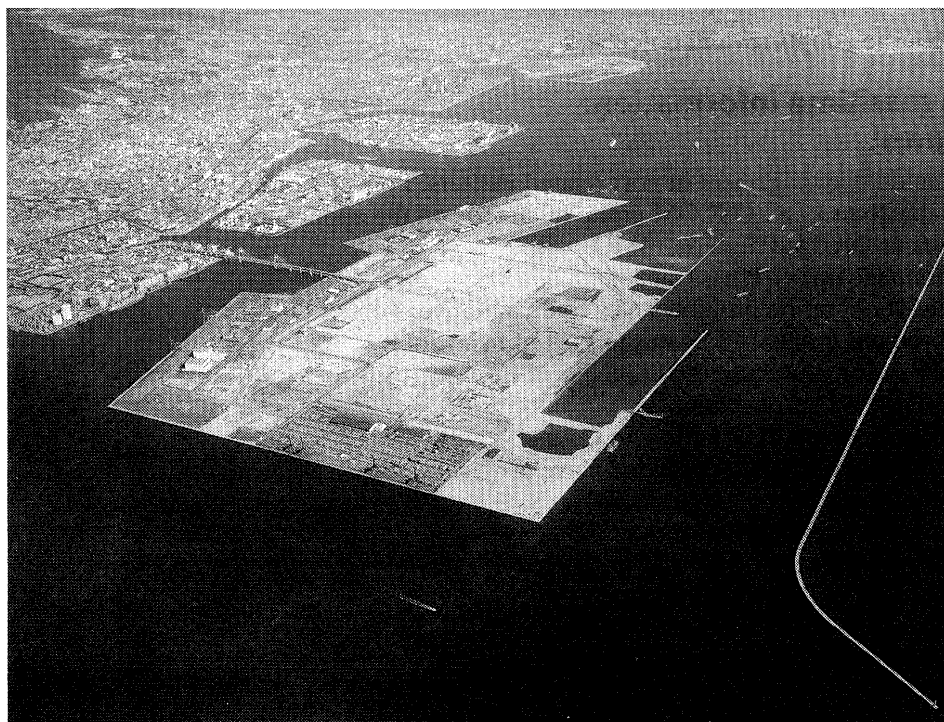
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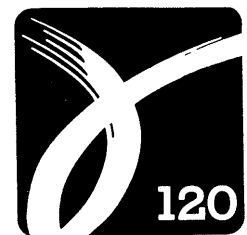
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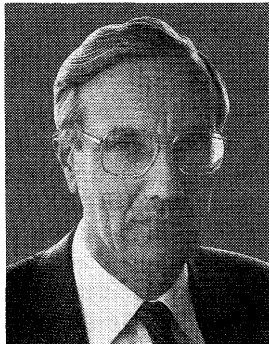
120th Anniversary Festival



PORT OF KOBÉ

IAPH announcements and news

New Year's Message



**From
Mr. Han den Toom
President**

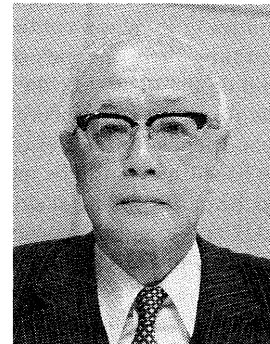
Within a few months we will meet each other at the 15th World Port Conference of our Association. It gives me great satisfaction to know that the preparations are in the capable hands of the Seoul Preparation Committee, under the leadership of the Conference Vice President, Mr. Cheung, in close co-operation with the IAPH Head Office.

The theme of the Conference, "Ports Looking into the 21st Century", is a challenging one. The ports have to think well in advance of the developments that might be expected in the coming decades. The difficulty is always again that it is impossible to predict the future. Developments are influenced by many factors and the influence of several of them can only be assumed.

It will be the difficult task of the speakers and leaders of the working sessions at the Conference to give a good start for fruitful discussions within the limits of the time available. I am convinced that the members of IAPH, coming from so many parts of the world, and living in different circumstances, can together bring forward many aspects of value. In doing so the exchanges of views will bring us several alternatives as a "guideline for the future".

I am writing these words in the beginning of December 1986. You will read them several weeks after the beginning of 1987. But the year is still young enough for me to give all of you the season's greetings. I hope that in your personal lives too you will have a "guideline for the future".

I wish you, your relatives and friends a prosperous 1987 and trust you will enjoy in your work for your port and IAPH.



**From
Dr. Hajime Sato
Secretary General**

It is a great honor and pleasure for me to extend to all readers of this journal my best wishes for the New Year. I sincerely hope that the New Year will bring you and your families increasing prosperity and happiness.

As I reflect upon the situation over the last year, I have to conclude that the environment surrounding the ports of the world has been extremely severe. I can well imagine that those who were at the helm of port administrations and industries all over the world must have been taking great pains to adapt their organizations to the rapidly advancing technological developments in transportation systems, just as the growth of the world economy was slowing down.

It seems that similar rough seas await us as we prepare to embark upon the New Year. Nevertheless, what we must clearly realize is the fact that the world port industry is playing an increasingly important role in the promotion of the world trade, and makes an indispensable contribution to regional developments with the services it provides. As ports find themselves having to increase their interdependence on an international basis, it serves their interests to expand their cooperative relationships with their counterparts throughout the world.

In view of this situation, I believe that the forthcoming Seoul Conference attended by people working in ports throughout the world under the theme of "Ports Looking into the 21st Century" will provide all participants with an extremely valuable forum for communication with one another. Equally importantly, it will afford all of us the chance to increase the level of dialogue among us and to facilitate exchanges of information and expertise.

I am pleased to be able to report to all of you that our Association's activities throughout 1986 have been fruitful, thanks to the active and enthusiastic participation of our members. In particular, it gives me great satisfaction to report

that, through the strenuous efforts made by our technical committees, we were able to act on several issues by clearly articulating our position to international maritime circles from the viewpoint of port interests. I also derive enormous satisfaction from the increased dynamism with which the Association has been able to carry out its international port development activities and from the fact that we have brought out a notable book, "Port Administration and Management" authored by Professor Baudelaire, as an IAPH publication.

As for the Seoul Conference, I feel extremely gratified to observe that our hosts, the Korea Maritime and Port Administration, and particularly SEPRECO (the Seoul Conference Preparation Committee), in close contact with the Head Office, are concentrating their energies on preparations for the event, which will be the biggest of the year for the Association. I would like to express my sincere thanks and appreciation to our Korean friends for their efforts.

One thing which has turned out to be most unfortunate for our Association has been our financial situation. The drastic devaluation of the US dollar and the corresponding appreciation of the Yen against the SDR, which has occurred since September 1985, has had a grave impact on the Association. As a result, in spite of the fact that the members paying their dues in US dollars have been required to bear an increase in the amount of their actual payment, the total revenues from the membership's dues have declined considerably. As it appears that no major change in this tendency can be expected in the near future, I consider that it is one of the most important tasks for the Association to plan its finances from a long-term perspective so as to stabilize its financial foundation.

Despite these difficulties, our Association has continued its steady development as a port community which represents world ports and now occupies a firm position in the international maritime community. I would like to congratulate all of you who have contributed to this cause and assure you of my sincere gratitude. Let me take this opportunity to ask for even greater support and guidance from you in the future in order to help contribute to the further development of our Association.

I look forward to meeting all of you in Seoul in April 1987.

1987 dues invoiced

A circular from the Secretary General with an invoice for the membership dues for 1987 was sent to all members of the Association under the date of December 10, 1986.

As for the 1987 dues, it was the resolution of the Exco Auckland meeting held in April 1986 that the President be authorized to decide, after studying the financial status based on the report which was due to be submitted by the Finance Committee towards the end of 1986, whether or not to propose to the Board of Directors an increase in dues.

Thus, the Secretary General presented a report on the Association's financial status to Mr. Fred Gingell, Chairman of the Finance Committee, and President den Toom, with a copy to the members of the Finance Committee. At the time of the Exco meeting in Auckland, the Tokyo Head Office was experiencing a drastic fall in revenues resulting from the sharp appreciation of the Yen against the SDR which has occurred since late 1985. This tendency has continued and even accelerated to the extent, by the end of the year, as much as 21% of the Association's revenues had been wiped out.

Despite the above situation, the report from the Secretary

General to the Chairman of the Finance Committee indicated that, assisted by a considerable amount from the resources which the Association had succeeded in keeping untouched as a result of all-out efforts to economize on expenses at the Head Office, no increase in dues would be necessary, at least for the year 1987. In his letter dated December 8, 1986 acknowledging receipt of the above report from the Secretary General, Chairman Gingell says that, after gathering the views of the members of the Finance Committee, he will inform President den Toom of the Committee's recommendation towards the end of 1986.

Under the circumstances, the invoices were prepared in "SDR" Units as has been the case with the past six years. The term "SDR" means "Special Drawing Rights", as established and employed within the monetary system by the IMF (International Monetary Fund). This is the unit which IAPH has been employing since 1980 as the basis for dues payment.

For actual payment, each member is requested to quote the exchange rate between the SDR and one of the following currencies from the IMF basket as it was on December 10, 1986, as long as the payment is made before January 31, 1987. For payments made on or after February 1, 1987, you may quote the rate existing on the day of your remittance to the Head Office.

Deutsche mark:	2.42279	} 1 SDR
French franc:	7.94283	
Japanese yen:	195.123	
Pound sterling:	0.84183	
U.S. dollar:	1.19928	

The SDR values per membership unit for Regular and all classes of Associate Members are shown in the left-hand column of the table below. For the convenience of those members who wish to pay in US dollars or in Japanese yen, equivalent rates for the respective categories of membership dues are indicated in the table below.

Table:

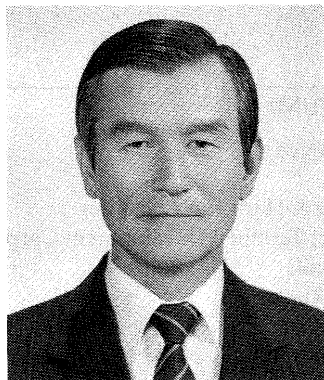
Regular	SDR	Japanese Yen	U.S. Dollar
1 unit	880	171,708	1,055
2 units	1,760	343,416	2,110
3 units	2,640	515,124	3,166
4 units	3,520	686,832	4,221
5 units	4,400	858,541	5,276
6 units	5,280	1,030,249	6,332
7 units	6,160	1,201,957	7,387
8 units	7,040	1,373,665	8,442
Associate			
A-X-1, B & C	740	144,391	887
A-X-2	500	97,561	599
A-X-3	250	48,780	299
D	120	23,414	143
E	100	19,512	119

Note: X applies to all categories, i.e. I, II and III.

In order to save bank commissions, which amount to as much as US\$11 per transaction, it would be highly appreciated if you could remit the amount by means of a bank transfer to the IAPH account as specified on the invoice. In this connection, it should be noted that the cost of the remittance is to be borne by the member concerned.

It is sincerely hoped that you will give your attention to the matter and remit your 1987 dues to the Head Office as soon as possible.

Welcoming Messages to the 15th IAPH Conference



**From Cha, Kyu-Hun
Minister of Transportation
Korea
Honorary President
15th IAPH Conference**

I am very pleased to extend to you my New Year's greetings through "Ports and Harbors", the specialized journal covering the activities of IAPH, and invite all of you to the 15th IAPH Conference to be held in Seoul from April 25 to May 2, 1987.

Needless to say, the highly advanced technological progress made in transportation has greatly reduced the transportation costs involved in the international trade, thereby accelerating the promotion of the economic relationships among the nations of the entire world, forming a global village today.

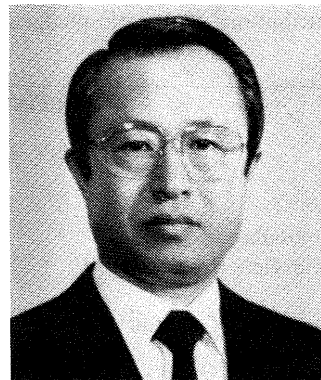
Under the present worldwide economic interrelationship, not only Korea but all the countries of the world, cannot but depend on external trade if they are to improve the standards of living of their people. It is in this context that we attach great importance to ports, which have played a vital role as a gateway to our trading partners.

As the ports are expected to play an even greater economic and social role in the year 2000, it is of great significance to have a meeting to discuss matters of common concern related to "Ports Looking into the 21st Century" in this beautiful city of Seoul, which reflects excellent harmony between the past and the future.

I firmly believe that your active participation in the Seoul Conference will provide an ample opportunity to enhance the understanding and friendship among the people working for ports, thereby further consolidating the cooperative relationships among ports all over the world.

We usually have a spell of mild and fine weather in Seoul during the month of May, which is often called as "the Queen of the Year", with all kinds of flowers in full bloom. The participants in the Seoul Conference will be provided not only with up-to-date information on ports but also with a chance to know about Korea and its culture.

Wishing you a happy and prosperous new year, I look forward to the pleasure of seeing all of you in Seoul.



**From Cheung, Yeun-Sei
Administrator
Korea Maritime and Port Administration
Conference Chairman
15th IAPH Conference**

In greeting the New Year of 1987 when the 15th IAPH Conference will be held in Seoul, I sincerely hope this will find all of you and your families in good health and high spirits. I would like to take this opportunity to express my deep appreciation to you for the positive support and cooperation given to us in our preparations to host the Seoul Conference.

Since Seoul was chosen as the venue of the 15th IAPH Conference at the time of the 13th Conference in Vancouver, KMPA has spared no efforts to make the Seoul Conference contribute greatly to the development of the world economy and to provide all the IAPH members attending the conference with an opportunity to have a glimpse of the 5000-year history and culture of Korea.

During the last year, much progress was made in the preparation of the Conference in that Honorable Lamine Fadika, Minister of Marine of Ivory Coast, honoured us with his acceptance of our invitation to be a Keynote Speaker for the Seoul Conference. In consultation with the Head Office, we have successfully finished arranging the time schedule of the Conference the Working Session themes, chairmen, speakers, group leaders and co-leaders with the approval of the EXCO members.

We have also made much progress in working out the specific contents of the discussions to be held during the Working Sessions.

Since a successful Conference cannot be achieved by the efforts of the host alone, I would like to solicit your active participation and positive support.

With only 4 months remaining before the Conference opens, I wish to assure you of our utmost efforts to make the Seoul Conference as successful and memorable as possible.

IPD Fund: Contribution Report

— US\$10,000 still needed

The contributions from members to the Special Port Development Technical Assistance Fund ("the Special Fund") as of January 10, 1987 are listed in the box below. The amount received in contributions and sums pledged in the past 20

months since the Hamburg Conference in May, 1985, totals US\$59,819, leaving the amount of US\$10,181 yet to be raised. With only a few months left before the Seoul Conference, where we sincerely wish to announce the successful completion of the fund-raising campaign, it is our earnest wish that all members should give their generous support towards achieving this goal.

CONTRIBUTIONS TO THE SPECIAL FUND

(As of January 10, 1987) (in US\$) (*: Pledged)

Australia		Japan Port & Harbor Association	303
Port of Melbourne	1,000	Osaka Port Terminal Development Corp.	646
Maritime Services Board of NSW	250	City of Osaka	3,371
Benin		City of Fukuoka	1,007
Port Autonome de Cotonou	250	Jordan	
Canada		Ports Corporation	1,000
Port of Halifax	750	Korea	
Port Alberni Harbour Commission	200	Korea Dredging Corporation	200
Fraser River Harbour Commission	300	Korea Maritime & Port Admin.	3,000*
Port of Vancouver	500	Malaysia	
Port of Montreal	1,000	Kelang Port	200
Ports Canada	2,000	Johor Port Authority	100
Cyprus		Rajang Port Authority	100
Cyprus Ports Authority	500	Mauritius	
Denmark		Mauritius Marine Authority	1,000
Port of Copenhagen	350	Netherlands	
Germany (West)		Port of Amsterdam	1,000
Port of Hamburg	3,086	Port of Rotterdam	3,000
Ghana		Delfzijl/Eemshaven Port Authority	250
Ghana Ports Authority	500	Shipping & Maritime Directorate	720*
Indonesia		New Zealand	
Public Port Corporation I	200	The Harbours Association of	
Public Port Corporation II	200	New Zealand & 9 Harbours:	2,000
Iran		Nigeria	
Ports & Shipping Organization	1,000	Nigerian Ports Authority	500
Japan		Oman	
Pacific Consultants Int'l	630	Port Services Corp.	500
Mr. Susumu Maeda	70	Papua New Guinea	
Mr. Toru Akiyama	500	Papua New Guinea Harbours Board	200
Japan Warehousing Association	250	Taiwan, ROC	
Yokohama Port Terminal Corp.	500	Hualien Harbor Bureau	200
Tokyo Port Terminal Corp.	500	Thailand	
Nagoya Container Berth Co., Ltd.	500	Port Authority of Thailand	100
Shimizu Construction Co., Ltd.	250	Trinidad & Tobago	
Nakagawa Corrosion Protecting K.K.	250	Point Lisas Industrial Port Development	
Niigata Prefecture	250	Corporation Ltd. (PLIPDECO)	100
Toyama Prefecture	250	U.K.	
Rinkai Construction Co., Ltd.	250	Port of London	750
Osaka Prefecture	500	Associated British Ports	3,000
Saeki Kensetsu Kogyo Co., Ltd.	250	Belfast Harbour Commissioners	300
Japanese Shipowners' Association	250	Clyde Port	1,000
Daito Kogyo Co., Ltd.	1,000	Peter Fraenkel Int'l Ltd.	100
Kawasaki City	1,252	U.S.A.	
City of Kobe	3,756	Port of Houston	1,000
Kitakyushu Port & Harbor Bureau	2,502	Port of Tacoma	1,000
Nagoya Port Authority	3,125	Port Authority of NY & NJ	1,000
Penta-Ocean Construction K.K.	1,000	S. Carolina State Ports Authority	500
Toyo Construction Co., Ltd.	250	Port of Redwood City	100
Kobe Port Development Corp.	641	Zaire	
Japan Port Consultants Association	210	Office National des Transport	550

Winners of IAPH Essay Contest announced — Mr. Jose Paul of India receives the Akiyama Prize

Mr. C. Bert Kruk (Head, TEMPO, Port of Rotterdam), Chairman of the IAPH Committee on International Port Development, informed the Head Office on the results of the IAPH Award Scheme 1986, an essay contest in which applicants were invited to write on the subject "How could the efficiency of your port be improved?".

In his telex of November 27, 1986, Mr. Kruk says "This morning, under my chairmanship, the panel committee consisting of Messrs. J. Bayada (Cyprus), de Monie (Antwerp Port Engineering & Consulting v.z.w.); Eric Williamson (Chief of UNCTAD's Ports Section); J.P. Lannou (Port of Le Havre); D. George (Associated British Ports) who participated by telex, and joined by my two colleagues at the Port of Rotterdam, Messrs. van den Doel and Kolthof, reviewed all the essays entered. After a lengthy discussion, the decision was reached unanimously as follows":

Akiyama Prize (First Prize):

Mr. Jose Paul, Cochin Port Trust, India

(to be awarded a silver medal, US\$750 and an invitation to attend the 15th Conference of IAPH in Seoul, Korea, April 1987, with travelling and hotel accommodation provided)

Second Prize:

Mr. N.J.S. Sinyangwe, Port of Dar es Salaam, Tanzania

(to be awarded US\$500)

Third Prize:

Mr. Kanku Tshiabuta, Port of Matadi, Zaire

(to be awarded US\$400)

Fourth Prizes

There is no winner under this category.

Consolation Prize:

Mr. R.J. Martin and Mr. J.C. Piter, Rio Uruguay, Argentina

Mr. M.J. Kurian, Cochin Port Trust, India

Mr. M.F. Kokumu, Kenya Ports Authority

Mr. M.R. Ranganathan and

Mr. M. Chandrasekaran, Madras Port, India

(each entrant to be awarded US\$100)

Altogether 29 entries were received, including five in Spanish and six in the French language, with the number of entrants considerably increased from the 19 who took part in the last contest.

Mr. Paul, the first prize winner, is already familiar to IAPH members, since he was the recipient of the 4th Prize in the 1984 essay contest. Furthermore, he received an IAPH bursary for his doctoral research studies in port management in the Department of Maritime Studies, UWIST (University of Wales, Institute of Science & Technology), Cardiff, U.K. for the year 1984-85.

As the winner of the Akiyama Prize, Mr. Paul will be invited to the forthcoming IAPH Conference in Seoul, where the presentation of the award will take place.

It was the strong recommendation of the panel committee that the 2nd and 3rd prize winners should be awarded with bursaries, too.

Bursary recipient announced

Mr. C. B. Kruk, Chairman of the IAPH Committee on International Port Development (TEMPO, Port of Rotter-

dam), announced that he had approved a bursary for Mr. P.A. Matembo, Librarian of the Tanzania Harbours Authority to attend the two-week Librarian Course organized by the Port of Singapore Authority from 10 November 1986.

Mr. Kruk reports on the activities of CIPD

In March 1986 the Celebrations of the Silver Jubilee of the Ghana Cargo Handling Company took place. The GCHC officially invited the Secretary General of IAPH, Dr. Hajime Sato, to attend the celebrations. Due to urgent commitments, Dr. Sato requested me to officially replace him in my capacity as CIPD chairman.

During my stay in Ghana I discussed the basic idea of the 57+ plan with the Officers of the Ghana Cargo Handling Company. The GCHC was very enthusiastic about the idea and offered all local assistance in case the Pilot Project were to be approved.

During the Exco meeting at Auckland, New Zealand, the official proposal was presented and funds were allocated to execute the 57+ Pilot Project in Ghana.

After preparations in the Netherlands, the two stevedoring/cargo handling/operations planning experts, Mr. Jan Hoffies and Mr. Frans Moonen, early retired supervisors of Rotterdam stevedoring companies Müller Thomsen and Seaport Terminals respectively, left for Ghana on September 29 for a period of two months.

The Ghana Cargo Handling Company, at that time entering into the process of a merger with the Ghana Ports Authority and the Takoradi Lighterage Company to become the Ghana Ports and Harbours Authority, had generously offered to cover all local expenses of the two experts. All preparation costs, air travel and (minimal) additional pocket money were provided through IAPH funds out of the CIPD Bursary Scheme.

In spite of continuous contacts between my office and the experts in Ghana, it was felt that the only proper way to evaluate the Pilot Project was to travel to Ghana to interview the experts and the receiving authorities on the result of the Project.

My special assistant in IAPH Matters at TEMPO, Mrs. Fienke de Groot, accompanied me during this trip. Her travel expenses were provided by the Port of Rotterdam, whereas mine were paid out of the special Pilot Project Budget. All our local expenses were met by the GPHA.

During our stay in Ghana we had the chance to see the experts operating in the field, to interview them and also to have extensive discussions with all local authorities on the effectiveness of the Project. We were also able to take videoshots, which we hope to turn into an appropriate short video film to be shown at the next IAPH Conference in Seoul in 1987.

At this particular moment, the assignment of the experts has not yet been finalized. After their return to the Netherlands, through direct (telex) contact TEMPO will be the intermediary between the GPHA and the experts to provide the necessary follow-up expertise in the coming months. Therefore it may take some time before I am able to draw the final conclusions concerning this Project, which will be presented at the Seoul Conference.

The decision whether or not to continue with this initiative will have to be taken on this basis. However, from discussions held in Ghana, our joint (Ghana/CIPD) careful conclusion is

that the Project has been very successful.

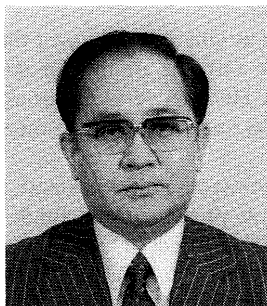
As the final statement of this report, we should like to observe that all assistance provided by the Ghana Ports and Harbors Authority was excellent.

Rotterdam, 12 November 1986

C. Bert Kruk

Fieneke de Groot

Mr. Morihira of Japan appointed as an Exco Member



President den Toom has recently appointed Mr. Michio Morihira, Director-General, the 5th District Port Construction Bureau, Ministry of Transport, Japan as a member of the Executive Committee to fill the vacancy created by Mr. Takao Hirota, who retired as the Director-General, Port & Harbour Research Institute, Ministry of Transport, in June, 1987.

Prior to the official appointment of Mr. Morihira, a meeting of the resident regular members of IAPH was held and as a result unanimously recommended Mr. Morihira for the position. Mr. Morihira, a civil engineer, joined the Ministry of Transport in 1961 and has served in varied offices in the Ministry till this date. At one time while at the Ministry, he was responsible for affairs involving IAPH and PIANC. He represented the Ministry at PIANC meetings.

Mr. Hirota's involvement in IAPH dates back to 1967, when the 5th Conference was held in Tokyo. He was one of the members especially assigned by the Ministry, the Conference host, for the preparation of the Conference. Mr. Hirota has served as an IAPH Exco member since 1981. At the moment he is the Director General, Coastal Development Institute of Technology, Tokyo.

Obituary

Mr. L.G. Schouten of Voith Australian Pty. Ltd.

The sad news has reached the Tokyo Head Office that Mr. L.G. Schouten, Chief Executive Director of Voith Australia Pty. Ltd., an Associate Member of IAPH, passed away in August. The letter from Voith was forwarded to the Head Office by Mr. J. Smaghe, General Manager, the Port of Le Havre, as Mr. Schouten was serving on the Ship Subcommittee, PSEC, of which Mr. Smaghe is chairman.

Secretary General Sato sent a letter expressing his condolences to the Company Secretary of Voith Australia Pty. Ltd. The same letter from Voith indicates that the position of Chief Executive Director has now been filled by Mr. Brian D. Bult.

Captain Ragnar Gronsand, President of IFSMA

A circular from the International Federation of Shipmasters' Association (IFSMA) dated 10 October 1986 brought the sad news concerning Captain Ragnar Gronsand, President of IFSMA. According to the General Secretary of IFSMA, Captain Ragnar suddenly died in London during his annual round of visits to the Headquarters and various member associations.

Mr. N.W.C. Rutherford, IFSMA General Secretary, states "Having been involved in the establishment of IFSMA from the beginning, Captain Gronsand became its first President in 1974, being re-elected in 1978, 1982 and 1986. It was well appreciated by Members that his commitment and guidance of our affairs were unsurpassed."

IAPH Secretary General Sato has sent his condolences to the General Secretary of IFSMA.

Admiral Manuel Zermeno Araico of Mexico

Sad news has arrived at the Tokyo Head Office from Mr. Manuel Zermeno Del Peon informing us that his father, Admiral Manuel Araico, an Honorary Member of IAPH, passed away on September 4, 1986.

Admiral Araico, as Minister of Maritime Affairs for the Mexican Government, was the host of the 2nd conference of IAPH held in Mexico City in June 1959. The conference was originally supposed to take place in Peru in 1958. However, the proposed host was unable to take on this role due to the domestic political situation prevailing at that time. Under the circumstances, the Tokyo Secretariat sounded out other ports to find a new host. It was Admiral Zermeno Araico who responded to this appeal and extricated our Association from its predicament by persuading the Mexican Government to offer to host the conference in Mexico City. His efforts were a significant factor in the development and continued growth of our Association to its present position of importance.

For his meritorious services, Admiral Zermeno was invited to the Silver Jubilee Ceremony of the Association held in Nagoya, Japan, in 1981, as one of the 13 recipients of the silver jubilee commendations. The picture below shows the scene when he was in Nagoya for this occasion.

In his letter to the Secretary General, Mr. Zermeno Del Peon says "I am deeply grateful for all the kindness you always had towards my father. I will never forget how excited he came back a few years ago after visiting to Japan".

Secretary General Sato sent a letter of condolence to the bereaved family.



Admiral Zermeno at the IAPH Silver Jubilee Ceremony in 1981

Dr. Shizuo Kuroda, Founder Honorary Member

Dr. Shizuo Kuroda, a former Deputy Secretary General and Founder Honorary Member of IAPH, passed away at 83 on November 16, 1986 at a Tokyo hospital. Dr. Kuroda, after retirement from the Ministry of Transport as Director-General, Bureau of Ports and Harbors, assisted the late Mr. Gaku Matsumoto, the then-Chief of the Central Secretariat of IAPH (now called the Secretary General) as his Deputy in the formation of our Association. He later served as an IAPH Director from Japan. For his meritorious services, he was elected as a Founder Honorary Member at the Tokyo Conference in 1967.

Dr. Kuroda played a significant role in the development of ports and harbours not only in Japan but also internationally, serving on various government councils and associations including the Japan Port Consultants Association (an Associate Member of IAPH), of which he was chairman until August this year. His funeral was held at the "Hosenji" temple in Tokyo on November 19, 1986 attended by some 500 mourners. From IAPH, Secretary General Sato and other senior staff were present.



Dr. Kuroda addressing an IAPH gathering

Visitors

- On November 15, 1986, **Mrs. Grace Payne** and **Mr. Jun Mori**, Board Members of the Port Commission, and **Mr. E. Burts**, Executive Director of the **Port of Los Angeles**, accompanied by **Mr. S. Nomura**, Japan Office of the Port, visited the Head Office, and met Mr. H. Kusaka and his Head Office staff. Mr. Kusaka explained the current situation concerning the Association and its affairs, including the issues undertaken by the IAPH technical committees as well as the addressed implications of the recent appreciation of the Yen. The visitors were on a trade development mission trip to Shanghai, Seoul and Tokyo,
- On November 17, 1986, **Drs. Sudjanadi**, Head of Planning, and **Mr. A. Rivai Munaf**, Head of the **Logistic Division, Directorate General of Sea Communications, Indonesia**, visited the Head Office, where they were received by Mr. R. Kondoh. In reply to the Head Office's request for the furtherance of the Indonesian ports' participation in IAPH activities, Drs. Sudjanadi commented that he would be prepared to look into the matter.
The party was visiting Japan to conclude bilateral port development negotiations with the Overseas Economic Cooperation Fund and the Engineering Consulting Firms

Association, and to observe the on-going port development projects in Japan. On November 21, Mr. Shingo Fujino, Director-General, Bureau of Ports and Harbours, MOT, Japan, received the visitors and exchanged views and comments with them on port development strategies. On November 18, 19 and 25, they visited the Ports of Tokyo, Yokohama and Kobe respectively.

- On November 19, 1986, **Mr. Sang-Ky, Koh**, Researcher, **Korea Maritime Research Institute**, visited the Head Office and was received by Mr. R. Kondoh. He had been dispatched to Japan to study the port oriented EDP systems now available in Japan.

He visited the Research & Data Processing Department, MOT on the 10th, the Japan Maritime Research Institute on the 11th, the "Shipnets Center" (an EDP system linking shipping companies, customs brokers, forwarders and tally and measurement firms), and Yokohama Port where he viewed its Port Information System, on the 20th. Also on his itinerary were NYK and MOL, whose, EDP systems he inspected.

- On November 20, 1986, **Mr. Pongsak Vongsamoot**, Director-General, and **Mr. Thara Rojthana**, Dy. Director-General of the **Port Authority of Thailand**, accompanied by **Mr. Pijit Gesunkgkool**, Secretary to the Director-General, and **Mr. Preecha Jarunechitphacharom**, Dy. Director, Operations, visited the Head Office and were received by Mr. H. Kusaka, Dy. Secretary General.

The party was visiting Japan to conclude a bilateral cooperation program with the Overseas Economic Cooperation Fund, a quasi-governmental agency for economic cooperation (OECF), concerning the development project for Laem Chabang Port. The project is scheduled for 1987-1991 and includes the construction of one berth for general cargo, two berths for grains and three berths for containers.

Notes by the secretariat: Mr. Vongsamoot remarked that the Port Authority of Thailand has been hosting the secretariat of the ASEAN Port Authorities Association which is an association of port and harbour authorities established in 1975 among the ASEAN countries, comprising Brunei Darussalam, Indonesia, Malaysia, the Philippines, Singapore and Thailand. He kindly contributed a reference book on the Association. News about the APAA will be introduced separately.

- On the evening of November 25, 1986, **Mr. A. Bouayad**, **Director of Shipping, UNCTAD**, during his official visit to Japan, contacted the Head Office and commented that he was appreciative of IAPH's initiative and cooperative stance concerning UNCTAD activities.

Mr. Bouayad visited the Port of Kobe on November 28. There he met officials of the port and studied its development plans. These include plans for Port Island as well as Rokko Island, both of which are man-made islands accommodating not only port-related facilities but also such urban facilities as housing areas, hospitals, exhibition halls and hotels. After observing the port on board its motor launch "Owada", he visited Port Island using the "Port Liner", a fully computer operated medium mass transit system connecting the Port Island with the main railway station in the town.

- On November 26, 1986, **Dr. H.S. Bang**, Head & Research Fellow, **Port Transport Studies Department, Korea Maritime Research Institute**, accompanied by **Mr. Kim, Hong-Seop**, Researcher, visited the Head Office. Mr. R. Kondoh

received them.

The visitors were conducting a series of studies on varied subject areas concerning port management and operations, putting special emphasis on the application of "MIS (Management Information System)" in port management and operations. During their stay, they called at the Ministry of Transport on November 26, Yokohama Port on the 27th, and Kobe Port on the 28th.

- On December 4, **Mr. Paul de Mariano**, Managing Director and **Mr. Jim Hodge**, Chairman of the **Jacksonville Port Authority**, accompanied by **Mr. H. Matsui** and **Mr. K. Tanaka** of the Tokyo office of the Authority, visited the Head Office and met Mr. R. Kondoh.

In response to an appeal by the Head Office concerning IAPH membership for the Jacksonville Port Authority, Mr. de Mariano, who had served both the ports of Everglades and Boston in his career, commented that the matter was being considered. The rest of the Jacksonville mission comprised **Mr. Arthur Sherrer**, Chief Executive Officer, **Jacksonville Chamber of Commerce**, **Mr. Donald McClure**, Chief Administrative Officer, **City of Jacksonville**, and **Mr. Charles Clarkson**, President, **The Clarkson Company**.

- On December 5, 1986, **Mr. Ryszard Kotlinski**, Senior Section Manager, **The Baltic International Maritime Council** (BIMCO - Briefly introduced in the 1986 July/August Joint issue of this journal), visited the Head Office and was received by Dr. Hajime Sato and his staff.

Raised by Dr. Sato was the subject of the possibility of creating a certain type of forum in the IAPH journal through which ports could listen to the voices of the shipping companies and could monitor their requirements and needs so that the ports could better prepared themselves to expand the range of facilities and services they could offer port users at large. It was confirmed at the meeting that the communication ties between the two organizations should be expanded so that each party would know more about what the other was doing and planning to do.

Mr. Kotlinski was visiting Tokyo with Mr. Jorgen Hojer of BIMCO to give a lecture on charter contracts at a seminar organized for December 4 in Tokyo by the Japan Shipping Exchange. The party was then due to visit Seoul for a similar type of seminar organized by the Korea Maritime Institute.

Membership Notes:

New Members

Regular Member:

Jacksonville Port Authority

2831 Talleyrand Ave., P.O. Box 3005, Jacksonville, FL 32206, U.S.A.

Office Phone: (904) 630-3000

Telex: 5106002478

(Mr. Paul D. deMariano, Managing Director)

Temporary Member:

Port of Ponce

P.O. Box 125, Playa Sta., Ponce, Puerto Rico 00734-4125

Office Phone: 848-4992/4956

(Mr. Jose S. Gonzalez, Port Director)

Changes

Townsville Port Authority (Australia)

Effective 1st January, 1987, the Townsville Harbour Board has changed its name to the above.

Marine Department, Hong Kong (Hong Kong)

Director of Marine: Mr. G.A. Higginson, J.P., A.E.
(IAPH Director from Hong Kong)

Hiroshima Prefecture (Japan)

Mailing Addressee: Mr. Toranosuke Takeshita
Governor

Office Phone: (Hiroshima 082) 228-2111

Governor: Mr. Toranosuke Takeshita

Director of Public Works Department:

Mr. Mitsuru Ogawara

Chief of Port Construction Section:

Mr. Yasuhiro Kawashima

Nagoya Port Authority (Japan)

Director, Construction Division:

Mr. Nobuhiko Hanaki

Manager, Environmental Preservation and

Dredging, Construction Division:

Mr. Toyozo Makino

Kuantan Port Authority (Malaysia)

Address: 25 km, Kuantan Kemaman Road

P.O. Box 161, 25720 Kuantan

Pahang, Peninsular Malaysia

Penang Port Commission (Malaysia)

Address: P.O. Box 143, 10710 Penang

Office Phone: Penang 04-612211

Ag. General Manager: Mr. Abdullah bin Alias, P.J.K.

Asst. General Manager (Administration):

Mr. Azmi bin Othman, P.P.N.,
P.J.K.

Ag. Asst. General Manager (Operations):

Mr. Thong Yow Chuan

Secretary: Mr. Abdullah bin Haji Salleh

Ag. Personnel Manager: Mr. Mohd. Najib bin Che Hussin

Chief Accountant: Mrs. Animah bt. Awang

Chief Marine Officer: Capt. Ahmed Husni bin Haji
Zakwan

Traffic Manager: Mr. Idris bin Muda

Chief Engineer: Mr. Khoo Say Keong

The Bay of Plenty Harbour Board (New Zealand)

Board Chairman: Mr. F.G. McKenzie, J.P.

Deputy Chairman: Mr. A.W. Grayburn, J.P.

Members: Mr. H.C. Childs

Mr. J.B. Cameron

Mr. F.A. Conlon

Capt. H.A.C. Hodgkinson, J.P.

Mr. J.D.B. Cochrane

Mr. J.W.J. Lepper

Mr. I.C. MacKenzie

Mr. R.A. Owens

Mr. R.J. Wiles

Mrs. J. Stevens

Mr. N.E. Wickham

Port Authority of Thailand (Thailand)

Director General: Sen. Lt. Pongsak Vongsamoot

(IAPH Alternate Director from Thailand)

Port of Houston Authority (U.S.A.)

President: Mr. Richard P. Leach

Executive Director: Mr. J.D. Pugh

Maryland Port Administration (U.S.A.)

Office Phone: 333-4500

The "659" exchange has been replaced by the "333" exchange.

The other four digits remain the same.

Voith Australia Pty. Ltd. (A-2-1) (Australia)

Executive Director: Mr. Brian D. Bult

The 15th IAPH Conference

Highlights of Ladies' Program

With only three months remaining before the 15th IAPH Conference opens in Seoul, Korea from April 25 to May 1, 1987, the Seoul Preparation Committee (SEPRECO) is making every effort to organize conference to the complete satisfaction of all the delegates. While the delegates are participating in the conference meeting, their wives will be invited to special ladies' programs not usually available to tourists. This varied program will provide one of the best opportunities ever for the participants to discover and appreciate the uniqueness of Korea in every respect.

For those who want to experience the cultural traditions of Korea, the planned visit to the Naksonjae Royal Home will be especially enjoyable. Naksonjae used to be a residence for the last royal families of the Yi Dynasty (1392-1910), and some of their descendants still live there. Visitors can find in it a good example of a traditional Korean mansion and of Oriental garden art. It is at this home that foreign visitors can take part in the Korean tea ceremony, watch a demonstration of a colorful Korean wedding and even try their hand at brush writing. What makes this event more spectacular is the brilliant royal azaleas which into full bloom about late April in and around this royal house.

While enjoying traditional Korean music being played softly in the background, our lady guests will appreciate the good harmony of fine weather and the grand mansion over some Korean beverages and snacks.

This scene is really picturesque with the advent of the balmy spring.

In glancing at the cultural aspect of Korea, the tea ceremony must not be missed. In this country, tea drinking is not for pleasure, nor for quenching the thirst, but is rather for meditative purposes. The tea ceremony is performed for inner peace and tranquility. The invited ladies will be served tea and delicious cakes after this performance.

Calligraphy is also a good method for understanding Korea. It is an especially "spiritual" art in the Orient. It expresses one's mind and his character. A specialist in Calli-

graphy will show you the ideal unity of the concentration of the mind and a sense of beauty through writing Korean and Chinese characters with a brush.

The highlight of this program is the demonstration of a wedding ceremony. In the traditional Korean family, marriage is more a union between the families concerned than the mere joining of individuals. Every phase of marriage ceremony including the presentation of the wild goose, will enable our foreign guests to comprehend the uniqueness of Korean culture. So please be sure to join us in this colorful activity, which will make your stay in Korea a very memorable one.

On the other hand, a visit to the Jindo Fur Factory will show the IAPH lady guests how stoles, jackets and coats are made from fur at the world's largest factory. You can try anything on and ask any questions in the showroom. Every member of the staff at this factory will be most happy to answer them. And if you want to buy one, you can use the Jindo Fur Salon in Itaewon, which has become a popular shopping district among tourists and high-ranking diplomats. Due to the lower overhead costs, the prices at Jindo are definitely competitive as compared with Europe and the United States.



Demonstration of Calligraphy



Traditional Wedding Ceremony presented by Yejiwon Cultural Institute



Jindo Fur Salon (Seoul)

Those who have visited Seoul never hesitate to depict it as "a Shangri-La on the Han River", and this is no exaggeration. The Ladies' Program will also provide a showcase of what the world's fourth largest city can offer visitors. Among the sight-seeing options which ladies may choose from is a visit to the Kyongbok Palace, site of the impressive National Museum where most of Korea's greatest examples of art and archaeology are displayed. The spring season will lend its own fresh natural charm to enhance the traditional Korean symmetry.

The second royal possibility is a tour of the Changdok Palace with its exquisitely landscaped Secret Garden. This palace is in the very heart of downtown Seoul and provides a refuge from the hectic bustle of the modern city amid the imperial splendor and subtle grace that marked the height of the Yi Dynasty (1392-1910). Visitors can taste the flavor of resplendent Korean architectural culture enhanced by matching beautiful scenery.

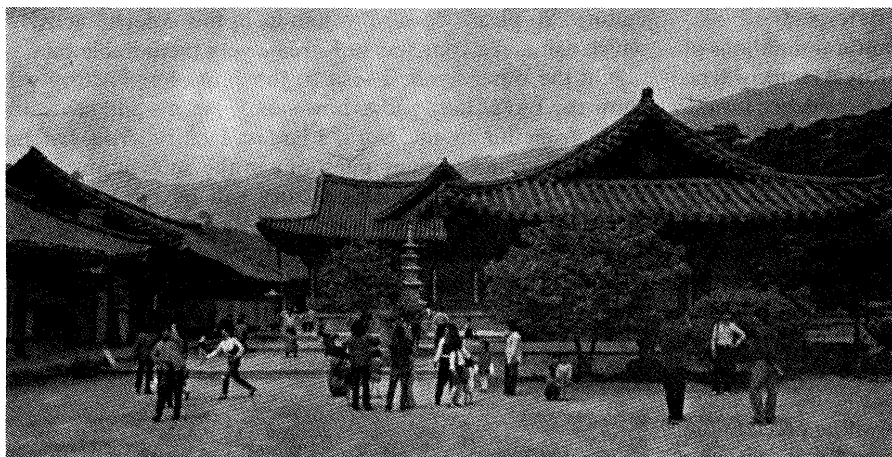
The Seoul Conference will also provide our lady guests with an opportunity to have a wide variety of shopping experiences in such places as arcades, department stores, duty-free shops, specialized shopping districts and outdoor markets. Many items ranging from eelskin, silks, jewelry, furs to clothing, have all become quite popular among foreigners. Please enjoy your shopping in Korea by saving time, money, and hassle. Happy bargain-hunting!

We sincerely hope our invitation will arouse a great deal of interest in and create a good impression about Korea as a country you will certainly want to visit again.

The staff of SEPRECO will pick up our guests from the Hotel Lotte according to the time schedule, and all the staff of SEPRECO and the guides will be most glad to render with their utmost hospitality any assistance you may need during your stay in Korea.

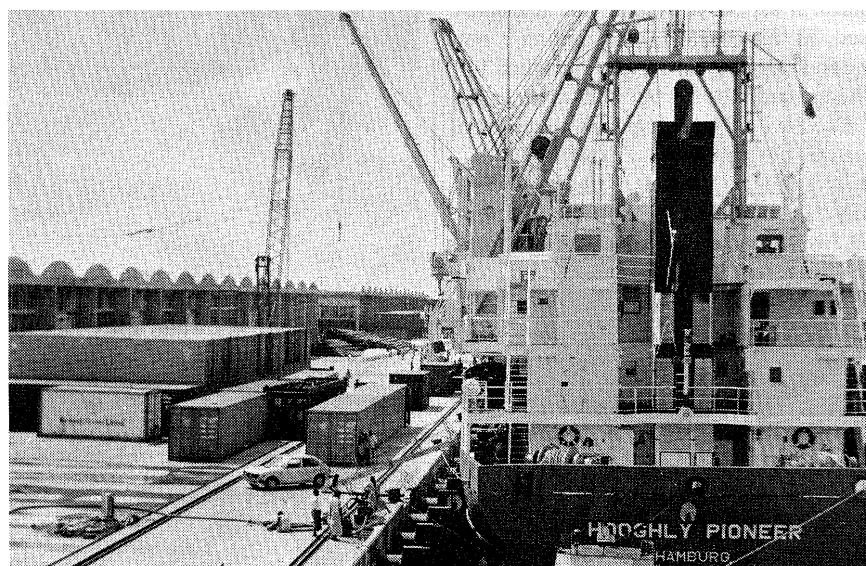
Secret Garden

Kyongbok Palace



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Report on the business of IMO

By Mr. A.J. Smith

The Legal Committee

The fifty-seventh session of the Legal Committee was held from 27–31 October 1986 under the Chairmanship of Mr. R. Cleton (Netherlands). The session was attended by forty-one representatives from Member States, the associate Member from Hong Kong, three observers from inter-governmental organisations and nineteen observers from non-governmental organisations including IAPH.

The major part of the session was devoted to consideration, for the third and fourth (and final) times, of salvage related issues, with a view to completing the discussion of the draft Articles for the proposed Salvage Convention scheduled for discussion by a Diplomatic Conference in 1988/89.

An observation by IAPH on draft Article 9 of the proposed Convention had earlier been circulated to all participants. A copy is attached for the information and action as necessary by the IAPH membership.

The specific issues dealt with were only of general interest to ports. It is important, however, for IAPH to ensure that its circulated views gain wide acceptance in the run-up to the forthcoming Diplomatic Conference.

As matters now stand, the substantive work on the proposed Convention's draft Article is now complete though their final examination in cursory terms will be carried out at the next (58th) session of the Committee.

Participation in Official Inquiries into Maritime Casualties

The Committee considered a revised draft Resolution on co-operation in maritime casualty investigations submitted jointly by the Liberian and United States delegations. The purport of the draft was to work towards greater co-operation in the conduct of formal investigations and in the exchange of relevant information when a maritime casualty occurs and affects the interest of more than the flag State. It also encouraged a similar spirit of co-operation in informal inquiries into casualties where more than one State had a substantial interest.

While many delegations expressed support for the draft resolution, others said it would be difficult to implement some of the provisions within their National Law. The delegations of the Federal Republic of Germany, Poland, Thailand, United Kingdom and the USSR said they had not had sufficient opportunity to give thorough consideration to the draft and therefore expressed a general reservation as to their position.

The Committee therefore decided to postpone consideration of the draft resolution until its 58th session. Members of the Committee were invited to submit any proposed revisions to the delegation of the United States by 1 February 1987, or after that date to the Secretariat.

Maritime Liens and Mortgages

Only brief mention was made of maritime liens and mortgages and related issues, to the extent that an inter-governmental Group of Experts convened jointly by IMO and UNCTAD would hold its first session in Geneva from 1–12 December, 1986. IAPH will be represented at the session.

Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation

Of particular interest to IAPH members will be the proposal made by the Governments of Austria, Egypt and Italy concerning the elaboration by IMO of a convention for the suppression of unlawful acts against the safety of maritime navigation. It was warmly supported by the Committee though there were understandable reservations on the shortage of time available within current work schedules.

Work Programme

An appraisal was made by the Committee of the subjects to be included in the programme relative to the time available in which work might realistically be progressed with any hope of completion within the next biennium. The following topics were agreed:

- (a) Maritime liens and mortgages and related subjects, including arrest. Work on this subject would depend on the results of the work of the joint IMO/UNCTAD Inter-governmental Group of Experts;
- (b) a possible Convention on Liability and Compensation in connection with the Carriage of Noxious and Hazardous substances by sea (HNS Convention). It was agreed that work in this connection would involve consideration of certain other subjects including, in particular, revision of the 1976 Convention on Limitation of Liability for Maritime Claims and Compensation for damage from fire and explosion on board unladen tankers.

Although it was not expected that further work would be undertaken by the Committee on the question of Salvage and related issues during the 1988/89 biennium, it was envisaged that a Diplomatic Conference to adopt a new convention on salvage would be held during the biennium. For that reason the subject of Salvage and related issues would also be on the work programme for the 1988/89 biennium.

The Committee agreed to allocate the first of its meeting weeks in 1987 to the Joint Group of Experts for a meeting from 11–15 May 1987 to be held at IMO Headquarters.

The fifty-eighth session of the Legal Committee will be held from 12–16 October 1987. The subjects to be dealt with would be:

- (a) Final look at the draft Convention on Salvage and related issues in order to submit it to a Diplomatic Conference;
- (b) consideration of the Draft resolution on Participation in Official Inquiries into Maritime Casualties, with a view to approving a draft text for submission to the Council and Assembly; and
- (c) consideration of the HNS Convention on the basis of proposals which might have been submitted by Governments.

In this regard, IAPH will need to review its previously expressed position in the light of IMO's expressed wish to receive concrete proposals for resolving the outstanding problems from the 1984 Diplomatic Conference.

CONSIDERATION OF THE QUESTION OF SALVAGE AND RELATED ISSUES

Observation submitted by the International Association of Ports and Harbors (IAPH)

Co-operation of Contracting States — Article 9

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

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

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

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

2 In establishing their respective positions on specific salvage operations, Ports must at all times pay due regard to their wide field of responsibilities as regards.

- the States, whose economies they serve, and their need to ensure the free and safe passage of shipping and the continuity of their maritime services;
- vessels operating in their waters, towards whom they have the obligation of ensuring their safety throughout a call;
- vessels wishing to enter or leave their facilities without being hindered, delayed or threatened by danger;
- securing the safety and well-being of the towns or industrial or commercial enterprises which are located on or near their waterfronts or on the banks bordering their channels;
- securing the safety and well-being of the port, maritime and civil communities which they serve.

3 These "permanent" obligations and responsibilities must be set alongside the risks involved in accepting disabled vessels into their waters, such as:

- the grounding of a leaking vessel in the port's access channel, thereby blocking its traffic;
- the propagation of fire or pollution;
- the effects of blasts from explosions;
- injury to people in the port zone;
- damage to port and civil installations.

4 Moreover, depending on their geographical location, whether close to or at a remove from major maritime routes, the Ports of the world find themselves in very different circumstances, as far as their respective chances of being requested, in the general interest, to accept a ship in difficulty and to run the risks that are involved, are concerned.

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

Ports and Port States will want to weigh the risks involved against the capacities of the ports and domestic economies to bear the resulting burden. IAPH would remind that

Committee that many economies depend on a single-port operation for their continuing viability.

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

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

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

* * *

PORT TARANAKI

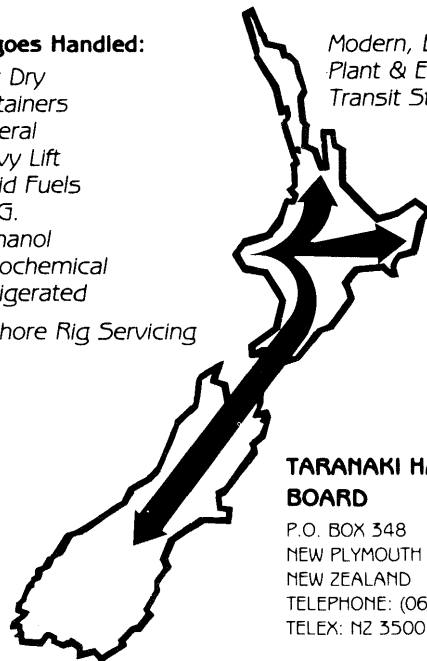
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Methanol
Petrochemical
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Report on the IAPH Attendance at the 10th Consultative Meeting of Contracting Parties to the London Dumping Convention, 9–17 October 1986

**By Herbert R. Haar, Jr.
Assistant Executive Port
Director
Port of New Orleans
Chairman, IAPH Dredging
Task Force**

An IAPH delegation headed by Herbert R. Haar, Jr., Assistant Executive Port Director for the Port of New Orleans, attended the Tenth Consultative Meeting of Contracting Parties to the London Dumping Convention as the IAPH observer to participate in the deliberations of Contracting Parties on matters affecting the disposal of dredged material at sea. Joseph E. LeBlanc, Jr., who has served as legal counsel to the IAPH Dredging Task Force, and Kick Jurriens, counsel for the Port of Rotterdam, also attended as members of the IAPH delegation. Thirty-seven nations (of 61 signatories) and ten observers from nongovernmental entities (i.e., IAPH, IAEA, etc.) were in attendance.

1. The principal agenda item of concern to IAPH was the recommendation of the Scientific Group on Dumping that Special Guidelines be adopted for dredged material, with corresponding amendments to the Interim Guidelines for the Implementation of Paragraphs 8 and 9 of Annex I to the Convention to delete all reference to dredged material in view of its separate regulation under the Special Guidelines. IAPH had expressed its strong support for this recommendation in its written submission to Contracting Parties in advance of the meeting. The Special Guidelines represent the culmination of six years of work and effort on the part of IAPH to obtain a recognition that dredged material is different from other forms of waste and should be regulated separately so that the unique characteristics of marine sediments can be properly taken into account in the evaluation process.

At the meeting, I reiterated IAPH's support for the Special Guidelines and urged their adoption. In what can only be described as a major victory for IAPH and port interests, the Contracting Parties approved the adoption of the Special Guidelines for dredged material (with certain amendments hereafter discussed) and the conforming amendments to the Interim Guidelines. A copy of the Special Guidelines is attached as Enclosure 2.

2. The only reservation expressed by Contracting Parties as to the Special Guidelines had to do with paragraphs 2.3 and 2.4, which provide that where dredged material does not satisfy the paragraph 8 and 9 exceptions to Annex I (i.e., where dredged material may contain Annex I constituents in more than "trace quantities" and where the constituents will not be "rapidly rendered harmless" after disposal), the dredged material can nevertheless be disposed at sea if, after a comparative assessment of other forms of disposal, this would be the "option of least detriment." This is a concept that has been strongly supported by IAPH, and it was endorsed by the Chairman

of the Scientific Group.

Most Contracting Parties recognized the practical necessity of this approach, particularly in the case of dredged material. Nevertheless, a number of Contracting Parties continued to feel that use of the "option of least detriment" approach would require an amendment to the Convention since, as presently worded, there is an absolute prohibition against the disposal of Annex I substances unless the paragraph 8 (rapidly rendered harmless) and paragraph 9 (trace contaminants) exceptions are met.

The Contracting Parties withheld approval of paragraphs 2.3 and 2.4 of the Special Guidelines at this time. However, because of the importance of this issue, the meeting directed that the concept of "option of least detriment" be studied further by the Scientific Group during the intersessional period. This will be an area in which IAPH will continue to have a strong interest. Approval of this approach will assure that, even in extreme cases of contamination, disposal at sea will be a viable option under the Convention. In line with IAPH's involvement in the approval of the Special Guidelines for dredged material, I advised the meeting of IAPH's willingness to continue to assist Contracting Parties and the Scientific Group in their study of the "option of least detriment," particularly since it is being presented in the context of dredged material disposal. This will afford IAPH further opportunity to present the port position on this issue.

3. The most volatile issue at the meeting was the continuing intersessional study of the disposal of low level radioactive waste. This issue does not involve dredged material as such. However, all dredged material contains naturally occurring levels of radioactivity. Although the controversial discussions at recent LDC meetings have not been directed toward such background levels, the wording of certain proposed prohibitions against disposal has been so broad that it might have applied even to such background levels in marine sediments. As a result, it has been necessary for IAPH to remain alert to these various proposals to ensure that such unintentional prohibition against dredged material disposal did not occur.

At the Tenth Meeting, these concerns were satisfied by Contracting Parties approval of the revised definition of "radioactive" waste established by the International Atomic Energy Agency ("IAEA"), which is defined in the Convention as the competent international body to establish standards dealing with radioactivity. The revised IAEA definition, as set forth in IAEA Safety Series No. 78, page 3, section 1.2, confirms that materials such as dredged spoils containing only naturally occurring levels of radioactivity will not be considered "radioactive" for purposes of regulation.

4. The above were the major agenda items of concern to IAPH at the Tenth Meeting. The future work program approved by Contracting Parties also provides for a continuing review of various concepts under the Convention that are involved in the regulation of dredged material, such as the determination of "significant amounts" for pur-

poses of Annex II and "trace" levels of contaminants under Annex I. These are subjects which IAPH should continue to monitor to ensure that no action is taken that could adversely impact the recent progress which has been made in the regulation of dredged material under the Convention.

All in all, the outcome of the Tenth Meeting was a major success for IAPH, and the decision of Contracting Parties to study the "option of least detriment" holds out the promise of further benefits to port interests in the future.

**TENTH CONSULTATIVE MEETING OF
CONTRACTING PARTIES TO THE
CONVENTION ON THE PREVENTION OF
MARINE POLLUTION BY DUMPING
OF WASTES AND OTHER MATTER
13-17 October 1986**

Agenda Item 3

**REPORT OF THE SCIENTIFIC GROUP ON
DUMPING**

**Matters Related to the Disposal at Sea of Dredged
Material**

**Submitted by the International Association of Ports and
Harbors (IAPH)**

1. Introduction

- 1.1 The International Association of Ports and Harbors (IAPH) appreciates the invitation extended to it to attend this Tenth Consultative Meeting of Contracting Parties to the London Dumping Convention as an observer to continue its participation in the discussion of matters relating to the disposal of dredged material at sea.
- 1.2 Since the outset of its attendance at consultative meetings of Contracting Parties, IAPH has called attention to the essential need of many ports to dispose of dredged material at sea and to the serious threat of disruption of these port operations if such disposal were not allowed. Taking note of the concerns expressed by IAPH, Contracting Parties directed the Scientific Group on Dumping to study the scientific aspects of disposal at sea of dredged material. Extensive studies bearing upon this issue have been carried out over the past six years. During this time, IAPH has presented a number of scientific papers describing the unique properties of marine sediments and the manner in which these characteristics and various techniques of disposal mitigate the effects of Annex I substances that may be present in dredged material. The studies conducted by IAPH and by many Contracting Parties have documented the physical characteristics of dredged material which distinguish this matrix from other types of waste and which reduce the adverse impacts from sea disposal of dredged material to safe levels in most cases.

2. The Need for Special Guidelines For Dredged Material

- 2.1 At the Ninth Consultative Meeting of Contracting Parties (23-27 September 1985), the Scientific Group recommended the convening of an intersessional group of experts on dredged material to carefully study the scientific data and information concerning dredged material that has been gathered since the original adoption of the Con-

vention and to make recommendations as to whether this additional information warrants a special treatment of dredged material. Contracting Parties approved the convening of this expert group.

- 2.3 On 28-30 October 1985, the joint LDC/OSCOM Group of Experts on the Application of the Annexes to Dredged Material met in London, England to carry out this review. The group of experts concluded that the demonstrated mitigative properties of dredged material justified a separate treatment of dredged material that would take into account the manner in which marine sediments differ from other types of wastes regulated under the Convention.
- 2.4 The expert group submitted its report to the Ninth Meeting of the Scientific Group on Dumping held on 28 April-2 May 1986. After extensive debate, the Scientific Group recommended the adoption by Contracting Parties of Guidelines for the Application of the Annexes to the Disposal of Dredged Material, as set out in Annex II to the Scientific Group report, and the adoption of amendments to the Interim Guidelines for the Implementation of Paragraphs 8 and 9 of Annex I to the London Dumping Convention, as set out in Annex 3 to that report. (LDC/SG.9/13; LDC 10/3/14.3 and 14.4).
- 2.5 IAPH welcomes and endorses these recommendations of the Scientific Group and invites Contracting Parties to adopt the special guidelines for dredged material and the amendments to the Interim Guidelines set out in Annexes 2 and 3 to the Scientific Group report. This action will provide appropriate recognition of the mitigative properties of marine sediments and will ensure that the regulation of dredged material under the LDC is in accordance with the latest scientific knowledge and information regarding the effects from disposal at sea of dredged material.

3. Conclusion

- 3.1 IAPH invites Contracting Parties to consider the views expressed by IAPH in this submission and to approve the recommendations of the Scientific Group discussed above.

IAEA Safety Series No.78 (page 3)

Section I

**INTRODUCTION TO THE DEFINITION AND
RECOMMENDATIONS**

Background

1. This document was prepared by the International Atomic Energy Agency (IAEA) as required by the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter (commonly known as the London Dumping Convention, and referred to here as the Convention or the LDC):

to define high level radioactive waste or other high level radioactive matter unsuitable for dumping at sea listed in Annex I to the Convention; and to recommend a basis for issuing special permits for dumping radioactive materials listed in Annex II to the Convention.

The Definition presented in this document of radioactive matter unsuitable for dumping at sea is formulated, in part, in

(Continued on page 29)

ANNEX 2

Draft Resolution LDC ..(10)

**GUIDELINES FOR THE APPLICATION OF THE ANNEXES
TO THE DISPOSAL OF DREDGED MATERIAL**

THE TENTH CONSULTATIVE MEETING,

RECALLING Article I of the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972, which provides that Contracting Parties shall individually and collectively promote the effective control of all sources of pollution in the marine environment,

RECOGNIZING that the major part of the sediments dredged from the waterways of the world either are either not polluted or may possess mitigative properties that diminish the development of adverse environmental impacts after disposal at sea,

RECOGNIZING FURTHER that the major cause of the contamination of sediments requiring to be dredged is the emission of hazardous substances into internal and coastal waters and that problems will continue until such emissions are controlled at source,

RECOGNIZING ALSO the need for maintaining open shipping lanes and harbours for maritime transport and that undue burden should be avoided with regard to the interpretation and application of the provisions of the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 (London Dumping Convention, 1972),

RECALLING that the Eighth Consultative Meeting by resolution LDC.17(8) adopted Guidelines for the Application of Annex III to the London Dumping Convention with a view to providing guidance for the uniform interpretation of the factors to be considered in establishing criteria governing the issue of permits for disposal at sea,

RECOGNIZING that for the disposal of dredged material at sea not all of the factors listed in Annex III and their corresponding interpretations are applicable,

RECALLING FURTHER that the Fourth Consultative Meeting adopted Interim Guidelines for the Implementation of paragraphs 8 and 9 of Annex I to the Convention with a view to providing guidance for the interpretation of certain conditions under which permits may be issued for disposal at sea of hazardous substances for which sea disposal is otherwise prohibited,

NOTING the discussion which took place within the Scientific Group on Dumping on the need to prepare specific guidelines for the application of the Annexes to the Convention with regard to the disposal at sea of dredged material,

HAVING CONSIDERED the draft Guidelines for the Application of the Annexes to the Disposal of Dredged Material at Sea prepared by the Scientific Group on Dumping,

1. ADOPTS the Guidelines for the Application of the Annexes to the Disposal of Dredged Material at Sea as set out at Annex;
2. RESOLVES that Contracting Parties to the Convention when assessing the suitability of dredged material for disposal at sea shall take full account of the Guidelines for the Application of the Annexes to the Disposal of Dredged Material at Sea;
3. AGREES to review the Guidelines for the Application of the Annexes to the Disposal of Dredged Material at Sea within five years time in light of experience gained by Contracting Parties with these guidelines, in particular with regard to the application of the terms "trace contaminants", "rapidly rendered harmless" and "special care" as defined for disposal of dredged material at sea;
4. REQUESTS Contracting Parties to submit to the Organization for distribution to all Contracting Parties information on their experience gained with the above guidelines, including case studies;
5. CALLS UPON Contracting Parties to take all practicable steps to reduce pollution of marine sediments, including control of emissions of hazardous substances into internal and coastal waters.

ANNEX

GUIDELINES FOR THE APPLICATION OF THE ANNEXES TO THE
DISPOSAL OF DREDGED MATERIAL

1 INTRODUCTION

1.1 In accordance with article IV(1)(a) of the Convention, Contracting Parties shall prohibit the dumping of dredged material containing substances listed in Annex I unless the dredged material can be exempted under paragraph 8 (rapidly rendered harmless) or paragraph 9 (trace contaminants) of Annex I.

1.2 Furthermore, in accordance with article IV(1)(b) of the Convention, Contracting Parties shall issue special permits for the dumping of dredged material containing substances described in Annex II and, in accordance with Annex II, shall ensure that special care is taken in the disposal at sea of such dredged material.

1.3 In the case of dredged material not subject to the provisions of articles IV(1)(a) and IV(1)(b), Contracting Parties are required under article IV(1)(c) to issue a general permit prior to dumping.

1.4 Permits for the dumping of dredged material shall be issued in accordance with article IV(2) which requires careful consideration of all the factors set forth in Annex III. In this regard, the Eighth Consultative Meeting in adopting Guidelines for the Implementation and Uniform Interpretation of Annex III (resolution LDC.17(8)) resolved that Contracting Parties shall take full account of these Guidelines in considering the factors set forth in that Annex prior to the issue of any permit for the dumping of waste and other matter at sea.

1.5 With regard to the implementation of paragraphs 8 and 9 of Annex I to the Convention, the Fourth Consultative Meeting adopted Interim Guidelines (LDC IV/12, annex 5) which provide advice concerning the conditions under which permits may be issued for dumping wastes containing Annex I substances, and concerning the evaluation of the terms "trace contaminants" and "rapidly rendered harmless"

1.6 Notwithstanding the general guidance referred to in paragraphs 1.4 and 1.5 above, subsequent deliberations by Contracting Parties have determined that the special characteristics of dredged material warrant separate guidelines to be used when assessing the suitability of dredged material for disposal at sea. Such guidelines would be used by regulatory authorities in the interpretation of paragraphs 8 and 9 of Annex I, and in the application of the considerations under Annex III. These Guidelines for the Application of the Annexes to the Disposal of Dredged Material have been prepared for this purpose and, more specifically, are intended to serve the following functions:

- .1 to replace the Interim Guidelines for the Implementation of paragraphs 8 and 9 of Annex I as they apply to dredged material; and
- .2 to replace section A of the Guidelines for the Implementation and Uniform Interpretation of Annex III (resolution LDC.17(8)).

2 CONDITIONS UNDER WHICH PERMITS FOR DUMPING OF DREDGED MATERIAL
MAY BE ISSUED

2.1 A Contracting Party may after consideration of the factors contained in Annex III issue a general permit for the dumping of dredged material if:

- .1 although Annex I substances are present, they are either determined to be present as a "trace contaminant" or to be "rapidly rendered harmless"; and
- .2 the dredged material contains less than significant amounts* of substances listed in part A of Annex II and meets the requirements of part C of Annex II.

* The following interpretations of "significant amounts" were agreed by the Eighth Consultative Meeting:

Pesticides and their by-products
not covered by Annex I and
lead and lead compounds:

0.05% or more by weight

All other substances listed in Annex II,
paragraph A:

0.1% or more by weight

2.2 If the conditions under 2.1.2 above are not met a Contracting Party may issue a special permit provided the condition under 2.1.1 has been met. Such a special permit should either prescribe certain special care measures and/or give limiting conditions to diminish the pollution source.

2.3 In the event that the condition under 2.1.1 above cannot be met, a Contracting Party should not issue a permit unless a detailed consideration of Annex III, section C4 indicates that sea disposal is, none the less, the option of least detriment. If such a conclusion is drawn, Contracting Parties may issue a permit but should take all practical steps to mitigate the impact of the disposal operation on the marine environment including the use of treatment or containment methods, i.e. disposing of dredged material in such a way that no more than trace amounts of Annex I substances will exchange with the environment for an indefinite period of time.

2.4 Where a permit is issued under the above circumstances the Organization should be notified immediately, giving all relevant details of the operation following the special guidelines for dredged material. This should include possible steps to reduce future pollution. The Organization will inform all Contracting Parties of these details.

2.5 The assessment procedures and tests described in the following sections are considered to apply equally to the interpretation of "harmlessness" (paragraph 8 of Annex I) and "trace contaminants" (paragraph 9 of Annex I) when applied in association with sections B and C of the Annex III guidelines.

3 ASSESSMENT OF THE CHARACTERISTICS AND COMPOSITION OF DREDGED MATERIAL

This section replaces the Guidelines for the Implementation and Uniform Interpretation of Annex III, part A, and provides an interpretation for the assessment of dredged material. It should be considered in conjunction with parts B and C of the Guidelines on Annex III.

- 1 Total amount and average composition of matter dumped (e.g. per year)
- 2 Form, e.g. solid, sludge, liquid, or gaseous

For all dredged material to be disposed of at sea the following information should be obtained:

- gross wet tonnage per site (per unit time)
- method of dredging
- visual determination of sediment characteristics (clay-silt/sand/gravel/boulder)

In the absence of appreciable pollution sources dredged material may be exempted from the testing referred to in these Guidelines in the following section if it meets one of the criteria listed below; in such cases the provisions of Annex III sections B and C should be taken into account:

- .1 Dredged material is composed predominantly of sand, gravel or rock and the material is found in areas of high current or wave energy such as streams with large bed loads or coastal areas with shifting bars and channels;
- .2 Dredged material is for beach nourishment or restoration and is composed predominantly of sand, gravel, or shell with particle sizes compatible with material on the receiving beaches; and
- .3 In the absence of appreciable pollution sources, dredged material not exceeding 10,000 tonnes per year from small, isolated and single dredging operations, e.g. at marinas or small fishing harbours, may be exempted. Larger quantities may be exempted if the material proposed for disposal at sea is situated away from known existing and historical sources of pollution so as to provide reasonable assurance that such material has not been contaminated.

- 3 Properties: physical (e.g. solubility and density), chemical and biochemical (e.g. oxygen demand, nutrients) and biological (e.g. presence of viruses, bacteria, yeasts, parasites)

For dredged material that does not meet the above exemptions, further information will be needed to fully assess the impact. Sufficient information may be available from existing sources, for example from field observations on the impact of similar material at similar sites or from previous test data on similar material tested not more than five years previously.

In the absence of this information, chemical characterization will be necessary as a first step to estimate gross loadings of contaminants. This should not mean that each dredged material should be subjected to exhaustive chemical analysis to establish the concentrations of a standard wide-ranging list of chemical elements or compounds; knowledge of local discharges or other sources of pollution, supported by a selective analysis, may often be used to assess the likelihood of contamination. Where such an assessment cannot be made the levels of Annex I and II substances must be established as a minimum.

Where this information coupled with knowledge of the receiving area, indicates that the material to be dumped is substantially similar in chemical and physical properties to the sediments at the proposed disposal site, testing described in the following section might not be necessary.

Where chemical analysis is appropriate, further information may also be useful in interpreting the results of chemical testing, such as:

- density;
- per cent solids (moisture content);
- grain size analysis (% sand, silt, clay); and
- total organic carbon (TOC).

In addition, there are several other parameters which may facilitate the interpretation of the behaviour, fate and effects of dredged material (e.g. sediment transport, pollutant transformation, sediment mitigative properties).

Sampling of sediments from the proposed dredging site should represent

the vertical and horizontal distribution and variability of the material to be dredged. Samples should be spaced so as to identify and differentiate between non-contaminated and contaminated locations.

-
- | | |
|---|-------------------------------------------------------------------------|
| 4 | Toxicity |
| 5 | Persistence: physical, chemical and biological |
| 6 | Accumulation and biotransformation in biological materials or sediments |
-

The purpose of testing under this section is to establish whether the disposal at sea of dredged material containing Annex I and II substances might cause undesirable effects, especially the possibility of chronic or acute toxic effects on marine organisms or human health, whether or not arising from their bioaccumulation in marine organisms and especially in food species.

The following biological test procedures might not be necessary if the previous characterization of the material and of the receiving area allows an assessment of the environmental impact. If, however, the previous analysis of the material shows the presence of Annex I or Annex II substances in considerable quantities or of substances whose biological effects are not understood, and if there is concern for antagonistic or synergistic effects of more than one substance, or if there is any doubt as to the exact composition or properties of the material, it may be necessary to carry out suitable biological test procedures. These procedures should be carried out on the solid phase with bottom dwelling macrofauna and may include the following:

- acute toxicity tests;
- chronic toxicity tests capable of evaluating long-term sub-lethal effects, such as bioassays covering an entire life cycle; and
- tests to determine the potential for bioaccumulation of the substance of concern.

Substances in dredged material, when entering the marine environment may undergo physical and chemical alteration that directly affects the release, retention, transformation and/or toxicity of these substances. This shall be taken into particular account when carrying out the various tests mentioned above and when interpreting the results of these tests for actual or future dumping site conditions.

-
- 7 Susceptability to physical, chemical and biochemical changes and interaction in the aquatic environment with other dissolved organic and inorganic materials
-

Contaminants in dredged material, after dumping, may be altered by physical, chemical and biochemical processes to more or to less harmful substances. The susceptibility of dredged material to such changes should be considered in the light of the eventual fate and effects of the dredged material. In this context field verification of predicted effects is of considerable importance.

-
- 8 Probability of production of taints or other changes reducing marketability of resources (fish, shellfish, etc.)
-

Proper dump site selection rather than a testing application is recommended. Site selection to minimize impact on commercial or recreational fishery areas is a major consideration in resource protection and is covered in greater detail in section C2 of Annex III.

4 DISPOSAL MANAGEMENT TECHNIQUES

4.1 Ultimately, the problems of contaminated dredged material disposal can be controlled effectively only by control of point source discharges to waters from which dredged material is taken. Until this objective is met, the problems of contaminated dredged material may be addressed by using disposal management techniques.

4.2 The term "disposal management techniques" refers to actions and processes through which the impact of Annex I or Annex II substances contained in dredged material may be reduced to, or controlled at, a level which does not constitute a hazard to human health, harm to living resources, damage to amenities or interference with legitimate uses of the sea. In this context they may, in certain circumstances, constitute additional methods by which dredged material containing Annex I substances may be "rapidly rendered harmless" and which may constitute "special care" in the disposal of dredged material containing Annex II substances.

4.3 Relevant techniques include the utilization of natural physical, chemical and biological processes as they affect dredged material in the sea; for organic material these may include physical, chemical or biochemical degradation and/or transformation that result in the material becoming non-persistent, non-toxic and/or non-biologically available. Beyond the considerations of Annex III sections B and C, disposal management techniques may include burial on or in the sea floor followed by clean sediment capping, utilization of geochemical interactions and transformations of substances in dredged material when combined with sea water or bottom sediment, selection of special sites such as in abiotic zones, or methods of containing of the spoil in a stable manner (including on artificial islands).

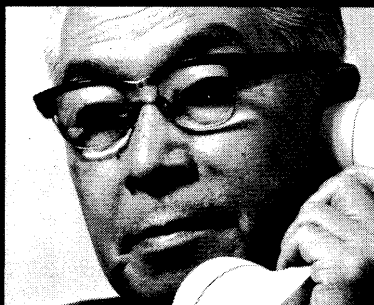
4.4 Utilization of such techniques must be carried out in full conformity with other Annex III considerations such as comparative assessment of alternative disposal options and these guidelines should always be associated with post-disposal monitoring to assess the effectiveness of the technique and the need for any follow-up management action.

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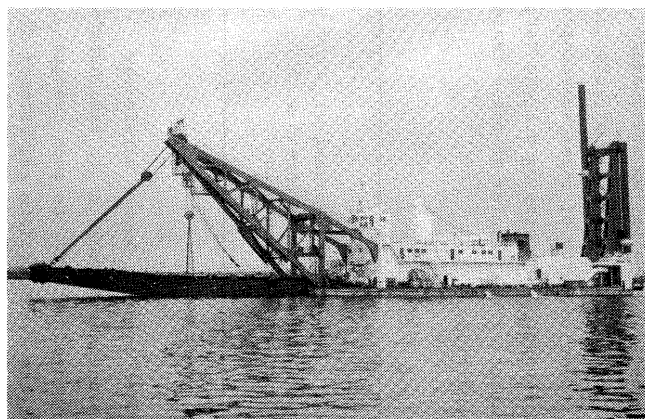
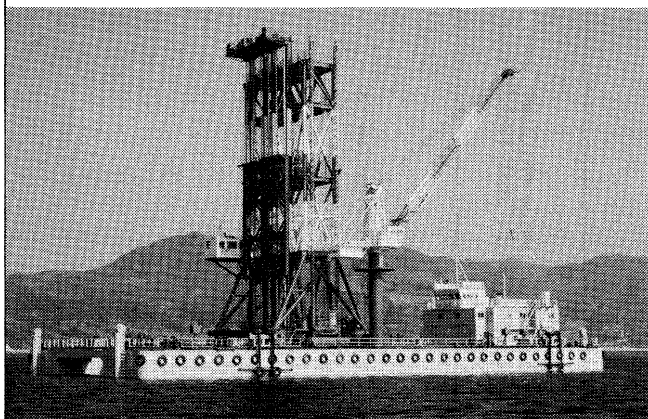
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Port of Melbourne Authority adopts revised objectives

The Board of the Port of Melbourne Authority last June adopted a set of comprehensive Objectives which expand upon those developed in 1982.

In addition to a Corporate Mission Statement there are organization-wide Objectives for each of the major areas of PMA functions and responsibilities. Each Objective has been assigned several specific goals (or end-points) which it is believed need to be attained in order to achieve the objective.

"The Objectives define the PMA's role, its priorities and the direction it is planning to take, and emphasize the requirements for achieving organizational effectiveness as well as efficiency", the General Manager of the PMA, Mr. Colin Jordan, said.

Corporate Mission Statement

The Port of Melbourne Authority exists to ensure the safe, efficient, cost-effective movement of shipping, cargo, passengers and other related modes of transport through the port system for the overall benefit of the Victorian community, by planning, providing and managing port and trade-related facilities, assets and services, in a manner responsive to customer requirements.

Corporate Objectives

Customers and Trade Development

Corporate Objective

To be responsive to the needs of current and potential customers, and to encourage the development of the Victorian economy through trade and associated activities.

Corporate Goals

1. A service-oriented commercial organization responsive to the needs of current and potential customers.
2. Minimum costs to importers/exporters resulting from facilities development, operating practices and effective competition within the Port, subject to community considerations.
3. A charging policy which is equitable, promotes efficiency, recognizes the commercial nature of the Port, and encourages trade growth.
4. An effective information system, covering trade, operations, facilities and services for use by management and customers.
5. A trade development strategy based on trade growth and the development of the Victorian economy.
6. Involvement in State and national issues which impinge upon the responsibilities of the PMA.

Planning:

Corporate Objective

To plan for the future development of the port system and for the provision of facilities and services which meet user requirements and minimize total system cost.

Corporate Goals

1. Long term development plans which outline the likely future direction of Port and organizational activities.
2. All projects appraised for efficiency and cost-effectiveness, giving due consideration to user requirements and to commercial and social benefits and costs.
3. Sufficient land is available for future port development.
4. PMA land is developed to support the activities of the Port and to provide a return in accordance with the type of development.

Operations

Corporate Objective

To ensure that all operations are carried out in an efficient, safe and secure manner which minimizes total system cost.

Corporate Goals

1. Safe cost-effective system of channels, navigational aids and water-based services to shipping.
2. Berths, storage facilities, equipment and land-based services of sufficient quantity and type to minimize total system cost.
3. Efficient, cost-effective receipt and delivery by road and rail.
4. Facilities and services provided to leaseholders sufficient to enable them to function efficiently and cost-effectively.
5. The minimum level of industrial disruption within the Port.
6. A high level of safety in all areas of the Port.

Finance

Corporate Objective

To maintain a financially viable and independent organization through effective management of all PMA resources.

Corporate Goals

1. An overall level of profitability which meets predetermined targets.
2. Revenues generated directly or indirectly by individual facilities and services are sufficient to cover the costs of the PMA providing them.
3. Sound borrowing and cash management practices.

Community Responsibilities

Corporate Objective

To ensure that the social attitudes, aspirations and needs of the community are considered in the PMA's objectives and in Port plans and activities, and that public awareness of and involvement in the Port is fostered.

Corporate Goals

1. Social and environmental effects are fully considered in the assessment of Port operations and development.
2. Public awareness of the role and activities of the PMA and the Port.
3. Public accessibility to appropriate areas of the Port and a high level of visual amenity.

Employees

Corporate Objective

To have employees who are productive, motivated and realizing their potential in pursuit of the objectives of the PMA, and to provide a safe work environment which promotes their welfare and job satisfaction.

Corporate Goals

1. Employees who are productive, motivated and realizing their potential in pursuit of the objectives of the PMA.
2. Employees who are informed of all aspects of the PMA's

activities, and a system of consultation and expeditious dispute-settling.

3. A safe, healthy workplace and practices which protect the health and welfare of employees.
4. Equitable remuneration and employment conditions, equality of opportunity, career development, a promotion system based on merit, and an environment which promotes job satisfaction.
5. A skilled, trained workforce of sufficient size for the PMA's needs.

(PORT PANORAMA)

The Bay of Plenty Harbour Board

1986 — Chairman's Annual Report (extracts)

During the last twelve months, New Zealand's terms of trade have deteriorated, the external balance of payments has worsened, and our economy is in a poorer state. The weaker farms and factories which have been eliminated have not been replaced by any marked development elsewhere, and high interest rates and the removal of development incentives have retarded the diversification of grassland farming into areas with better market prospects.

The profitability of the forestry sector has declined because of the downturn in the New Zealand economy, the strength of the New Zealand dollar, the reductions in export incentives, industrial unrest, and increased competition on international markets. Several major forestry companies have made large-scale investments outside New Zealand in the past year, and the huge increase in the wood supply in New Zealand from the late 1990's will not be adequately utilized if they can make a better return on their off-shore investments than in New Zealand.

Real wage growth in many areas has for outstripped productivity and the welfare system has eroded the incentive to work.

There seems to be widespread recognition that radical labour market changes are necessary in New Zealand, but most of the Government-sponsored financial changes implemented in our economy in the past year will have little impact if we do not address the key issue of labour practices and costs. There will have to be a substantial improvement in productivity and efficiency.

Currently, wage negotiations proceed in an antiquated industrial relations system with centralized conciliation procedures and imposed forms of arbitration, whereas in progressive, growth-oriented overseas countries all parties, including workers, recognize the benefits of decentralized, enterprise-oriented arrangements for productivity, income growth, job creation and positive work-place relations.

With this scenario to reflect on, it is most refreshing to report that trade through the Port of Tauranga in the past 12 months was ahead of estimates, and at 3.4 million tonnes just fractionally less than last year. Most significantly, export tonnage climbed to 1.88 million tonnes, although imports fell to 1.52 million tonnes in contrast to the even split of the previous year.

Forest-based products showed a further marginal decline to 1.13 million tonnes but still represented 33% of our total trade and demonstrated the continued importance of this industry to our Port.

Dairy products, at 328,000 tonnes, again had significant growth, and kiwifruit a remarkable 400% increase in through-

put compared with 1985 to achieve 123,000 tonnes.

Steel shipments continued to grow to reach a total throughput of 266,000 tonnes, and the company involved commenced operations at its off-wharf storage facility and thus avoided storage problems which may have developed on the quay-side.

On the import side of the equation, fertilizer bases showed a significant drop of over 100,000 tonnes (27%) and reflected the changed circumstances of the grassland farmer in New Zealand. Projections indicate that there is unlikely to be any recovery in tonnages of fertilizer in the short term. However, most other port users indicate a steady throughput with significant increases possible in steel and probable in kiwifruit, so that it is evident that in total terms a steady growth pattern will be maintained.

Container numbers again demonstrated the growth in transporting general cargo by this method and the port again achieved a 33% increase in numbers to total 31,000 containers handled.

This number is divided between the Board's multi-purpose crane and ships' gear, indicating that there is still the potential for considerable growth in container numbers. To facilitate that growth and to ensure that there are no marshalling problems adjacent to the crane, the decision has been made to relocate the woodchip stockpile to the extreme southern end of the Port and thus achieve greater utilization of the Cement/Tanker berth by loading chips over this modified facility. This work will be completed early in 1987.

Also to achieve better crane utilization and to cater for the increasing number of deep draught ships using the Port, the Board has commenced a further 130 metre southward wharf extension, which will be operational by the end of 1987.

This will enable the crane to service 580 metres of quay-side, all of which can accommodate vessels of 10.7 metre draught, the present port maximum, and for an unimpeded back-up area for container stacking of approximately 8.3 hectares.

Although cargo tonnage remained static, the number of shipping movements through the Port increased by 5.6% to 1,209.

As shipping is handled only at slack tides, 73% of these movements were carried out in overtime hours, and as one looks ever harder at costs, it may become necessary to impose some limitation on shipping movements at week-ends or alternatively, structure these movement charges more precisely on a user-pay basis.

Financial

Revenue from all Board activities totalled \$16.7 million. Of this, operating expenses totalled \$10.0 million, loan interest \$1.24 million, and loan repayments \$1.26 million. Expenditure on capital works was \$3.4 million.

For the fourth successive year, the Board did not need to raise any loans to achieve its capital works programme, but with several major works either commenced or projected in the next two years, we will have to resort to loan finance in quantity in the near future.

With total assets valued at \$90 million, and Board equity of 86%, it was necessary to raise Port charges generally by 9% in June 1986 to enable the Board to maintain some return on its assets and assist in funding its capital works programme.

I believe this Board not only provides a cost effective facility for its present users, it ensures, by its management, a sound future for the Port and the people of the region.

In this area, the Board is also most aware of the contribution made by Watersiders, Stevedores and Marshalls who work in the Port, and the excellent co-operation experienced with shippers and shipping companies, on whom we are all inter-dependent.

Industry

The On-Shore Costs Study progressed this year to the stage where definitive proposals were handed to the Minister of Transport following a series of meetings by nine representatives of the industry.

The exercise did not address the high cost area of current industrial practices, but placed considerable emphasis on Port administration, the labour employment system, and cargo handling operations. It is ironic that although there are a host of differing Port administration structures throughout the world, none have demonstrated any clear advantages, and changes in that area on the New Zealand scene will not lead to any cost savings.

However, I do believe that, in economic terms significant changes could be worthwhile in both of the other areas investigated, if the social and political differences can be rationalized, and we move away from archaic and institutionalized procedures that prevent us adopting a package suitable for the future.

Unfortunately, such rationale is unlikely to be acceptable and the major changes necessary to allow our exports to compete more readily are unlikely to be implemented.

However, a review of the Harbours Act did achieve some emphasis during the deliberations, and changes in that legislation will be welcomed by Harbour Boards when they are implemented.

We await with great interest the next move by Government on this Study, but we can only speculate on the impact that changes may have on On-Shore Costs.

During the course of this review, a major change was announced that will have a detrimental effect on Harbour Board costs and will, without any doubt, have a severe impact on both exporters and importers — the Government's decision to impose Land and Income Tax on Harbour Boards from 1st October, 1987. Since the announcement was made in July, Harbour Boards have collectively made submissions to Government in an endeavour to alleviate some of the problems that are to be faced, but have met with remarkably little success. In addition, Boards may soon become liable for rates to adjacent Territorial Local Authorities, and this factor will again mean additional costs — there is obviously a limit to

how much these can be absorbed.

I will not speculate as to the quantum of increase that will be necessary to meet these additional costs, but I would suggest that in coming years we reflect on how reasonable Harbour Board charges were in 1986, before the On-Shore Costs Study was undertaken!

One of the theories being aired by the Government relating to Port administration is that Boards may establish companies to run the commercial operations of the Port. These companies would be required to pursue commercial goals, make a return on the community's investment in the Port, and provide the Harbour Board, as owner, with a dividend to be returned to the community — after tax.

This theory is in absolute contrast to that emanating from the industry seminars held in 1985 which clearly concluded that Ports were a service industry and should 'aim to recover total costs and maintain ongoing self-sufficiency'.

There is little measure of efficiency for commercial organizations operating in monopoly situations. To achieve a return on the community investment would not create efficiency — it would just push Port charges higher.

Everyone benefits to a greater or lesser degree from an efficient Port, but again it is the primary producers of this country who would be most severely disadvantaged if this procedure was enacted.

It is in startling contrast to many overseas Ports that I have visited where the Port Authority receives considerable Government assistance in developmental expenditure — dredging, reclamation and wharves, which enables the Port to provide a cheaper service.

In New Zealand, the Ports are self-sufficient and we must strongly resist some of the changes that are being promoted.

F.G. McKenzie
Chairman

IAEA Safety Series No.78

(Continued from page 20)

qualitative terms, and, in part, in numerical terms, based on the principles of radiation protection and on scientific modelling.

Interpretation of the term "radioactive waste"

2. Virtually all materials contain some radionuclides, but it is clearly not the intention of the Convention that all materials be treated as radioactive when considering their suitability for sea dumping. For example, sewage sludge, dredge spoils, fly ash, agricultural wastes, construction materials, vessels which are not nuclear powered, artificial reef building materials and other such materials that have not been contaminated with radionuclides of anthropogenic origin (except global fallout from nuclear weapons testing) are not considered to be radioactive for the purposes of sea disposal. If there is a question as to whether the material to be dumped should be considered non-radioactive for the purposes of the Convention, the Parties shall take into account the relevant recommendations, standards and guidelines being developed by the IAEA. The IAEA is at present working towards the formulation of advice on this subject [4]. Until advice is provided, national authorities should exercise discretion in deciding whether materials are radioactive waste, bearing in mind the principles and purposes of the Convention.

International maritime information:

World port news:

Training for middle management in port related matters: Port of Rotterdam

Introduction

During the past few years the Technical and Managerial Port Assistance Office (TEMPO) of the Rotterdam Port Management has, in close co-operation with many companies, organizations and institutions, organized and coordinated many training programmes on various subjects for representatives of a great number of ports and organizations from all over the world.

Many of the requests to set up these programmes came from United Nations Organizations such as ILO, IMO, UNCTAD, ESCAP, etc. From this experience it has become evident that the workshops envisaged can be regarded as complementary to the possibilities offered by these United Nations Organizations themselves.

The necessity to organize various similar programmes per year has been the reason why all parties which contribute to our programmes decided to create a cluster programme of regular, structured practical training programmes in the Port of Rotterdam each time covering a different subject. It is anticipated to organize programmes on

- Multipurpose Terminal Operations
- Container Terminal Operations
- Equipment Planning (incl. preventive maintenance)
- Port Administration
- Port Training
- Hinterland Transport Connections

An additional advantage of this type of arrangement is that it enables people to discuss port problems with colleagues from various ports of the world.

The series of programmes presented are intended for middle management staff from ports in developing countries.

1. Set-up of workshops

The time available will be sub-divided into roughly 50% theory and 50% practice. Lecturers from the co-operating organizations and institutions will be responsible for the theoretical part, whereas the practical part will be devoted to study visits to various terminals, institutions and organizations in the port region. In this way maximum benefit will be derived from the vast amount of knowledge and experience in the fields of planning, management and operations in the Port of Rotterdam.

2. Number of participants per programme

The maximum number of participants is 20.

3. Duration

The length of each training programme is four weeks. Each programme starts with an introduction to the Port of Rotterdam by means of short lectures and visits to various port operators.

4. Admittance

The training programmes are intended for Middle Management staff. Either graduate education and 5 years of practical experience or at least 10 years of practical experience have been set as minimum admittance requirements.

Training programme Multipurpose Terminal Operations (PACT 01)

Training aims

To train Multipurpose Terminal Managers in the consequences of handling multipurpose cargo in respect to terminal lay-out, equipment, personnel, administration, safety, etc. Multipurpose cargo in this context means: general, unitized and partially containerized cargo.

Course subjects

- Review of recent developments in the field of transportation
- Consequences for:
 - port and terminal lay-out
 - equipment
 - manpower (social impact)
- Logistics
- Detailed description of several multipurpose terminals and their requirements (based on the company's philosophy (a.o. attention for stowage techniques, equipment, lay-out, documentation, etc.))
- Stevedoring equipment functions and qualifications
- Port safety, accident prevention and dangerous cargoes
- Training of personnel
- Computers and data processing systems and their role in terminal operations
- Maintenance and repair of terminal equipment, containers and trailers
- Manpower, productivity and labour pool
- Terminal productivity indicators
- Manpower and equipment planning techniques
- Management, communication and administration
- Finance and budget control
- The role of freight forwarders, agents and shipbrokers
- Hinterland transportation and distribution
- Port Management Simulation Game
- Social skills — Practical exercises in human relations and communication

After theoretical presentation subjects will be followed by practical application.

Training programme Container Terminal Operations (PACT 02)

Training aims

To introduce to terminal managers the various disciplines required for the efficient development and operation of a container terminal.

Course subjects

- Container development: introduction to types of contain-

- ers, types of ships, types of equipment, types of container terminals
- Terminal lay-out
- Terminal procedures
- Equipment planning and allocation
- Manpower planning and allocation
- Maintenance of equipment and superstructure
- Pavements
- Lighting
- Customs procedures and paper flows
- Training of personnel
- Computers and data processing systems and their role in terminal operations
- Maintenance and repair of terminal equipment, containers and trailers
- Manpower, productivity and labour pool
- Terminal productivity indicators
- Manpower and equipment planning techniques
- Management, communication and administration
- Safety
- Finance and budget control
- The role of freight forwarders, agents and shipbrokers
- Hinterland transportation and distribution
- Port Management Simulation Game
- Social skills — Practical exercises in human relations and communication

After theoretical presentation subjects will be followed by practical application as far as possible.

Training programme Equipment Planning (PACT 03)

Training aims

To introduce to the managers and/or technical staff of port authorities stevedoring equipment types, allocation and maintenance.

Course subjects

- Introduction to various types of stevedoring companies with special emphasis on equipment use and maintenance
- Types of equipment to be used in the port industry
- Preventive maintenance and system based maintenance
- Allocation of equipment in relation to the task to be performed
- Visits to several equipment manufacturers
- Finance and budget control
- Computers and data processing systems and their role in maintenance
- Management, communication and administration
- Port Management Simulation Game
- Social skills — Practical exercises in human relations and communication

Training programme Port Administration (PACT 04)

Training aims

To introduce basic port administration principles to middle management staff within authorities of ports in developing countries.

Course subjects

- Introduction to the various types of management structures of port administration

- Port planning principles
- Competition between ports
- Industrial locations
- Regional and national planning
- Environmental impact
- Ship's reporting service
- Berth allocation
- Operational parameters
- Port finance
- Port charges and tariffs
- Legal aspects
- Safety
- Customs
- The role of port managers, stevedores, agents, shippers and receivers
- Port Management Simulation Game
- Manpower, productivity and labour pool
- Social skills — Practical exercises in human relations and communication

Training programme Port Training (PACT 05)

Training aims

To introduce port personnel of middle management level to the set-up of structural training programmes in ports: 'Training the Trainers'.

Course subjects

- Introduction to the Rotterdam Port Transport College
- Introduction to various stevedoring companies with emphasis on the Training Departments
- Overall programme at the Rotterdam Port Transport College:
 - Instruction and teaching techniques and training aids
 - Classroom and vocational training
 - Work analyses
 - Planning of courses, time-tables and lectures
 - Human relations and communication
 - Safety in port work
 - Loading and stacking equipment
 - Loading and stacking methods
 - Industrial organization
 - Information technology and port training
 - Port Management Simulation Game

Training programme Hinterland Transport Connections (PACT 06)

Training aims

To introduce to middle management staff of ports in developing countries the philosophy that the port is a link in the entire transportation chain. Efficient connections to the hinterland (by various modes of transport) are vital for ports to function.

Course subjects

- Introduction to various stevedoring companies with emphasis on hinterland connections
- Connections by road
- Connections by inland navigation
- Connections by rail
- Connections by air
- Combined systems
- Logistics control and modal split

- Visits to and studies of inland ports, distribution centres, marshalling yards, inland navigation canals and terminals, etc.
- Information systems
- Port Management Simulation Game
- Computers and data processing systems
- Management, communication and administration

General information

1. Application procedure

Applicants should:

- fill in the application form provided in this brochure and return it to the Port of Rotterdam.
- have their application form accompanied by a letter of recommendation from their employer.

Applications should reach the Port of Rotterdam not less than one month before the commencement date of each course.

2. Conditions for acceptance of applications

All applications received will be judged for acceptance by the Tempo staff and collaborating parties. Successful applicants will be required to sign a letter of Indemnity ahead of travel. The s the courses include programmed visits and/or practical work.

Participants are advised to take up travel and an insurance policy to cover them in the event of death, disability, loss of or damage to personal property during their travel. The Port of Rotterdam will arrange for medical and accident insurance policies to cover death, disability and medical expenses.

3. Course fees

See covering letter.

4. Language of instruction

The language of instruction is English. Therefore, it is essential that applicants have a good working knowledge of English.

5. Certificate of Attendance

A certificate of Attendance will be issued to all participants who maintain full attendance at the course.

6. Visa and travel arrangement

All participants will be responsible for making their own visas and travel arrangements to and from Rotterdam. The Royal Netherlands Embassy or Consulate in the home country should be consulted.

7. Accommodation

It is suggested that a hotel be chosen near the Port for your convenience. Tempo can assist, if required, in booking recommended hotels. Prices of hotels range from Dfl. 90–Dfl. 150 (Price level 1986).

8. Living allowance

The employer and/or the sponsoring organization should ensure that the applicant possesses adequate funds to cover all expenses including accommodation, meals, transport and out-of-pocket expenses in Rotterdam. The majority of lunches will be covered by the course fees.

Further enquiries

For further information please write to:
Rotterdam Municipal Port Management

Technical and Managerial Port Assistance Office (TEMPO)
Europoint III Offices
P.O. Box 6622
3002 AP Rotterdam
The Netherlands
Telex: 23077
Mr. C.B. Kruk — tel: 010-4894100
Mr. M. van den Doel — tel: 010-4894145
Mr. J. Kolthof — tel: 010-4894133
Mrs. F. de Groot — tel: 010-4894151

Outcome of the Joint LDC/OSCOM Group of Experts on the Application of the Annexes to Dredged Material: IMO

(Extracts from a report of the 10th Consultative Meeting of Contracting Parties to the London Dumping Convention, 13–17 October 1986)

- 3.3 The Consultative Meeting noted with satisfaction that the Joint LDC/OSCOM Group of Experts on the Application of the Annexes to Dredged Material had successfully completed draft guidelines for use by national authorities which would effectively bring together all the requirements of the Convention relevant to the disposal of dredged material, and associated guidance, into a single document. These Draft Guidelines for the Application of the Annexes to the Disposal of Dredged Material, having been reviewed and modified by the Scientific Group on Dumping, were presented in the report together with a draft resolution for their adoption by the Consultative Meeting (LDC/SG.9/13, annex 2).
- 3.4 In the discussion that followed, a number of delegations drew attention to those parts of the draft Guidelines (LDC/SG.9/13, annex 2, paragraphs 2.3 and 2.4) which included proposals on the procedure to be adopted in cases where dredged material contained Annex I substances in more than "trace amounts". In such cases the Convention requires that a permit should not be issued. Nevertheless, it was recognized that there may be exceptional circumstances in which a detailed consideration of Annex III, Section C4 indicates that sea disposal is the option of least detriment to the environment. While the draft Guidelines suggested that it would be acceptable under such circumstances to issue a permit for sea disposal, the Convention does not presently allow such an interpretation. Although there was considerable support for the principle that the disposal option of least detriment should be the preferred option, the Meeting agreed to delete the respective paragraphs for the time being, and further agreed that the Scientific Group should be requested to study mechanisms by which this principle could be accommodated within the framework of the Convention.
- 3.5 Greenpeace International supported the deletion of the paragraphs of the guidelines referring to the disposal at sea of dredged material containing Annex I substances in more than "trace amounts" (LDC/SG.9/13, annex 2, paragraphs 2.3 and 2.4), stating that in its view no scientific

or technical studies had been presented in support of the need for allowing dumping at sea of dredged material containing more than "trace amounts" of Annex I substances.

- 3.6 The Consultative Meeting recognized the importance of the draft Guidelines both to national authorities and the dredging industry. In particular, the observer from the International Association of Ports and Harbors expressed the view that the new guidance would ensure that the regulation of dredged material under the Convention would be in accordance with the latest scientific knowledge regarding the effects from disposal at sea of dredged material (LDC 10/3/4). However, the Meeting also recognized the continuing problem of contaminated sediments and urged Contracting Parties to take all practical steps to reduce inputs of hazardous substances into internal and coastal waters. Having agreed to the changes as outlined in the previous paragraph, the Consultative Meeting adopted resolution LDC.23(10) and the Guidelines on the Application of the Annexes to the Disposal of Dredged Material annexed thereto.
- 3.7 The Consultative Meeting noted the advice of the Scientific Group that, consequent on the adoption of special guidelines on dredged material, it was necessary to amend the Interim Guidelines for the Implementation of Paragraphs 8 and 9 of Annex I to the London Dumping Convention (LDC IV/12, annex 5) by deleting any references to the disposal at sea of dredged material. The revised Interim Guidelines and an accompanying resolution proposed by the Secretariat (LDC 10/3/2) were adopted by the Consultative Meeting.
- 3.8 The Consultative Meeting also noted the recommendation of the Scientific Group that an additional paragraph should be included under Section C4 of the Guidelines for the Implementation and Uniform Interpretation of Annex III to the Convention (resolution LDC.17(8)) containing specific provisions with regard to the availability of land-based disposal options for dredged material. The Meeting endorsed this recommendation and agreed that Section C4 of the Annex III Guidelines should be amended by adding to the end of the "interpretation" the following text:

"In the special case of dredged materials, sea disposal is often an acceptable disposal option, though opportunities should be taken to encourage the productive use of dredged material for, for example, marsh creation, beach nourishment, land reclamation or use in aggregates. For contaminated dredged materials, consideration should be given to the use of special methods to mitigate their impact, in particular with respect to contaminant inputs. In extreme cases of pollution, containment methods (including land-based disposal) may be required but very careful consideration should be given to the comparative assessment of the factors listed above in selecting the most appropriate option. Further advice on the management of contaminated dredged materials is given in the Guidelines for the Application of the Annexes to the Disposal of Dredged Material (resolution LDC.23(10))."

- 3.9 The Meeting noted that the Secretariat had prepared a revised version of the Guidelines for the Implementation and Unified Interpretation of Annex III to the London Dumping Convention, incorporating the new text to be inserted under paragraph C4 as described above (LDC 10/3/3). In view of other proposed amendments to these Guidelines, the Consultative Meeting deferred consideration of this revised version, pending further discussion on this matter at the next meeting of the Scientific Group.
- 3.10 Recognizing the need to maintain a comprehensive inventory of technical information on the disposal of dredged material, the Consultative Meeting urged all Contracting Parties to make available to the Secretariat any research reports or studies concerning the assessment or disposal of dredged material which may be used to compile an up-to-date bibliography on this subject.

Major hazard accidents: Loss Prevention Association

(Reproduced from 'Loss Prevention News', Loss Prevention Association of India)

Major accidents involving fires, explosions and toxic releases have been occurring in various parts of the globe. Based on documented information, selected industrial disasters of this century are listed below. (These, however, do not include nuclear mishaps.) A cursory examination shows that a disaster can happen just about anywhere — in the plant, within a storage site, or even during transportation.

Year/Accident/Place

Casualties/Environmental Damage

- 1921/Chemical plant explosion/Oppau, Germany
561 dead; Levelled houses 4 miles away.
- 1942/Coal dust explosion/Honkeiko, China
1572 dead.
- 1944/Liquefied Natural Gas tank explosion/Cleveland, USA
131 dead, 400 injured.
- 1944/Fire/explosion on ship carrying explosives and ammunition/Bombay, India
231 dead, 476 seriously injured, extensive damage to docks. (Civilian casualties unknown)
- 1947/Fire/explosion on ship carrying ammonium nitrate fertilizer/Texas, USA
576 dead, 2,000 seriously injured. Blast rattled windows a few miles away. Flames 700 feet high led to subsequent fires/explosions in nearby chemicals plant and harbour.
- 1948/Tank truck with chemical exploded inside factory gate/Ludwigshafen, Germany
207 dead, 4,000 injured.
- 1956/Dynamite truck explosion/Cali, Colombia
1,100 dead.
- 1973/Release of anhydrous ammonia from storage tank/Potchefstroom, S. Africa
18 dead, gas cloud of 150 m dia. and 70 m deep enveloped the atmosphere.
- 1974/Explosion in chemical plant/Flixborough, UK
28 dead, 89 injured. Extensive damage to property up to 5 miles
- 1975/Mine explosion/Chasnala, India
431 dead.

- 1976/Very toxic gas leak/Seveso, Italy
Town evacuated, 215 acres isolated for 3 years.
- 1978/Explosion of road tanker carrying propylene gas/San Carlos, Spain
200 dead, devastating fire at the holiday site.
- 1979/Accident in chemical warfare plant /Novosibirsk, USSR
300 dead.
- 1983/Fire/explosion at LPG Bottling plant/New Delhi, India
4 killed, 25 injured; substantial damage to property and LPG installation.
- 1983/Fire due to leak in rail wagon carrying naphtha/Bihar, India
90 dead, 36 injured.
- 1984/Gasoline pipeline fire/Cuhato, Brazil
500 dead.
- 1984/Fire/explosion in LPG distribution plant/San Juanico, Mexico
500 dead, 7,000 injured, 60,000 evacuated.
- 1984/MIC gas leak from chemical plant/Bhopal, India
2,500 dead, nearly 1 lakh exposed to long term ailments.
- 1985/Fire/explosion of leaking petrol road tanker/Karnataka, India
39 killed, 80 injured.

Note: Casualty/damage figures are close approximations from available data.

The crisis in container shipping: Ocean Shipping Consultants

Despite the relatively buoyant near-term prognoses for traffic growth, the trans-Pacific trades seem set for a period of continuing instability, according to a new report from Ocean Shipping Consultants entitled "The Crisis in Container Shipping".

In a wide ranging appraisal of forward deep sea vessel supply and demand balances on twelve of the world's major container trades over the period 1975/1990, the report charts the relentless growth of surplus slot capacity eventualizing on trans-Pacific trades in the recent past, noting that "on an annualized basis, surplus capacity on the trade totalled some 760,000 TEU in 1985 — this equating to more than 15% of the deep-sea slots then deployed". The study puts the corresponding figure at present, during 1986, at a level of around 19%, or just over one million TEU and forecasts a further deterioration in 1987 when some 20.6% of the available deep sea slots deployed are expected to be effectively surplus to requirement.

The report comments that "with the upgrading of existing operations and the commencement of an ever increasing number of new services predicated on both full and semi container ships as well as other ship types, the trade seems set for a period of continuing instability". Enlarging on this theme, the authors note that "trans-Pacific deep-sea slot capacity is expected to have increased by something like 24.9% over the period 1984/1987. The corresponding figure anticipated for traffic growth is no more than 7.6%".

In a global context, the report cites the remorseless growth of competition stemming from the ready availability of cheap finance and subsidized new-buildings against a backdrop of sustained, albeit insufficient, deep-sea container traffic growth as a prime causal factor in "precipitating a situation

little short of chaotic on a number of the major liner trades". Supply pressures, underpinned by the continuing availability of low-cost new-buildings together with the steadily declining levels of capital investment required by would-be participants, are not expected to diminish in the near-term period to 1990: "even in the unlikely event of a concerted and radical ship-building rationalization programme eventualizing, low-cost slot capacity will continue to materialize on the sale and purchase market, as containership market values are progressively written down to reflect their true earnings potential".

Second Edition of Hazardous Cargo Contacts now available: Hazardous Cargo Bulletin

The information required to transport dangerous goods is ever increasing with more and more regulations, rules, certification, testing and procedures to be satisfied. Whether overland, by sea or by air, a complex chain of competent authorities, government organizations or national bodies need to be contacted. To obtain a name, telephone, telex or telefax number in a far-off country in order to speed the flow of goods can be a problem for those concerned with the transport of dangerous goods, especially if a new destination or market is to be opened up.

Following the success of the first edition, the greatly enlarged 1986/87 Edition of Hazardous Cargo Contacts has been published to provide precisely the kind of information vital to the correct and efficient movement of dangerous goods. The worldwide guide contains relevant details on 2,000 organizations in 130 countries, including: —

- 950 competent authorities
- 390 industry associations
- 460 port authorities
- 125 training establishments
- 55 labour organizations

Copies are available from Hazardous Cargo Bulletin, 38 Tavistock Street, London WC2E 7PB, UK. Telephone: (01) 240 0837 Telex: 25247 attn intapress. Cost inclusive of post and packing for a single edition £10.50 surface or £11.50 airmail; special price for pack of five £31.90 surface or £36.50 airmail.

"Total port tonnage up" — Ports Canada

Half-year results for 1986 show that total traffic through Ports Canada ports grew by 1.4% compared with the same period last year. According to figures released by Ports Canada, six month volume stood at 74.4 million tonnes as of June 30, 1986, up from 73.4 million tonnes the previous year. A major upswing in port activity occurred at the Port of Saint John, where total traffic increased by 2.2 million tonnes, or 59%, thanks to improved shipments of petroleum products. Traffic through the Port of Vancouver was also up by 1.0 million tonnes, due to increased tonnage in forest products, grain and containerized cargo. In the aftermath of a record-breaking year in 1985, container handlings continued to show strong growth during the first half of 1986 throughout Ports Canada, with total volume at all ports up 541,000 tonnes, or 12%, over the same period last year. Offsetting the strong

performance shown in many sectors was a sharp decline in grain shipments through the St. Lawrence ports. At the ports of Québec and Montréal, grain shipments declined by 26% and 33%, respectively, for a combined tonnage loss of 1.3 million tonnes over the first six months of 1986, as compared to the same period in 1985.

While total port tonnage was up, tonnage at Ports Canada berths was down 1.3 million tonnes, or 3.7%, from the same period in 1985, resulting in an 8% drop in revenue and a \$2.5 million, or 12%, decrease in net income. For Ports Canada, combined net income for the first six months of 1986 stood at \$18.8 million, compared with \$21.3 million for the same period in 1985.

The major ports experiencing a decline in net income were Montréal, Québec, Halifax and St. John's, while Vancouver and Prince Rupert registered improved results. The reduction in net income experienced year-to-date is expected to continue for the balance of 1986. Net income is forecast to be about \$34 million for 1986 versus actual net income of \$52 million for 1985. The factors contributing to the decline include lower tonnage, increased operating expenses and reduced investment income, generated by a smaller investment base following a large dividend payment to the Federal Government.

In making these figures public, Ports Canada expressed optimism that cost-cutting measures implemented throughout the system will strengthen the profitability levels to previous norms.

Brian Acheson (PORTUS, Ports Canada)

The Future—Interdependence and dynamic change: Derek Harrington

Halifax Port Days luncheon speaker, Derek Harrington, Director of Furness Withy & Co. and Chairman of Furness Withy (Terminals), gave luncheon guests some food for thought.

Mr. Harrington spoke of the uncertainties of the world economy and trade which bedevil our aspirations to secure and increase traffic. He spoke of Canada's success in establishing, maintaining and adapting a coherent national transportation policy, noting the increased competition now faced by Canadian ports, terminals and carriers. Mr. Harrington underlined the need for a co-operative and collective effort at maintaining and advancing Canada's competitive transportation position.

Mr. Harrington stated that today's world trade and transportation are characterized by two constants: Interdependence and Dynamic Change. The former he explained as the consequences of the economic policies, fortunes or misfortunes of one country having a direct effect on other countries, and Dynamic Change he described as the limited control over many events rapidly and constantly influencing our best laid plans.

Addressing the changes effected by geography and economy of scale, Mr. Harrington said that, with the financial realities now being faced by shipping lines, a 16 hour deviation of a large modern containership is no longer acceptable to the ship-owning community. He cited less well positioned ports such as Baltimore and Saint John, and eventually even Antwerp, Hamburg and Montréal, though being fine ports, are in the wrong place.

Mr. Harrington discussed the possibility of Super Consor-

tia and the influence they would have on routings and some of the effects of deregulation in the United States. He strongly emphasized the need for innovation and flexibility in all modes of transportation.

Expressing concern for Canada's ability to sustain its momentum as a major gateway to North America, he said that U.S. ports, lines, terminals and railways are driven to obtain and retain by innovation and experimentation, a greater market share in a highly volatile, uncertain and shifting world trade environment whose constant is change.

Citing the U.S. Block Train Concept, which allows for bulk purchase of freight capacity, and the practice of U.S. railways to allow steamship lines or consortia to access track for their own rolling stock, he said both practices will impact dramatically on through-cargo rates and the competitive position of lines, ports, terminals and railways. In the future, he said, he could see the terminal operator quoting a ship operator through-rates based on the terminal operator having taken a position in rail capacity. The terminal operator then helps to market that capacity and shares in the risk.

"In closing," he said, "it is against this background and within this context of change and competition, that the application of Canada's policies must be implemented. The opportunity to develop and refine the reality of your transportation goals and policies must be met in the only crucible of reality — the market place."

(Port of Halifax)

Innovations improve environment as landfill ends: Fraser Port

Several major successful, innovative, environmental solutions, including an award-winning system, have been designed and developed by the Fraser River Harbour Commission for the landfilling operations on its 269-hectare (665-acre) Fraser Richmond Industrial site. Part of the site has been used by the Municipality of Richmond for sanitary landfill since 1968, until it ceased operations in November 1986.

Solutions were required to deal with the environmental problems after the Commission acquired the property from Richmond in 1971. The purchase stipulated that the Commission would operate the landfill site for Richmond until late 1986. In this period, it is estimated that over 1.5 million tonnes of refuse have been dumped on the property.

As a result, Fraser Port fell heir to two major environmental problems — controlling the quality of the leachate and disposing of the methane gas emanating from the landfill operations.

The Commission attacked these two different situations head-on. Instead of accepting the status quo, the Commission looked for new and better means of improving the environment and to do this sought the help of several provincial and federal government agencies as well as private consulting firms and industries.

The solution to the first of these problems was the award-winning system of controlling the leachate quality and the second is the recently introduced system for the collection and utilization of the landfill gas.

The Leachate System

Water coming from the landfill site could contain contaminants and undesirable liquids, leaching from the decomposing garbage, which could be transported into the environment. To

prevent these impurities from entering the river, Fraser Port has taken the lead in developing a technologically advanced leachate treatment facility. This unique system has produced a quality of water which is acceptable for discharge from the site.

This Fraser Port system was recognized by a British Columbia Minister of Environment's Industrial Category award for a positive contribution to improving the environment. The system has created worldwide interest in areas facing the need to solve similar problems.

Landfill Gas

Landfill gas, mainly a mixture of methane and carbon dioxide, is a result of the decomposition of the refuse when the landfill is covered. These gases are expected to be produced at this site for 20 years or more.

The gas, if left uncontrolled, can have detrimental effects on the neighbouring areas. It can give off objectionable odours, affect vegetation and be a general hazard to buildings.

The Commission, again searching for a modern, financially viable solution accepted a system designed and managed by E.H. Hanson & Associates Ltd., an innovative Delta engineering firm. Greg N. Nuculak was chief engineer for design and construction management on the project. The innovative system was fully supported and assisted by the Federal Dept. of Energy, Mines and Resources, including a grant under their Ener-demo Program.

A company, B.I.O. Gas Industries Inc., was formed to finance, install and operate the \$500,000 system under a renewable 10 year contract with Fraser Port. It has been operating since early in November 1986.

The nearby Canada Cement LaFarge Ltd. plant is using the landfill gas to help fire its huge cement kilns. It is expected that it will be an economical alternative to partially replacing one of the other fuels currently being used to heat the kilns to 2,700 degrees Fahrenheit. Other neighbouring Richmond industries have also expressed interest in purchasing and using the gas.

Controlling and using the gas in this way for industrial energy not only eliminates all environmental concerns but turns a potentially hazardous material into a saleable product.

The system operating at Fraser Richmond, which can produce 1.2 to 1.5 million cu. ft. of gas per day, is entirely Canadian in design and fabrication, meets gas code requirements, and has been kept uncomplicated. On the over 22-hectare (55-acre) landfill area, 56 wells have been drilled down 6m (20 ft.) into the refuse.

The gas is brought to the surface under vacuum at each of the wells, which are connected together by a pipeline. The gas is then transported through the pipeline around the perimeter of the property to the pumping station. The gas is now blown to the cement plant through another pipeline buried in the dyke.

Monitoring points on each well and along the pipeline permit B.I.O. Gas employees to maintain a regular check on the system.

Nanaimo Harbour Commission launches plan to attract industry to Duke Point

A plan, which could lead to the establishment of new in-

dustry on land adjacent to Nanaimo Harbour Commission's Duke Point terminal, was unveiled recently at a press conference by Port Manager Bill Mills and Andy Shaw, Manager of Harbour Development.

About 50 acres of land are being made available on property owned by the Commission, located near the Duke Point deepsea berth and the new barge-loading ramp. The scheme provides suitable space with facilities, close to tidewater transportation as well as roadway.

The planned development has met with local approval following reports in the press and supporters of the idea are optimistic that it could become the key to future industrial and transportation activity for the entire Duke Point area. According to Bill Mills, the Port is working in conjunction with the British Columbia Development Corporation "to ensure that our concept for the development and promotion of the Duke Point Load Centre is in keeping with the planning of the B.C.D.C."

The Harbour Commission plan is unique in offering prospective customers a highly flexible arrangement for use of the sites, plus the advantage of having a 100-ton barge ramp which automatically adjusts for tidal height. This is the largest all-purpose loading ramp in the Pacific Northwest. (Nanaimo Harbour News)

Frith makes Harbour Commission history: Port of North Fraser

Harbour Commission history was made October 30th, 1986, when Richmond's own Irene Frith, following her election as Chairman of the North Fraser Harbour Commission, became the first woman in Canada ever to chair a Harbour Commission.

Frith, elected to the Chair by her fellow Commissioners, replaces Glen MacRae who has chaired the Commission for the last two years.

Her first duty as Chairman is to announce the appointment by the Federal Government of Mrs. Margaret Gregory to the Commission. Gregory replaces MacRae, whose term as a Commissioner ended September 30th, 1986.

Frith was appointed to the Commission to represent the Township of Richmond, the Municipality of Burnaby and the City of Vancouver in November, 1984. She brings to the Chair her years of experience as a former Alderman of Richmond, having served the Township for nine years, six as Chairman of the planning committee.

Gregory is a former Alderman of Coquitlam and currently lives in Surrey, B.C. She is Past President of the Chamber of Commerce, and as well as being a member of several community boards also serves on the B.C. Parole Board.

Port of North Fraser, adjacent to the City of Vancouver, the Municipality of Burnaby and the Township of Richmond, encompasses the North and Middle Arms of the Fraser River. The Commission is responsible for the regulation of all marine activities within the port, which includes administration of some 75 kilometres of shoreline. During 1985, the Commission oversaw the movement of 14.1 million metric tonnes of cargo.

Current Commission members include Irene M. Frith, Chairman; Margaret Gregory; Robert J. Guerin; John A. Milroy and John F. Watson.

Declaration of cooperation promotes new trade initiative: Port of Québec

A declaration of cooperation signed by the Port of Quebec and the ports of the Lower Seine River in France has already promoted a new trade initiative. "We are studying with our French colleagues the creation of a special forest products terminal to link Québec producers to the French market", says Mr. Jean-Michel Tessier, Port of Québec General Manager and Chief Executive Officer.

The declaration was signed by the Port of Québec and the ports of Le Havre, Rouen and Honfleur at the "Grenier à Sel", an historic port facility located in Honfleur.

The ports of the Lower Seine serve one of the most heavily populated, industrialized regions of Europe. They handle approximately 75 million tonnes of cargo annually. "Among the many possibilities for cooperation, the exchange of commercial information and technical expertise offers considerable potential", adds Mr. Tessier. A permanent liaison committee is now being established to ensure an ongoing, mutually beneficial relationship.

The first international agreement of its kind in Eastern Canada, the text of the declaration of cooperation is as follows:

Declaration of Cooperation

WHEREAS the maritime communities of the Seine and St. Lawrence Rivers have common objectives,

WHEREAS the ports of Québec, Le Havre, Honfleur and Rouen wish to consolidate and expand cooperation in maritime, commercial and industrial activities,

IN CONSIDERATION of the Port of Québec's intention to commemorate the 50th anniversary of the founding of the National Harbours Board, renamed Ports Canada, by the conclusion of a declaration of cooperation with the ports of Le Havre, Honfleur and Rouen,

RESOLVED now, therefore, be it

- that maritime trade between the Port of Québec and the ports of Le Havre, Honfleur and Rouen be developed in a concerted effort.
- that advantage be taken of every opportunity for cooperation in the realms of international transit, customs and the exchange of port technology.

IN ORDER to progressively attain these goals and develop ways of implementing this declaration, all parties agree:

- to hold regular meetings, alternately in France and Canada.
- to establish an annual working program, to include the above-mentioned aspects of cooperation and select priorities.
- to create a liaison committee to ensure an ongoing, mutually beneficial relationship.

UNITED by a common history and cultural heritage, having determined to underscore past and present similarities, the cities of Québec and Honfleur also join in signing this agreement.

(Port de Québec)

Federal government grants LPC status to Port of Saint John

Monday, October 6, 1986 was a hallmark day for the port of Saint John. Not only was it the first day of the 1986 Port Days, but it was also the day the federal government announced the Port of Saint John would be granted local port corporation status.

The Honourable Gerald Merrithew, Minister of State (Mines and Forestry), announced on behalf of the Honourable John C. Crosbie, Minister of Transport, that the Port of Saint John, N. B. will be granted local port corporation status by the Government of Canada.

Mr. Merrithew said that this was the result of the port having met all of the tests under the Canada Ports Corporation Act, namely local interest, financial self-sufficiency and national and regional significance.

This is a tribute to the health of the Port of Saint John, its economic viability, and the commitment of the Government of Canada to the City of Saint John and the Province of New Brunswick, said Mr. Merrithew.

The local port corporation will acquire all the major powers and responsibilities provided under the Canada Ports Corporation Act, including:

The general management of port affairs and marine traffic within its jurisdiction; the making of by-laws; the awarding and management of works and service contracts; the fixing, imposition, collection and remission of rates and tolls. In addition, the port will be responsible for the investing of funds not immediately required; the use and protection of Crown property in accordance with by-laws; and the power to appoint a general manager in consultation with the CPC Board.

"These powers grant to the port the same high degree of autonomy afforded other local port corporations within the national system, and make our Port of Saint John a full partner in the Canadian port system able to promote and enhance its own profile," said Mr. Merrithew.

(PORT OF SAINT JOHN)

Panama Canal

Vessel transits and toll revenues at the Panama Canal hit four-year highs during fiscal 1986. Compared to fiscal 1985, ocean-going ship transits were up 7.2 percent, while revenues did even better, jumping 7.2 percent (that coming on top of the 11.6 percent increase recorded in fiscal 1985). Cargo volume, however, was up marginally from fiscal 1985, but sharply lower than prior years. Key data for the past six fiscal years are displayed below.

Panama Canal — Tolls, Transits, Tonnage

	FY 1986	FY 1985	FY 1984	FY 1983	FY 1982	FY 1981
Ocean-Going Transits*	12,023	11,654	11,383	11,846	14,009	13,884
Toll Revenues (000s)	\$322,735	\$300,808	\$289,155	\$287,791	\$323,959	\$301,763
Cargo, Long Tons (000s)	139,985	138,854	140,803	145,949	185,452	171,222

* Includes ships of 300 net tons and over, Panama Canal measurement, or 500 displacement tons and over on vessels paying tolls on a displacement basis (dredges, warships, etc.)

Source: Panama Canal Commission, Office of Executive Planning.
(AAPA ADVISORY)

Port Development Bill passed: AAPA ADVISORY

H.R. 6, the Water Resources Development Act of 1986, overwhelmingly passed the Senate (84-2) and the House (329-11) October 17. Ironically, the Senate vote was the last recorded vote in the 99th Congress. President Reagan is expected to sign it this week. Final enactment will bring to a triumphant conclusion five years of controversy and debate, and also mark an historic change in national water resource development policy. It will be the first major deepwater port authorization measure in a decade.

The major provisions of H.R. 6 affecting the public port industry are briefly summarized below.

Cost-share formulas: The bill requires (section 101) non-federal project sponsors to pay ten percent of that portion of the project with a depth of 20 feet or less; plus, 25 percent of the cost of project features from 20 feet to 45 feet; plus, 50 percent of projects deeper than 45 feet.

Nonfederal sponsors are also required to pay an additional 10 percent plus interest over 30 years with offsetting credit allowed, dollar-for-dollar, for lands, easements, rights-of-way, relocations, and dredged material disposal areas.

Utility Relocations: Cost-share requirements for utility relocations for projects deeper than 45 feet are 50-50, to be split between the nonfederal sponsor and the utility owner. For projects with depths of 45 feet or less, the nonfederal sponsor "shall perform or assure the performance" of all necessary utility relocations.

Operations and Maintenance: O&M costs (section 101 (b)) are 100 percent federal for work associated with channels 45 feet and less, and 50 percent nonfederal for the additional costs of maintaining depths deeper than 45 feet.

Projects: The bill would authorize (sections 201 and 202) a total of 41 harbor and channel navigation projects. Six are classified as "deepdraft port projects" (deeper than 45 feet) and 35 "general cargo port projects" (between 20 feet and 45 feet), at a total cost of \$4.0 billion, of which \$2.2 billion would be paid by the federal government. A number of projects without feasibility reports are conditionally authorized for construction pending review by the Secretary of the Army. The Secretary is required to review at least one-third of the projects in each of the next three years. Attached is a list of the 41 authorized projects.

Local Port Fees: A nonfederal interest may levy (section 208) port or harbor dues to recover the nonfederal cost-share of construction, channel maintenance, and/or emergency response services on vessels that directly benefit from the project. For channel deepening features, no charges may be imposed on vessels that could have utilized the channel prior to construction. For project features "which solely" widen, ease bends, create anchorage or turning basins, etc., "only vessels

at least comparable in size to those used to justify the project feature may be charged." Channel users would have 180 days to initiate appeals of proposed harbor dues.

Local Initiation of Projects: Nonfederal sponsors may proceed with planning, design, and construction and be reimbursed subject to appropriations, with fast track permit schedules and procedures established (sections 203, 204 and 205).

Harbor Maintenance Tax: The bill would impose (section 1402) a "harbor maintenance tax" or "port use tax" of .0004 on the value of commercial cargo loaded or unloaded at U.S. ports to fund approximately 40 percent of federal O&M costs. Certain cargo loaded or unloaded in Hawaii, Alaska, and the U.S. possessions would be exempt, as would in-bond shipments entering the U.S. for direct exportation to a foreign country. The revenues generated would be placed in the Harbor Trust Fund along with tolls from the U.S. portion of the St. Lawrence Seaway. U.S. Seaway tolls would be rebated to payers. The port use tax would be effective April 1, 1987.

(AAPA ADVISORY)

Port authority taxing powers in the U.S.

Certain port authorities and harbor (or navigation) districts in the United States are empowered by their enabling statutes or ordinances to levy property taxes. For the most part, this phenomena appears to be limited to a relatively small number of states — California, Florida, Louisiana, Mississippi, Ohio, Oregon, and Washington. Even within some of these states, the authority may be restricted to some ports and not extended to others. For example, in Louisiana, taxing authority has been given the ports of Lake Charles, Plaquemines, and St. Bernard, but denied to Baton Rouge, New Orleans, and the South Louisiana Port Commission. The same is true in California. There, port authorities constituted as navigation districts — Hueneme, Humboldt Bay, Sacramento, Stockton, and San Diego — may levy ad valorem property taxes. On the other hand, ports that are technically instrumentalities of city government (such as Long Beach, Los Angeles, and Oakland) cannot levy taxes in their own right. A list of AAPA-member port authorities having taxing powers is provided below.

AAPA-member port authorities with taxing authority

California	Louisiana	Oregon	Washington
Hueneme	Lake Charles	Coos Bay	Bellingham
Humboldt Bay	Saint Bernard	Portland	Everett
Sacramento	South Louisiana		Grays Harbor
San Diego	Plaquemines	Texas	Kalama
Stockton			Port Angeles
	Mississippi	Beaumont	Seattle
		Brownsville	Tacoma
	Pascagoula	Corpus Christi	Vancouver
	Gulfport	Freeport	
		(Brazos River)	
		Houston	
	Ohio	Port Arthur	
	Toledo	Orange	
	Cleveland		
Canaveral			
Palm Beach			
Port Everglades			
Port Manatee			
Tampa			

Source: Enabling statutes of the various port authorities.

Except in Florida, none of the port authorities or public port agencies on the Atlantic coast have taxing powers. In some states — Ohio, Washington, and Oregon — the power to tax is extended by each state's general port authority enabling legislation.

So far as port districts to which taxing authority has been granted are concerned, some may levy taxes to cover general operating and maintenance requirements, as well as for the purpose of raising money to service debts. Others, however, must restrict tax-generated revenues to debt service. Most of the enabling statutes also stipulate limits of some sort as to the rate or the amount of money a port authority can raise. In Florida, these limits range from one-half of a mill per dollar (in Tampa) to three mills (Fort Pierce Port and Airport Authority). Texas law restricts a port district's annual levy for general operating purposes to 10 cents per \$100 dollars worth of property value.

Not all port districts, in fact, resort regularly to the public levy. That has been true for some time for the Oxnard Harbor District (Port of Hueneme). Canaveral Port Authority recently announced it would not, this year, be levying a tax on property owners in that district. The Port of Houston Authority has not exercised its taxing powers since the 1950s.

(AAPA ADVISORY)

U.S. Port traffic trends: AAPA

From the early 1950s to 1979, the volume of exports and imports handled at U.S. seaports increased spectacularly, from just 224.0 million tons in 1952 (the year in which the U.S. Bureau of the Census began making annual reports on U.S. waterborne commerce) to a peak of 962.9 million tons in 1979. In the six years since 1979, the totals have generally declined. But the facts remain that the 751.6 million tons shipped through U.S. ports in 1985 were more than triple the 1952 volume, and 70 percent greater than that handled in 1965. In fact, total imports and exports shipped in 1985 through the Gulf alone exceeded the national total for 1952 by 102.2 million tons.

Some other key findings discerned by AAPA from an inspection of the tonnage data for the 33-year period extending from 1952 to 1985 were the following:

- From 1952 through 1960, the North Atlantic port range, on average, handled more than half of the national volume of waterborne foreign cargo, with its share of imports alone ranging upward to 72.4 percent. In the mid-1970s, however, the Gulf emerged as the leading port range by cargo volume, with its share going from an average 16.8 percent for 1952–55 to 43.6 percent for 1976–80. Significant share increases occurred in the South Atlantic, South Pacific, and North Pacific ranges as well. One important caveat, however, is that while the North Atlantic lost in share, its actual volume of cargo in that period increased significantly, from an average of 134.0 million tons in 1952–55 to 257.1 million tons in 1976–80. The pie is not only bigger, it is being shared more equitably than it was 30 years ago.

- Waterborne imports rose spectacularly until 1979, but have since declined, reflecting the rise and fall of imported petroleum.

- Waterborne exports, based on five-year averages, also soared, from 98.6 million tons in 1952–55 to 324.9 millions tons for 1976–80 and 380.8 million tons for 1981–85.

(AAPA ADVISORY)

U.S. Port Authority holidays: AAPA survey

The paid holiday policy followed by U.S. port authorities varies widely across the country. Certain traditional holidays — New Year's, Independence Day, Labor Day, Thanksgiving, and Christmas — are observed by virtually all of the 74 U.S. port authorities surveyed by AAPA. Many ports also give their employees a half day both on Christmas Eve and New Year's Eve, and the full Friday immediately following Thanksgiving as well.

So far as other national holidays go, the pattern is less consistent. Martin Luther King, Jr.'s Birthday is observed by 41 port authorities, Memorial Day by 69, Columbus Day by 23, and Veteran's Day by 52. Fifty-seven ports stated that they observe a holiday in February in honor of American presidents — Abraham Lincoln's Birthday, George Washington's Birthday, or President's Day. The employees of 29 port authorities are given Good Friday, and those at five are given a day off in November to vote.

In addition, many ports observe local or state holidays. Some give employees the choice of a "personal holiday"; others also allow employees a day off on their birthdays.

(AAPA ADVISORY)

Major Holidays observed by AAPA-Member U.S. Port Authorities

— Statistical Summary —

Port Region	Total Responses	NY	MLK	LB	WB	PD
North Atlantic	12	11	11	2	7	1
South Atlantic	11	11	8	0	7	3
Gulf	21	21	6	1	10	1
South Pacific	12	12	9	2	6	4
North Pacific	11	11	5	0	6	5
Great Lakes	7	7	2	1	0	1
Total	74	73	41	6	36	15

Port Region	GF	MD	ID	LD	CD	ED	VD	TG	CS
North Atlantic	6	12	12	12	11	2	11	12	12
South Atlantic	5	11	11	11	6	1	9	11	11
Gulf	13	16	21	21	1	1	11	21	21
South Pacific	1	12	12	12	3	0	8	12	12
North Pacific	0	12	12	12	0	0	10	11	11
Great Lakes	4	6	7	7	2	1	3	7	7
Total	29	69	74	74	23	5	52	74	74

Symbols

NY = New Year's Day
 MLK = Martin Luther King Jr.'s Birthday
 LB = Lincoln's Birthday
 WB = Washington's Birthday
 PD = President's Day
 GF = Good Friday
 MD = Memorial Day
 ID = Independence Day (July 4th)
 LD = Labor Day
 CD = Columbus Day
 ED = Election Day
 VD = Veteran's Day
 TG = Thanksgiving
 CS = Christmas

AAPA speaks at Corps Convention

The U.S. Army Corps of Engineers held its annual Regulatory Conference October 21, 1986 at the Xerox International Center for Training and Management Development located in Leesburg, Virginia. The conference is traditionally attended by district and divisional level Corps professionals responsible for administering the Corps' permit programs. As port managers are well aware, costly permit delays and expensive mitigation conditions are frequently associated with Corps dredging and ocean disposal permits.

The conference theme this year was "Caring for Customers." As such, AAPA was invited by the Corps to participate in a panel discussion on the Corps' administration of its permit programs. Representing AAPA was Al Hammon, Supervisor of Harbor Planning for The Port Authority of New York and New Jersey, and past chairman of AAPA's Harbors and Navigation Committee. Participating with Mr. Hammon in the panel discussion were representatives from the Environmental Defense Fund, the Urban Land Institute, and the International Association of Fish and Wildlife Agencies.

In his presentation, prepared by the Harbors and Navigation Committee, Mr. Hammon stated that before corrective measures can be suggested, there is need for further research into the causes of Corps permit delays. Continuing, Mr. Hammon described AAPA's research into the causes of permit delay and urged the Corps to work with AAPA in an effort to determine what Corps permits are being delayed; the causes of the delays; and, within the framework of current law, what can be done to reduce them.

Another issue raised by Mr. Hammon was "mitigation." Although admitting that a perfect mitigation procedure is probably unobtainable, he emphasized the public port industry's belief that "advance planning, coordination, predictability, and reliability can be better served." Mr. Hammon encouraged the Corps to take the lead and develop realistic guidelines for determining mitigation requirements.

Mr. Hammon's talk was well received; he deserves the thanks of the entire public port industry for so effectively presenting its views. (AAPA ADVISORY)

Container facility to be constructed at Port of Corpus Christi

The Port Commissioners approved proposed plans for implementation of a container handling facility at the Port of Corpus Christi. The location of the proposed facility will be on the existing Harbor Drive Pad, which is a 6 acre caliche pad adjacent to Cargo Dock 14.

Following a unanimous vote, the commission authorized the staff to proceed with the concept and taking of bids. The tentative construction schedule calls for the work to be completed and the container handling facility to be in operation by June 1, 1987. The Port Authority will be able to fund the project by drawing from its own revenues and not taxpayers' dollars.

A facility of this nature will benefit local container shippers, as well as shippers in the San Antonio area, plus the Rio Grande Valley and West Texas areas, by allowing them to move their cargo via the Port of Corpus Christi rather than Houston or other ports. This will reduce their transportation costs by eliminating the need to transport their containers

some 200 miles or more to take advantage of handling facilities.

Harbor-Front Mall: Port of Corpus Christi

One phase of the Port of Corpus Christi master plan moved a step closer to reality last September when Commission members were given detailed plans for a harbor-front mall.

The port's "People's Project," a plan to use Cargo Docks 1 and 2 for a fiesta market, could be completed sometime in the spring of 1988, Col. Nolan C. Rhodes, the port's director of engineering services, said.

The concept envisions the seldom used docks as a tourist attraction that could include a mall-like facility with a number of small shops and restaurants. The plan also calls for docking space for a high-speed hydrofoil boat that could make water-taxi connections between the mall, the Navy's Homeport at Ingleside and tourist facilities at Port Aransas.

Colonel Rhodes said port staff and planners have been in touch with the City of Corpus Christi, Regional Transit Authority and the Texas Department of Highways and Public Transportation for preliminary planning on direct bus transportation to the project, parking near the site and coordination with the city on utilities and a tie-in with the Bayfront Plaza complex.

Planners also are preparing requests for proposals to be used when seeking developers interested in investing and operating the attraction. (PORT PROGRESS)

GPA selects Officers

Terry Johnson has been named chairman of the Georgia Ports Authority, a seven-member authority designated by the governor that oversees the progressive activities of Georgia's ports. Other officers include Vice Chairman William O. Faulkner and Secretary/Treasurer Smith Foster.

The authority consists of five members representing the port cities of Georgia and two other members-at-large. Other authority members are J. Dewey Benefield Jr. of Brunswick, Thomas J. Dillon of Savannah, Harry C. Jackson of Columbus and E.J. Vann IV of Camilla. (Georgia AnchorAge)

Port of Houston Authority requests \$100 million in County bonds; cites investment for Houston

The Port of Houston Authority on October 28, 1986 requested Harris County Commissioners Court approval for a bond election to fund \$100 million in capital improvements for the port. Presentation of the request was made by Port Commission Chairman Archie Bennett Jr. and Managing Director James Pugh.

"The Port of Houston is a world-class international gateway for the city," said Bennett. "We must maintain the important economic position provided by the port by investing in the future of the facility. The \$100 million in improvement projects we propose offer a high payback for Harris County in terms of increased trade, generation of Houston area jobs and improving the Port of Houston's competitive edge."

Port officials estimate that the capital improvement pro-

jects will create more than 1,200 construction jobs in Harris County, result in more than 500 permanent jobs annually, increase trade and enhance Houston's position as an international business center.

"It is important that voters consider bonds for the Port of Houston as an investment in the future of Harris County," said Bennett. "Shipping has become very competitive worldwide and expansion and upgrade of the port's facilities are necessary if Houston is to attract more trade and remain a leader among world ports."

Ninety percent of the bonds will be used for the highly successful Barbours Cut terminal, according to Pugh.

"Barbours Cut is now the most efficient public terminal in the U.S. and has experienced a 4.5 percent growth annually," said Pugh. "Our investment in Barbours Cut will keep the Port of Houston competitive in meeting the increased demand for containerized freight."

Proposed capital improvements to be funded by the \$100 million bonds include improvements at the turning basin, upgrading the Bulk Material Handling Plant and many improvements at Barbours Cut involving wharves 5 and 6, railroad ramp expansion, power supply modification, terminal number 7 improvements and other construction upgrades.

Harris County Commissioners will review the PHA's recommendations and if approved the request will become part of an overall Harris County bond election presented to voters in 1987. Pending approval by the voters, port officials said that initial work on the projects could begin by mid-1987.

"The Port of Houston is currently the most successful among Gulf ports," said Bennett. "To maintain that position and set the stage for future growth, approval of the bonds for the port is one of the best investments that can be made by county voters—and one that will continue to pay dividends for us all for many years."

A 1982 independent study by the research firm of Booz Allen revealed that Port of Houston activities directly affect more than 32,000 local jobs, indirectly affect another 160,000 Texas jobs and have a \$3 billion annual impact on the region's economy.

Chinese sister port group visits Houston

A delegation representing Houston's first sister port — Dalian, People's Republic of China — visited Houston recently to discuss maritime issues with Port of Houston Authority officials and tour PHA facilities.

A five-member group from the Dalian Harbour Administration visited Houston for three days. Wang Dian Dong, Dalian's port director and assistant mayor, headed the delegation.

Dalian, located on the Liaodong Peninsula on the Yellow Sea, is China's second-largest port, following only Shanghai. However, Dalian is in the midst of an expansion program that will make it China's largest port.

The Port of Dalian handles more than 35 million tons of cargo annually. The city of Dalian is one of several special economic zones the Chinese government established in 1984 to attract foreign investment and technology to the country's coastal cities.

PHA officials signed the first sister port agreement in Dalian in September 1985. Houston now has three sister ports.

Baltimore container cranes re-rated to 45 long tons

The Maryland Port Administration has re-rated all 12 container cranes at Baltimore's state-owned marine terminals, boosting their lift capacities to 45 long tons and making them more cost-efficient for port customers.

The cranes are located at the port's Dundalk and South Locust Point marine terminals. Their previous lift capacities were limited to 40 long tons.

The re-rating allows the cranes to be certified for 40 long ton working loads under expandable spreaders, and 45 long ton safe working loads under cargo hooks.

The re-rating will help steamship lines load and unload cargo in the Port of Baltimore, according to Wayne Huller, the MPA's associate port administrator for operations. "Many shipping lines bring cargo to our port that exceeds the 40 long ton capacity," Huller said. "Now they have a cost effective option for handling lifts in the 40–45 long ton range. They can use our container cranes instead of having to rent special heavy lift cranes for this purpose."

MPA to contribute \$1 million for new 'Pride of Baltimore' clipper ship

The Maryland Port Administration will contribute \$1 million toward the construction of a new "Pride of Baltimore" clipper ship that will be used as a promotional tool for the Port of Baltimore, Governor Harry Hughes has announced.

The original Pride, which was lost at sea earlier last year, "was recognized around the world as an expression of the spirit and vision of our state, Baltimore City and our citizens," Governor Hughes said.

Just as the earlier ship had become a symbol of the economic revitalization of the City of Baltimore, the new Pride will help to focus attention on the "numerous and dramatic" changes that the Port of Baltimore is now making to improve its competitive position, he added.

According to Maryland Port Administrator David A. Wagner, the state is currently investing \$400 million in capital projects that will result in deeper channels, larger cranes, and expanded storage areas for containers and automobiles.

"We want to make sure that our customers are aware of the physical improvements that we're making to the port, and the new Pride will help us do that," Wagner said.

He noted that the Pride will be a replica of the Chesapeake Bay topsail schooners that served as merchant ships and as privateers. These vessels and their crews were known for their speed, their flexibility and their aggressiveness.

"These are the traits that helped build the Port of Baltimore, and we want the world to know that these qualities can still be found in this port today," he added.

The total cost of construction for the new Pride of Baltimore is estimated at \$1.5 million, and additional contributions are expected from the City of Baltimore, local corporations and private citizens.

MASSPORT's Black Falcon Cruise Terminal braces for strong 1987 cruise travel season

With the beginning of Boston's cruise season over seven months away, Massport's Black Falcon Cruise Terminal's preliminary schedule already shows 19 ship visits, equivalent to 1986's total reported ship calls. In discussing the upcoming cruise season, Massport's Executive Director David W. Davis said, "We are optimistic that 1987 will set the stage for a steady pattern of growth in our local cruise market. Already, the Black Falcon Cruise Terminal has equalled its inaugural year's (1986) level of service and we anticipate that by the start of the season in June we will have surpassed it," he continued.

Between June and October of 1986, the Black Falcon Cruise Terminal handled 19 vessels, carrying a total of 18,836 passengers, 7,000 more than in 1985. At current levels of service, the cruise market contributes over \$7 million to the local \$7.5 billion tourist industry, the second largest industry in Massachusetts.

Brinson describes Port of New Orleans' plans

"We are in a process of redefining our values, redefining our roles, and are trying to come up with an accurate set of expectations of what we do and what we want to do. We intend to be the very best port we can be."

That statement by J. Ron Brinson, executive port director-general manager, Port of New Orleans, was the keynote of a recent address to a World Trade Club of Greater New Orleans luncheon. It was the first major public address by Brinson on the subject of where the Port is and where it is going since he assumed his position in early June.

Brinson pointed out that New Orleans is battling against the impact of "megatrends," which he described as exogenous forces that a port can do little to control. These include technology, automation, wholesale deregulation of the transportation industry, and changing ship and trade patterns.

At the same time, Brinson made it plain that the Port of New Orleans is managing to hold its own in this environment. Its market share of U.S. general cargo in 1985 was 5%, which is the same as it was in 1970, although in the 1970's it had moved as high as 5.9%. On the other hand, New Orleans' market share of general cargo handled by Gulf ports has surged from 17.9% in 1970 to about 30% in 1985. This was happening while the total market share of U.S. general cargo for all Gulf ports dropped from 28% in 1970 to 17.5% in 1985.

"In other words," Brinson noted, "we are getting a larger share of an ever decreasing pie, and over a long period of time there has been a gradual growth in tonnage at the Port of New Orleans. Now our goal is to become the busiest port in the Gulf by achieving a market share of at least 35%."

(Figures developed by the Port's market analysts for the first quarter of 1986 show that the Port's share of Gulf general cargo has increased to 34%. Although the analysts caution against optimism based on only three months' data, they projected that it is reasonable to expect that New Orleans could achieve the highest Gulf market share in 1986.)

Brinson told his audience that the Port is in the process of

"reexamining every single thing we do," including a "complete audit of all our functions." He referred to the strategic plan study now underway, which he characterized as a "very bold move and certainly one of the few going on in the port industry today." He added that it was initiated under former port director Edward S. Reed, who retired at the end of 1985.

Brinson explained that the strategic plan is intended to provide the Port with "a blueprint for some of the organization changes we need to make." One of these is to establish new approaches to marketing the Port, leading to a comprehensive international marketing effort. To make this effort more effective, he stated, the Port plans to initiate a research and development program.

The objective of the program will be to research and develop favorable rates as well as competitive pricing techniques. Other avenues to be explored include "joint venturing" possibilities and "special services" to be applied not only in the New Orleans area but throughout the areas served by the Port. Brinson stressed that "we intend to be risk takers." "We will not be bound by traditions or the old way of doing things," he added.

(Port Record)

New waterfront contract will help NY-NJ compete: NYSA

The new contract between waterfront management and labor will boost the competitive ability of the Port of New York and New Jersey, according to management's chief negotiator.

Anthony J. Tozzoli, president of New York Shipping Association, said the pact will stem what had been a continuing increase in the cost of fringe benefits at the bi-state port. At the same time, he added, it improves some key benefits for dockworkers.

"It was a very, very difficult and hard-fought set of negotiations and obviously both sides had to compromise on important issues to come to this agreement," Mr. Tozzoli said. "But we feel we've put the port in the right competitive direction."

He also noted that the accord came nearly three weeks before the Nov. 17 expiration of a 45-day extension of the old contract.

"Obviously, both sides knew that an agreement had to be reached early in the extension period if cargo was to continue to flow steadily through the port," Mr. Tozzoli said.

The three-year contract, covering local benefits and issues, was reached October 31, 1986 by Mr. Tozzoli and Thomas W. Gleason, president of the International Longshoremen's Association.

Port Authority of NY & NJ assisting senior engineers from China

Under a special program designed to assist China in the development of its seaports and airports, two senior engineers from the People's Republic of China have been assigned to serve a one year intership at the Port Authority of New York and New Jersey. Port Authority Chairman Philip D. Kaltenbacher stated, "This program has been put together in cooperation with Hofstra University and the China Association of Science and Technology. It will permit the participating engineers to study various phases of Port Authority programs,

including design and construction management and materials quality assurance." (VIA Port of New York-New Jersey)

Port Canaveral has record year

Port Canaveral's 1986 fiscal year (10/1/85-9/30/86) was the best in its history. Records were set for vessel arrivals, cargo tonnage, and cruise passengers. Ship arrivals increased 91% to 890, and ship days on berth increased 66% to 1,983.

Cargo tonnage hit 2.32 million tons. This is 5% higher than the previous record high set in FY'84, and 7.7% higher than FY'85. Increases were recorded in oil, cement, lumber, and scrap over FY'85, and the latter three commodities set all time records. Lay berths increased by 47% over FY'85 to set a new record.

Strongest performer by far in FY'86 was the cruise industry. Revenue passengers increased over 300% to 586,243.

Feasibility study approved for Canaveral Cove project

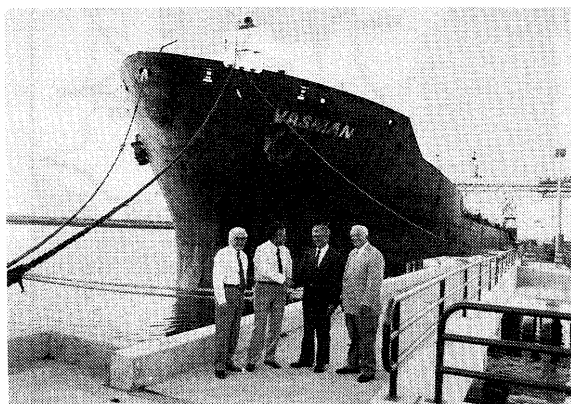
The Canaveral Port Authority Board of Commissioners unanimously voted to have an economic feasibility study conducted for the proposed Canaveral Cove project.

Dr. Martin Kessler of Econometrics Inc., a marketing research company, presented the need for a study in order to request bid proposals for development of the project. Rather than get involved in the actual development, the port authority will look for an independent company to develop the cove. Dr. Kessler stated no company would submit a bid for development unless a research study indicated the project was economically feasible and profitable. Cost of the study will not exceed \$36,500.

Canaveral Cove will be located on the south side of the port at its main entrance. The festive retail marketing area will contain shops and restaurants all sporting a nautical or Mediterranean theme.

The 28 acre site set aside for the project will contain a 10 acre shallow draft boat cove with approximately one mile of boardwalk constructed around the cove's perimeter. Canaveral Cove will be developed within three to five years at a cost of \$40 million. (CAPSULES)

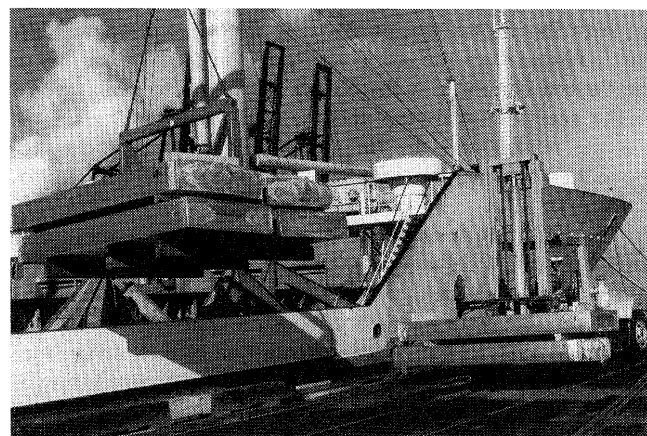
Largest load of scrap leaves Port of Redwood



Dick Dodge, third from left, president of the Port of Redwood City Commission, shakes hands with Captain C. Zepatos, ship's master, as the M.V. Vasman is nearly ready to sail from the port here this past week with 26,662.36 metric tons of shredded scrap steel from Levin Metals, the largest shipment of scrap since Levin began operations in Redwood City in 1974. Scrap metal shipments from the local port have generally ranged around 10,000 metric tons. So that's a lot of old Chevrolets, Cadillacs, Toyotas, Datsuns and whatever's all crunched down here in Redwood City to little bits of metal. Equally pleased over the record-breaking shipment now India-bound are Port Manager Fred Di Pietro, right, and Don Shaw, operations manager for Strachan Shipping of Oakland. Flying a Cypriot flag and skippered by Greek officers with a Filipino crew, the seven-cargo hold and 37,881 deadweight ton vessel is 628 feet long, and will unload its cargo at Cochin and other west coast of India ports. The M.V. Vasman drew 32 feet of water as she left Redwood City sailing through the Port's 36-foot deepwater channel. Photo by Dennis Keegan.

(Redwood City Almanac)

Port of Tacoma loads huge slabs of aluminum



Approximately 2,500 tons of aluminum slabs were loaded recently at the Port of Tacoma. The aluminum, manufactured by the Reynolds Aluminum Company, arrived at the Port in 31 railcars from Columbia Falls, Mont., for shipment to Venezuela. It was loaded at Terminal 7 aboard the vessel "River Ocean" using onboard cranes.

The shipment marks the first time the Port has processed aluminum of this size. The 12-ft. long slabs weighed 8,950 pounds each. Normal aluminum shipments are ingots weighing about 500 pounds each.

Increase in overall cargo traffic: Port of Antwerp

During the January-July period of 1986 cargo traffic in the port of Antwerp increased by 4% compared to the same period last year.

Ships' movement during this period was slightly upwards (+1%) while the total tonnage of the 9,606 seagoing vessels which called at the port rose considerably and averaged 7,685 GRT (Gross Register Tons).

The total rise in cargo traffic — amounting to 51.3 million tons after 7 months — was totally accounted for by the incoming traffic. Some 30.58 million tons of cargo were unloaded from seagoing vessels (+14%) while the amount of cargo loaded decreased by 8% to 20.78 million tons.

Removal of the wreck of the "Mont Louis"

(The report was prepared by Mr. A. Hoewercks, Port of Antwerp, who attended the press conference organized by the Belgian Ministers of Public Works and Transportation, marking the end of the removal of the wreck of the "Mont Louis".)

On 22 September the last large section of the "Mont Louis" was hoisted from the North Sea. This completed the removal of the wreck of the vessel, which came into the news on 25th August 1984. Shortly after noon that day, this French roll on/roll off containership sank in international waters, after a collision with the German ferry "Olav Britannia", 18 kilometers off the Belgian coast near Ostend.

Public attention was drawn to the accident as part of the cargo of "Mont Louis" consisted of 52 special containers, of which 30 were loaded with slightly radioactive uranium hexafluoride and 22 were empty. Fear of an environmental disaster led to the urgent removal of the hazardous cargo of the vessel.

With the winter storms at hand, the wreck itself was left partly visible over the low water level, on the edge of one of the busiest channels in the North Sea and also in the world — the access to Antwerp and the other Belgian ports. This was the reason why the Belgian government decided to remove the wreck, although it was lying outside Belgian territorial waters.

The removal of the wreck was carried out by a temporary association of 4 Belgian companies specializing in dredging and underwater work all over the world. The bow of the "Mont Louis", with a length of 65m., was lifted from the sea bottom in 1985 in one piece, after it had broken away from the rest of the wreck. It is considered the world's first lifting of such a large section in the open sea.

As the rest of the wreck was badly damaged during the winter storms of 1985/86, it had to be sectioned. The final piece was secured at the end of September 1986. On this occasion the Belgian Ministers of Transport and Public Works drew the attention of the maritime press to the importance of the work done.

The cost of the removal of the wreck of the "Mont Louis" was about 6 million US\$. How this expense is to be met is a complex matter which is still pending in the courts.

New Danish joint venture sells Know-how: Port of Copenhagen

DANPORT is the name of a new Danish co-operative venture which has been initiated within the harbour rehabilitation sector.

The well-known Danish construction and engineering company Christiani & Nielsen Ltd., Port of Copenhagen Authority and L.G.C. Consult have entered into a joint venture agreement with the purpose of achieving consultative assignments within the harbour rehabilitation sector, mainly internationally.

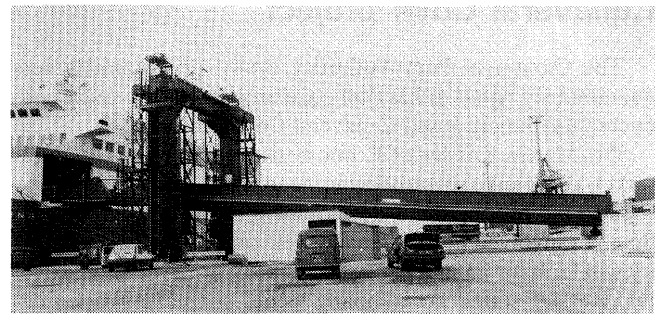
The background for starting this co-operation is the expertise which each of the 3 parties represents.

The partnership aims at expanding the present level of activity of the 3 joint venture members, as they — by means of DANPORT — have introduced a group of companies with fundamental know-how and expertise in all port-related fields.

DANPORT's services are available to governments, port authorities, national and international development organizations including international aid organizations, etc.

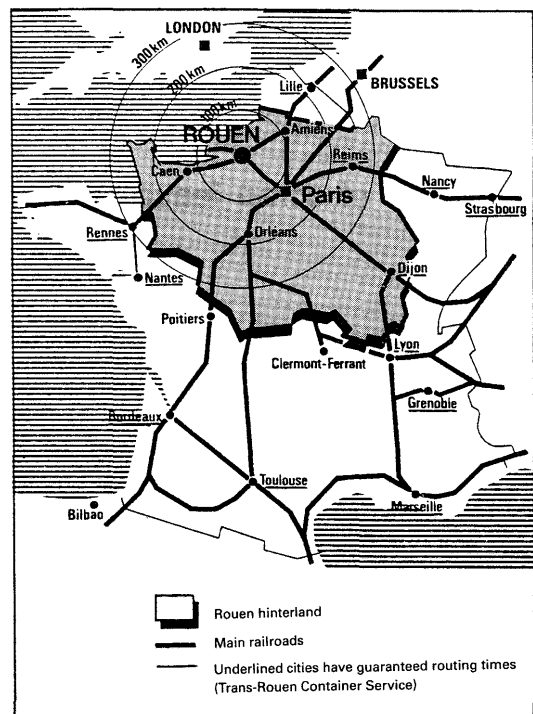
The DANPORT steering committee, consisting of 3 representatives of the managements involved, expects increasing world-wide demand for the services offered.

Port of Dunkirk installs quay-mounted link span: MacGregor-Navire



The new 'lateral', quay-mounted link span shown here servicing the upper deck of Sally Line's two-deck car/passenger ferry 'Viking 2' at the Port of Dunkirk.

Rouen — Portrait of a hinterland



Rouen's natural hinterland covers an area which accounts for 30 per cent of all France's international sea-borne trade. Rouen itself accounts for 37 per cent of sea-borne traffic in and out of its hinterland, excluding crude oil. Situated one and a half hours away from Paris by road or rail, its inland position enables it to offer land transport savings averaging F 25.00 per tonne for conventional general cargo and F 250.00 per container, compared with other ports. It also offers particularly good access to inland waterway vessels along the River Seine.

Rouen's hinterland generates more wealth per capita than any other region in France. Parts of it generate a per capita gross domestic product of F 79,000 a year, compared with the French average of F 66,000. Much of the cargo to and from the hinterland generates a high added value and enables ship owners to command high freight rates. In 1984, Rouen's hinterland accounted for 16 million tonnes of general cargo traffic, of which Rouen handled 20 per cent.

Rouen's hinterland is France's biggest producer of food and agricultural products, while the port itself is the leader in France for agricultural exports. The region's cereals output is put at 17 million tonnes. Last year, Rouen alone exported no less than 8.7 million tonnes of cereals, confirming its position as number one port in Europe for cereals exports. The latter figures are principally responsible for the fact that Rouen currently exports more cargo tonnage annually than any other port.

(ROUEN PORT)

Bremen Ports in the year 2000: Container handling can double

In the wake of an overall positive development in maritime general-cargo traffic to and from Europe, with a continuing growth in the proportion of containers, the Bremen ports can annually double their container-handling up to the year 2000, according to present forecasts, to approximately 2.1 million units (TEU). Admittedly the competition between the seaports on the Northwest European coast will further intensify; however it is just with the types of cargo geared to the future that Bremen and Bremerhaven at least have satisfactory market possibilities. This was the observation made by Dr. Werner Maywald — board-member at the Bremer Lagerhaus-Gesellschaft (BLG) — at the end of October, 1986, within the framework of a ports' symposium having the theme "The Bremen Ports, Present and Future" which the Bremen 'Angestelltenkammer' (Chamber of Salaried Employees) held in Bad Zwischenahn with notable traffic experts. A condition for a successful future of the Bremen ports, however, is a continued high degree of efficiency on the part of the Bremen seaport economy in perpetually adapting to modern requirements. Moreover, the seaports of the future must provide increasingly speedy service, produce cargo themselves, and simultaneously improve the overall quality of their services.

(Bremen International)

Bremen activities in the Far East

The Bremen Senate and the Bremen economy are striving to expand foreign-trade connections with the ASEAN-countries. It is for this reason that the Bremen Senate has decided to establish Bremen foreign-trade representative offices in Singapore and the Indonesian metropolis, Jakarta. A coordination bureau is to be organized in the office of

Bremer Wirtschaftsförderungsgesellschaft for steering and assisting the new Bremen activities. For the existing institutions in Southeast Asia are also, henceforth, to be active in representing the interests of the Bremen economy and ports and their requirements. In the narrower sense, the intended foreign-trade representative offices in Jakarta and Singapore above all have the task — in view of the growing significance of Southeast Asia for the international exchange of goods — of pushing for increased consideration of the usage of the Bremen ports. The representative offices should initially be operating for a two-year period. A decision will thereafter be made on their continuation, which will depend upon the manner and the extent of the results achieved.

(Bremen International)

Hamburg Warehousemen's Association celebrates centenary

December 6, 1986, was centenary day — for the Hamburg Warehousemen's Association, founded back in 1886. From small beginnings, this trade has developed over the century into an important profession — one which, by the way, only exists in this particular form in Hamburg. The passage of time has naturally left its mark on the warehousemen. But they have always displayed the necessary flexibility to adapt to changes in the transport business without their traditions or the peculiarities and strengths of their trade having suffered.

The warehouseman's trade probably has its origins in the 15th or 16th century even though the oldest document we have is "only" dated 1693. Right up to the present day, historians have been unable to agree on the origins of the unusual name given to warehousemen in Hamburg — literally "quartermen". Some assume that the "quartermen" used to work in fours, as a quartet. Others say that the "quartermen" referred to the rooms where they worked as quarters. One thing is certain. Their traditional costume consisted of a black jacket with silver buttons, an apron and a top hat.

Skills and Reliability

Even back in those days, looking after and storing goods, which were often packed in barrels, was the main responsibility of the "quartermen". As soon as a ship docked, they were there to meet the goods, check them for damage, take samples and pass on an exact report to the merchants. Hardly surprisingly, the "quartermen" had a profound knowledge of the goods they dealt with.

But as well as these skills, a "quartermen" also needed to be extremely reliable. This led in most cases to a relationship of marked trust between the "quartermen" and his merchant — a relationship which is still of particular importance for the warehousemen's work today.

A date of special significance for the warehousemen's trade was 1886. It was the year when the Hanseatic City of Hamburg joined the Customs Union of the German Reich and Hamburg Free Port was established. At the same time, the foundations were laid for the "Warehouse City". With some 500,000 sq.m. of storage space this was to become the world's largest contiguous warehousing complex and the centre of the "quartermen's" work.

Hamburg gave the job of administering the "Warehouse City" to the Free Port Warehouse Company from which the present-day HHLA (Hamburg Port and Warehouse Company

Ltd.) developed. The company made use of some of the warehousing capacity itself whilst renting the remaining buildings and warehouses to merchants (some of it as office space) and to "quartermen".

Growing International Trade

The closing years of the 19th century were characterized in Germany, *inter alia*, by rapid industrialization, economic growth and growing international trade. Social legislation became necessary to protect the working man. In Germany the pioneer in this field was Otto von Bismarck.

At the same time, it became important for working men to join forces where there was a community of interests. The old guilds were no longer adequate. This was true of the warehousemen, too. In 1886, they formed the "Association of Hamburg Quartermen of 1886". The aim of the Association was clearly stated in the preamble to its rules:

"The purpose of our Association is to discuss and look after the interests of our cooperation and, in particular, to comment on the Reich's Accident Insurance Law."

In 1890 the Association joined the Hamburg-Altona Employers' Federation, which also spoke up for employees as well. During the Third Reich, the "Association of Hamburg Quartermen of 1886" was dissolved and incorporated into the Reich's Transport Group (Forwarding). However, once the Second World War was over, the "quartermen" reformed their Association. It is now one of the members of the Association of Hamburg Port Enterprises which aims to further employers' and business interests.

Modern Merchants

The tasks performed by warehousemen have grown and grown over the years. Nowadays, they have to do much more than just store the goods entrusted to them — carpets, nuts, pulse, tobacco, cocoa, coffee, tea and spices, etc. They also must do the commissioning, confectioning, marking, sorting, labelling, checking, appraising and even the cleaning, processing and mixing business. Industry is glad to make use of their warehousing capacity to store radios, TV sets, computers and fine chemicals simply because of the excellent storage conditions with their constant, ideal temperature and humidity. Furthermore, "quartermen" also look after the numerous formalities all the way from customs to delivering goods to customers. Even cases of loss or damage are often dealt with from an insurance point of view by the "quartermen." As recognized warehousemen, "quartermen" are admitted to the major product exchanges where they are entitled to issue negotiable warehouse receipts.

How do you become a "quartermen"?

The requirement is a three-year apprenticeship which ends with the Seaborne Cargo Supervisor exams. This term covers a number of trades — "quartermen", tallymen, cargo controllers and various specialist trades from the goods' inspection field.

Warehousemen today are modern merchants who have optimized the operational side of their business with the help of sophisticated information and communication systems. Despite increasing rationalization, individual customer service is still of utmost importance for these warehousemen. Without a doubt, the "quartermen" has helped shape the Port of Hamburg as we know it now and makes a vital contribution to its

present-day operational efficiency.



Right next to Hamburg's city centre, merely separated by the Customs Canal, lies the Free Port, a total area of 16 km². At its heart are the red-brick buildings of "Warehouse City" — home of the "quartermen". Here, all kinds of goods from throughout the world can be stored for any period of time, traded and, if required, processed without going through any customs formalities.

Renovation of Ymuiden locks complex begins

The modernization and renewal of the large sea locks complex at Ymuiden began in September. The Public Works Ministry (Rijkswaterstaat) said that work on the locks which separate the North Sea from the North Sea Canal leading to the Port complexes of Velsen-Noord, Beverwijk, Zaanstad and Amsterdam will be arranged and carried out in stages to minimize delays to shipping.

The £200 million project will cut by half the time it takes for large ocean-going ships to enter or leave the North Sea Canal. The renovation of the lock complex is an almost continuous process and this programme will take 10 years. However, the largest lock, the Noordersluis which measures 400 metres long by 50 metres wide and is 15 metres deep, will be renovated quickly, with the smaller adjacent locks being completed at later stages.

The major work involved consists of the replacement of the lock doors by heavier gates which meet the new Delta safety regulations, the replacement of the underwater rails and the engines which move the doors. Rijkswaterstaat will use for the first time an underwater diving bell to replace the Noordersluis doors. Crews will work 15 metres underwater only when no ships requiring this large lock are expected. This greatly reduces the time needed to replace the doors and rails.

The new doors, rails and engines will enable the lock action to begin before ships are made fast to the lock sides. The work will greatly improve access to the tide and current-free North Sea Canal Ports.

(HAVEN AMSTERDAM)

Dakar: a regional role

Principal port of Senegal, Dakar plays a key role also in the economies of Mali, to which it is linked by rail, and Mauritania and Gambia, which have road access to it.

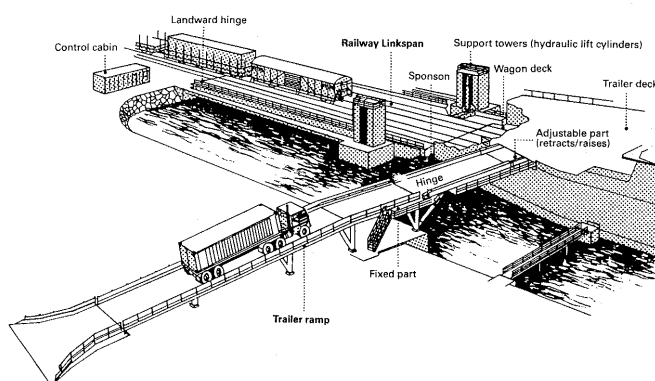
In 1985, the Port of Dakar handled 5.5 million tonnes of cargo, comprising 1.3 million tonnes of liquid fuels, 1.5 million tonnes of phosphate exports, 1.6 million tonnes of conventional general cargo and 50,000 containers.

With 10 kilometres of berthing space, it accommodates some 2,800 ships from around 85 countries each year. It is also a fishing port and has its own 60,000 tonne repair dock.

A new container terminal is due into service in mid-1987 and there are plans in the near future to build a cereals terminal, destined to serve the needs of the Sahel region.

(ROUEN PORT)

Railway linkspan and trailer ramp for Kville Quay, Gothenburg Harbour: MacGREGOR NAVIRE



Artist's impression of Gothenburg's rail/road terminal due for inauguration in April 1987. The dual interfaces, i.e. one for rail the other for road traffic, have both been designed and will be installed by MacGregor-Navire. The new Gothenburg-Frederickshavn (Denmark) service will be operated by one rail/RoRo vessel as depicted in the picture, and accordingly both link spans have been custom-built.

ABP welcome Cardiff Bay Development Corporation

Associated British Ports 5th December, 1986 welcomed the establishment of the new Cardiff Bay Development Corporation announced by the Secretary of State for Wales, the Rt. Hon. Nicholas Edwards, MP.

Sir Keith Stuart, Chairman of ABP said that he warmly welcomed the Secretary of State's initiative:

"This is excellent news for Cardiff and for Associated British Ports. As part of our growing property activities, we have a number of imaginative and positive ideas for the development of our land holdings at Cardiff, which we believe will do much to revitalize the area. Our overall strategy is to maximize the potential for redevelopment while maintaining a high level of activity in the Port of Cardiff.

"We believe there is great merit in the Barrage Scheme, referred to by the Secretary of State, which will transform the environment. We will be working with the new Corporation to develop the scheme in a way which complements our commercial port operations at Cardiff.

"We believe that the concept of combining port operational use of the waterfront with commercial and leisure developments in a comprehensive and environmentally acceptable scheme will bring international recognition to Cardiff."

ABP achieves magic million at King's Lynn

Associated British Ports has achieved an annual throughput of over 1,000,000 tonnes at the King's Lynn enclosed docks for the first time in their 117 year history. The millionth tonne was handled during the second week in November 1986.

King's Lynn's growth in traffic is a result of the port taking larger vessels and further diversifying its business. New traffics such as animal feeds, fertilizer, solid fuels and rock salt have boosted the more traditional cargoes such as steel, timber, bulk liquids, grains and pulses.

Close co-operation between ABP, the King's Lynn Conservancy Board and the King's Lynn Pilots has resulted in the limitation on vessels' length being revised up to 119.0 metres. This has enabled Russian Baltiskiy and Sormovskiy class vessels to become regular visitors to the port with timber imports and grain exports.

Mike Fell, ABP's Port Manager at Lynn, says: "The millionth tonne achievement is a reflection of the dedication of all employees to the well-being of the port. Their efforts have given a major boost to the success of ABP and to the economic growth of the Borough of King's Lynn and West Norfolk."

Savings for London Port users

From 1st January 1987 the Port of London Authority is to reduce the port rates on cargoes and revise conservancy charges on vessels using the Port of London. This is the latest step in the PLA's drive to lower the cost of bringing vessels and goods into the Port of London.

The overall effect of the changes will be to reduce the PLA's revenue from port rates in 1987 by some 10% on 1986 levels. It will be the third successive year that PLA's port rates have been reduced and the PLA has taken the opportunity to simplify and remove anomalies in the rates.

In addition if there is a substantial reduction of the PLA's surplus registered workforce as a result of the latest severance initiative PLA will review the level of port rates to establish if a further reduction might be made during 1987.

Conservancy charges on vessels in 1987 will be levied only on each cargo-carrying visit to the port. Thus, a vessel which discharges and loads in London will pay only a single charge instead of the present two. Vessels which carry cargo in one direction only will continue to pay a single charge.

Conservancy charges in 1987 will be increased by a below-inflation 2-1/2% but, with the new single charge, it is estimated that there will still be an overall saving of £0.5m to port users.

The PLA is progressively phasing-out port rates on goods in line with cost savings and has consulted the various trade

interests in the port about the 1987 reductions.

Announcing the reductions, David Jeffery, the PLA's Chief Executive — River, said

"This is the latest move in our drive to lower the cost of bringing vessels and goods into the Port of London. I believe that lower port rates and the single conservancy charge will be a big incentive for ship operators to both load and discharge in London.

We have increased our trade in each of the last two years and we are looking forward to a further increase in business as a result of our latest initiatives."

M25 opening to boost London's port traffic

Now that the last vital eight mile section of the London Orbital Motorway linking the M25 fully to the M1 has been opened and motorway ring around London has been finally completed the Port of London Authority expect the volume of trade through the Port to increase still further.

In the last three years the Port's trade has increased by 5m tonnes reflecting the progressive opening of sections of the 117 mile ring road. In 1985 alone the tonnage of container traffic using PLA's Tilbury Docks increased by 500,000 tonnes.

London is now the centre of the national motorway network. The completion of the M25 has provided total direct motorway access to all the UK's major industrial, production and consumption centres, linking as it does with 32 major radial motorway and trunk routes. The M25 allows port users to avoid the congestion of Central London yet makes the Port of London the UK's best placed motorway port. This improved access and distribution should continue to attract a larger percentage of the increasing short sea container and Ro/Ro ferry trade between the UK and the EEC into the Port of London.

This accessibility allied to London's geographic position in the heart of the UK's largest consumer market and its proximity to the EEC, the UK's major trading area has already resulted in the commencement of two major short sea ferry services into the Thames from Zeebrugge in recent months.

Maritime Services Board of N.S.W. — Charter, Aims & Objectives

Charter

The Maritime Services Board of NSW was established on 1 February 1936 following the integration of the former Sydney Harbour Trust and the State Department of Navigation. The MSB is required to efficiently manage and control the State's ports and navigable waterways on behalf of the Government and people of NSW.

Its major roles are to develop ports and port facilities, control shipping within the ports and the movement of cargoes through the ports. The MSB has a statutory obligation to administer the commercial and recreational use of the State's navigable waterways and to protect the marine environment from oil pollution.

In the exercise and performance of its powers, duties and functions, the MSB is under the direction of the Minister for Public Works and Ports.

Aims and Objectives

The aims and objectives of the Maritime Services Board, adopted by the new Board in the Report to the Minister of February 1985, are to:

- Facilitate for the optimum benefit of the people of NSW the efficient exchange of trade through the State's seaports
- Ensure the safe enjoyment by the people of NSW of the State's harbours and navigable waterways.

The internal reorganization that has taken place since the passing of the Maritime Services (Amendment) Act, 1984 has been designed to enable the Board to achieve more fully those aims and objectives.

The establishment of a structure in which semiautonomous business units carry responsibility for their own operations and management, with policy development and support services provided by the centre, has been largely achieved in the ports. Regionalization of the Recreational Boating Service is due to take place during 1986/87.

Further advances have been made in the Board's financial control and accounting systems and in staff management.

The Board is a self-financing organization. Its major sources of revenue are statutory rates on ships and cargoes and commercial charges for services such as coal loading, and it pays six per cent of its gross operating income into the Consolidated Fund each year. (*Annual Report 1986*)

Near record trade through Port of Melbourne

Cargo handled through the Port of Melbourne in the 1985–86 financial year totalled 19.9 million revenue tonnes, a fall of 1.9 per cent when compared to the record volume in the previous year.

The overseas trade sector was primarily responsible for the drop in Port activity with overseas imports down by 4.5 per cent and overseas exports 6.6 per cent lower.

The depreciated dollar and more subdued domestic demand affected imports while the decline in exports was chiefly a result of a fall off in the throughput of empty containers.

Overseas commodity exports actually rose by 3 per cent despite moderate rates of economic growth in overseas trading countries.

In the coastal sector exports were up 0.2 per cent and imports rose by a substantial 17.4 per cent.

This rise in coastal imports can be attributed largely to the movement of petroleum products made necessary by refinery rationalization.

Increased Bass Strait tourist traffic also made a significant contribution to coastal trade. (*PORT PANORAMA*)

Containerization in Fiji — Port of Suva

Cargo Handling Equipment

The cargo handling equipment in the Port of Suva was previously owned and operated by private firms. In order to streamline the deployment of equipment within the port limits, the PAF Equipment Pool Scheme was introduced in 1976. At the same time PAF placed orders for its own machines.

Although container traffic involving Fiji had by this time

been established, equipment for handling such units was limited. By 1977, the container handling equipment fully owned by PAF consisted of one 25 tonne forklift, two Prime Movers (for handling containers), four 20ft container trailers and one 40ft trailer in Suva. However, additional specialized equipment was purchased under the Suva Port Project towards 1983 which boosted the container handling capacity of the port.

In considering the impact of containerization on the nature of cargo handling equipment at the port, it was apparent that the purchase of heavier equipment for handling containers was inevitable. In view of the fact that unit loads in the form of containers had been steadily increasing for Fiji since the 1970's, it was imperative that suitable handling equipment be bought.

The general view which has been advocated for developing countries however is that, while taking containerization as an acceptable mode of cargo transportation, ports as far as possible ought to utilize existing facilities or in cases where actual development or procurement is concerned, this should be done with future expansion in mind.

Labour

The reduction in labour requirements can be said to be a result of factors relating directly to the sophistication and development of, in this case, container handling equipment. Some of these factors are as follows:

- (i) the fact that cargo has been unitized in containers avoids the individual nature of conventional cargo handling;
- (ii) the number of men initially required for palletizing in the hold or on the quay during loading or discharging operations will now decrease;
- (iii) the increase in door-to-door delivery removes the handling of this cargo by labour at intermediate points, i.e. at the port, at CFS, etc.

In the case of Suva Port, after the establishment of the PAF, it was becoming increasingly evident that, as a result of the steady increase in container traffic, the size of the labour force was in excess of an economic level. As a result, a Retirement Benefit Scheme was agreed upon, through which dockworkers were successively retired without replacement in efforts to reduce the permanent workforce.

Multi-purpose berth

Since the introduction of larger Ro-Ro vessels, the shape and design of the Wharf has remained as it was and as such provisions were made to accommodate the vessels. Although problems were initially posed, the designs of the vessels, especially of Ro-Ro ships, were able to take advantage of the same wharf structure.

In the absence of shore cranes to fully service cellular ships, the majority of the vessels servicing Fiji are of a Ro-Ro nature, with some operating their own ship's crane to load and discharge containers.

With the size of container traffic being handled in the Port of Suva, it was not a top priority to engage vast sums of money in the construction of a fully fledged container terminal. It was felt that the most appropriate mode was to have a multi-purpose berth to match the transitional stage of the current cargo flow.

For the Port of Suva, this emphasis gained favour with the PAF and eventually led to the construction of the container

yard. The geographical location of the port shows that there are favourable points to support the establishment of Suva as an entrepot and transshipment centre for the South Pacific region.

On the other hand, innovation in this direction would seem positive in the sense that, apart from the heavy capital outlay in the project, the intensive utilization of the berths would stimulate the economy of the country with increased container shipping services.

Conclusion

On the whole, then, it can be said that containerization has made its impact on the overall administration and operation of the Port of Suva.

With the unending increases in wages, handling charges and voyage costs, coupled with labour uncertainties, the returns obtained by conventional carriers have dwindled. The adoption of modern methods of carriage and transportation has become an urgent consideration of the 80's for Fiji. In general, however, the future holds a lot of uncertainty over the maintenance of direct shipping links and overall, uncertainty as to whether the commitment made has been one which will enable Fiji to reap the benefits in the same way that the developed countries of the world have done. (WAVU)

Ports Authority of Fiji to host 1987 SPPA Conference

The Ports Authority will be hosting the 14th South Pacific Ports Association Conference (SPPA) in Suva in 1987. This coincides with the completion of the Suva Port Project, and it will also be 10 years since the Authority hosted the last SPPA Conference in Suva in 1977.

The SPPA is a body which has affiliations with ports and shipping related organizations in the South Pacific Region.

The 1986 conference was held at Raratonga, Cook Islands, where Fiji was chosen as the venue for the next conference.

The date for the 1987 conference is yet to be decided. (WAVU)

Port development of India in Seventh Plan

In India there are 10 major ports and 139 minor/intermediate ports located on the vast coastline of 5,560 kms. These ports serve as transshipment points between sea and surface transport and points of entry and exit for import and export trade. The successive plans have sought to build up the capacity of the ports to match the growing needs of seaborne trade. Upgrading of existing ports and construction of new ports have been parts of this process.

The traffic handled at the major ports increased from 19.2 million tonnes in 1950-51 to 106.73 million tonnes in 1984-85. Portwise traffic growth over the period is given in Table 1.

Traffic at Calcutta has levelled off over the years; the increase in recent years has taken place only at Haldia. Bombay, Kandla and Madras, however, have emerged as the leading ports. The composition of traffic has undergone significant changes, as shown in Table 2.

Table 1 Volume of Traffic at Major Ports
(in millions of tonnes)

Port	1950-51	1960-61	1979-80	1984-85
Calcutta/Haldia	7.6	9.4	8.56	10.18
Bombay	7.0	14.3	16.57	25.20
Madras	2.2	3.0	9.98	15.00
Cochin	1.4	2.0	5.46	3.92
Visakhapatnam	2.0	2.8	10.23	12.87
Kandla	—	1.6	7.27	15.75
Mormugao	—	6.4	14.80	14.51
Paradip	—	—	2.31	2.14
New Mangalore	—	—	0.90	3.38
Tuticorin	—	—	2.41	3.78
Nhava Sheva (ongoing Project)	—	—	—	—
Total	19.2	39.5	78.49	106.73

Table 2 Commodity-wise Traffic at Major Ports
(in millions of tonnes)

Commodity	1950-51	1960-61	1979-80	1984-85
POL	3.10	10.90	28.78	49.73
Iron Ore	—	6.30	23.18	26.00
Coal	2.70	2.10	2.05	4.50
Fertilizers (including raw materials)	0.30	0.60	6.36	6.00
Foodgrains	3.40	5.10	1.20	1.10
Containers	—	—	—	3.23
General Cargo	9.70	14.50	16.92	16.17
Total	19.20	39.50	78.49	106.73

POL and iron ore traffic have registered significant growth during the last 35 years, and at present account for 71 per cent of the total traffic handled at the major ports. On the other hand, foodgrain traffic, as a consequence of increasing self reliance, has dwindled. A recent phenomenon is the growing trend towards container traffic, which is likely to increase substantially in the Seventh Plan.

Seventh Plan

The Seventh Plan projections and the capacity build up required to serve this traffic are set out in Table 3.

It will be seen from the table that additional capacity is required for POL and container traffic; for iron ore, however, capacity is more than adequate. Along with the capacity build-up, another major task will be to provide deeper drafts at selected ports to handle larger ships.

The port-wise capacity and traffic projections at the end of the Seventh Plan are presented in Table 4.

The capacity of the major ports is likely to increase from 132.73 million tonnes at the end of the Sixth Plan to 161.45 million tonnes by the end of the Seventh Plan, as against anticipated traffic of 147 million tonnes. The major increases in capacity will take place at Haldia, Madras, Visakhapatnam and Nhava Sheva mainly to handle POL, fertilizers and container traffic. The port capacity at the end of the Seventh Plan will generally be adequate to deal with the projected level of traffic.

Table 3 Commodity-wise Port Capacities and Traffic Projections
(in millions of tonnes)

Commodity	Capacity as on 31.3.85	Projected Traffic for 7th Plan	Projected capacity addition during 7th Plan	Projected capacity as on 31.3.90
POL	55.25	67.35	16.50	71.75
Iron Ore	41.50	26.00	—	41.50
Fertilizers (including raw materials)	3.90	12.18*	4.10	8.00
Coal	6.25	10.55*	2.20	8.45
Other break bulk	22.35	21.65	0.10	22.45
Container	3.48	9.30	5.82	9.30
Total	132.73	147.03	28.72	161.45

* Figures for fertilizers (including raw materials) and coal include cargo handled at specialized fertilizer and coal berths, and also such cargo handled at general cargo berths.

Table 4 Port Capacities and Traffic
(in millions of tonnes)

Port	As on Traffic	31-3-1985 Capacity	As on Projected traffic	31-3-1990 Projected capacity
Calcutta/Haldia	10.18	14.36	15.95	20.11
Pradip	2.14	4.85	4.83	6.05
Visakhapatnam	12.87	12.70	17.76	16.70
Madras	15.00	16.41	16.81	21.57
Tuticorin	3.78	5.45	7.36	6.65
Cochin	3.92	7.11	7.86	7.71
New Mangalore	3.38	9.30	3.74	9.55
Mormugao	14.51	16.10	15.17	16.10
Bombay	25.20	26.25	28.60	28.11
Kandla	15.75	20.20	23.72	23.00
Nhava Sheva	—	—	5.23	5.90
Total	106.73	132.73	147.03	161.45

While planning out capacity, the bunching of ship arrivals and the limited scope for the interchangeability of berths between different categories of commodities should be kept in view. Hence at any given point of time, port capacity should contain a margin of reserve beyond normal demand.

The following are the broad objectives for the development of ports during the Seventh Plan:

1. Development of the infrastructure to match the type and size of vessels as well as the volume and types of cargo.
2. Planned modernization of port facilities and use of updated technology.
3. Expansion of facilities to handle at least 50% of the general cargo in containerized form.
4. Deepening of drafts at selected major ports to receive larger vessels.
5. Improvement in productivity of labour and equipment for efficient port operations.
6. Development of selected minor ports as an integral part of the overall port system.

(INDIAN SHIPPING)

Port of Cochin celebrates its Golden Jubilee

The Port of Cochin, having completed 50 years as a Major Port of India on 1st August, 1986, is celebrating its Golden Jubilee. A programme of the celebrations has been scheduled for 13th December, 1986, to synchronize with the 106th anniversary of the birth of Sir Robert Bristow, the founder and architect of the Port, but for whose vision and courage a deep sea Port at Cochin could have remained a distant dream.

Major items included in the Golden Jubilee Celebrations are:

1. dedication of the Cochin container terminal to the country's seaborne trade;
2. laying the foundation stone for the prestigious "Bristow Centre" to house a maritime museum, a Conference Hall, Community Hall and Officers' Club;
3. a training school for employees' children; and
4. publication of a book on the history and development of Cochin Port, written by Dr. D. Babu Paul, I.A.S., Chairman, Cochin Port Trust.

Cochin was declared a Major Port on 1st August 1936, and since then it has been playing a pivotal role in the seaborne trade of the country. The past 50 years have been very eventful and rewarding inasmuch as the Port has been an active catalyst in the industrial and economic development of its hinterland, covering the whole of South Western India. The locational advantage of Cochin makes it the nearest major Port of India to the international sea-trade route from Europe to the Far East and Australia. Over the years specialized facilities have been developed at Cochin to handle different types of cargo.

At the present level of traffic, Cochin handles over 5 million tonnes annually and receives nearly 800 ships. The composition of traffic indicates a predominance of oil at 74%, followed by fertilizer raw materials at 14% and other cargo at 12%. The advent of containerization has brought about significant changes in the handling pattern of breakbulk cargo inasmuch as nearly 50% of general cargo is now being handled in containers. The potential for further growth of containerization being extremely bright, it can be reasonably expected that within the span of the next 5 years more than 85% of the general cargo passing through the Port will be moving in containers.

Meanwhile, to cater to this increasing container trade, a fully-fledged container terminal capable of receiving gearless cellular vessels is taking shape at the Port. This terminal, fully equipped with ship-to-shore gantry cranes and yard transfer cranes and with ancillary facilities for storing and handling reefer and other special types of containers, will be fully operational by the end of the current Five Year Plan, i.e. 1989-90. The linking of the Port to the Inland Container Depots in the hinterland, as in other faraway locations, has given a fillip to the containerization programme of the Port in recent years.

Most modern facilities exist for handling the major item of cargo, viz. oil, in the form of a fully-fledged oil terminal capable of receiving large tankers drawing drafts of up to 35'. This terminal is so designed that the depth can be increased to 40ft. or above to suit future requirements. To cater to the increasing requirements of the fertilizer industry for the import of fertilizer raw materials, a fully mechanized fertilizer berth with fast unloading equipment is also being constructed at the

Port. This berth is expected to be commissioned by the end of this year.

With the spectacular performance of Cochin during the past 50 years, there is every reason to be optimistic about its future role in contributing to the sustained economic development of this part of India and the country at large.

U.S. DOT officials visit the Port of Yokohama

On November 18, 1986, Hon. Jim Burnley, Deputy Secretary, the U.S. Department of Transport, accompanied by Ms. Melinda Ledden, Special Counsel to the Deputy Secretary, Mr. Michael Olsen, Director of Special Projects, Office of Public Affairs, and Mr. Bruce Carter, First Secretary of the American Embassy in Tokyo, visited the Port during his recent visit to Hong Kong, Beijing and Seoul.

The party was received by Mr. Kiyoshi Kojima, Director-General, Bureau of Port and Harbour of Yokohama City, on the the Port's motor launch "Ohtori" berthed at a landing pier of the Port of Tokyo. They cruised down to Yokohama while observing the port facilities of Tokyo and Kawasaki. The party visited the APL container terminal at Honmoku.

At a press conference organized by Yokohama Port, Mr. Burnley, commenting on the stoppage of cargo handling work at container terminals on Sundays* which is practised at major container terminals in Japan, stated that the practice was causing disadvantages to the port users, especially to the shipping companies with regard to the efficiency of their operations. He hoped that the situation could be improved as soon as possible.

*: Notes: The loading and unloading of containers on Sundays is not possible at most major container ports in Japan due to the agreement entered into with the labor unions. The issue has been placed on the agenda of shipping interests. At Nagoya, however, this practice is not followed.)



L to R: Mr. Shiba, Yokohama Port, Mr. Mikamo, Tokyo Port, Capt. Yasuda, Yokohama Port, Ms. H. Sano, Yokohama Port, R. Kondoh, IAPH, Ms. Ledden, DOT, Mr. Kiyoshi Kojima, Yokohama Port, Mr. Jim Burnley, Mr. Carter, American Embassy, Mr. Takeda, Yokohama Port

Ambitious development plan for Kunsan port

The government plans to undertake a large project to develop Kunsan port southwest of Seoul, when a dam is constructed at the mouth of the Kungang River, where the port is situated, by 1988.

The Korea Maritime and Port Administration believes that Kunsan port deserves such a large development project partly because the port has a potentially great role to play as a gateway for the nation's trade with the Northwest Asian countries and partly because the port has several industrial estates in its hinterland.

KMPA said that the reason why the port has not been developed so far, is due to sedimentation from the upper stream of the river and to river drift brought by the heavy tidal current which causes 6 millimeters of sand and debris a day to accumulate and makes it difficult to keep the depth of the channel and the berthing basin sufficient.

KMPA disclosed that, since 1985, it has been making, along with a water current survey in the area, a feasibility study for an extensive development project for the port which can be undertaken after 1988 when a dam which will solve the sedimentation problem is built at the mouth of the river.

The development project which will require a total of 178.6 billion won, will include dredging to make a basin 11 meters deep at a cost of 114.3 billion won, and the construction of that 13.3 kilometer-long quay, which will cost 64.3 billion

won. This will ensure that larger ships can arrive at and departure from the port freely, KMPA said.

In addition, KMPA foresaw a long-term project for the port in the building of a new port to encompass Kokusan Island.
(Korean Maritime News)

Mr. Robert W. Carr elected Chairman: Auckland Harbour Board

Mr. Robert W. Carr has been elected as the new Chairman of the Auckland Harbour Board.

Mr. Carr, 56, has been a member of the Board since 1959. He was chairman for nine years, between 1971 and 1980, and when he was elected then, he was the youngest member to hold this position in the board's history.

Mr. Carr is a former President of the Harbours Association of New Zealand (6 years), and is a former Director of the worldwide International Association of Ports and Harbors, which has its headquarters in Tokyo, Japan. He also served on the Exports and Shipping Council for 9 years.

He has held the chairmanship of several Auckland Harbour Board committees, and is currently Chairman of the Board's sister port committee which is concerned with strengthening the sister port relationship between Auckland and Hakata, in southern Japan, and between Auckland and Oakland, in the United States.

Mr. Carr is a Director of the Owens Group, Trailways Transport, and Pacific Maritime Ltd.

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