

# Ports & Harbors

**April, 1987**  
**Vol. 32, No. 4**

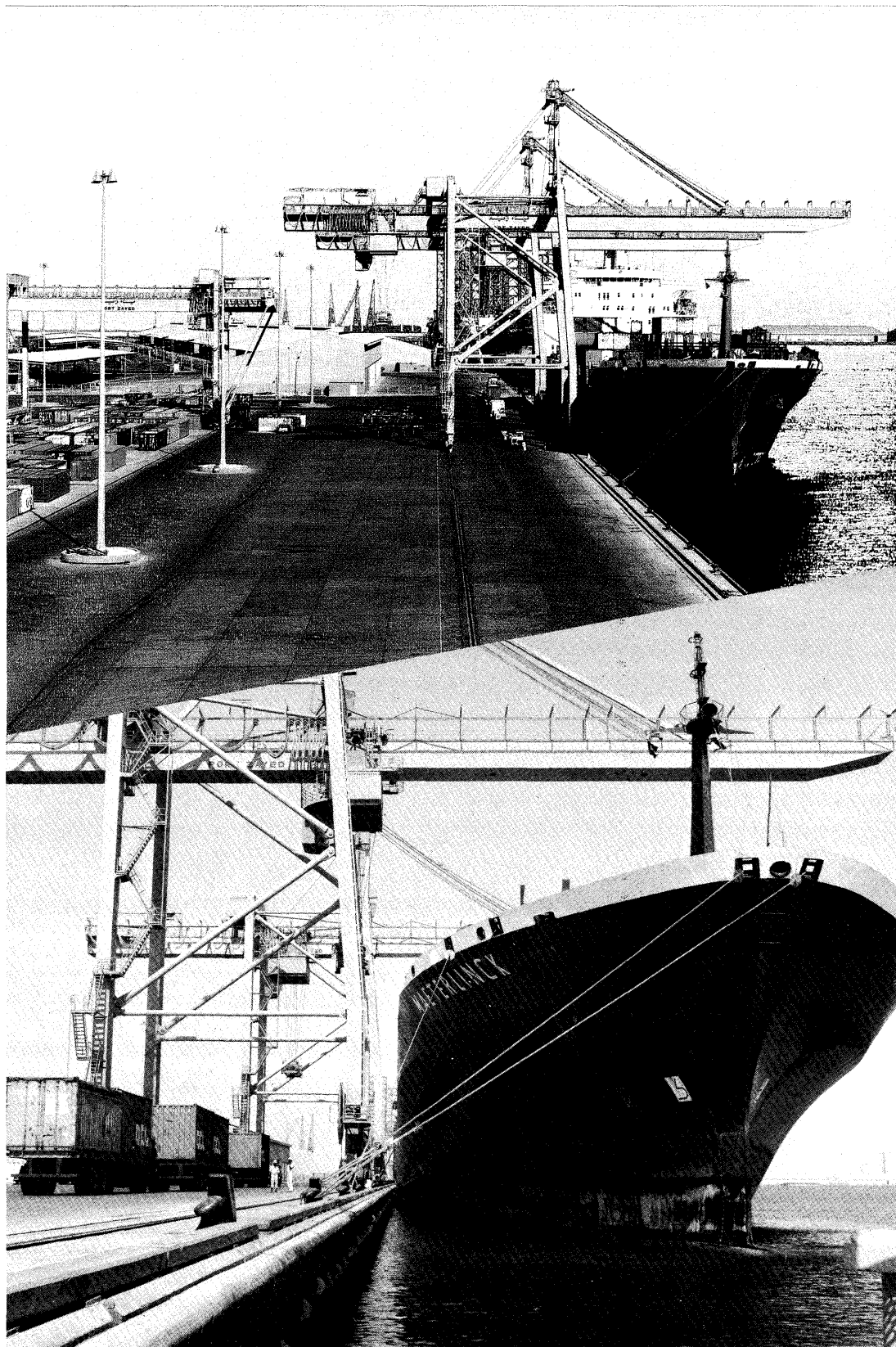


*The Publisher*

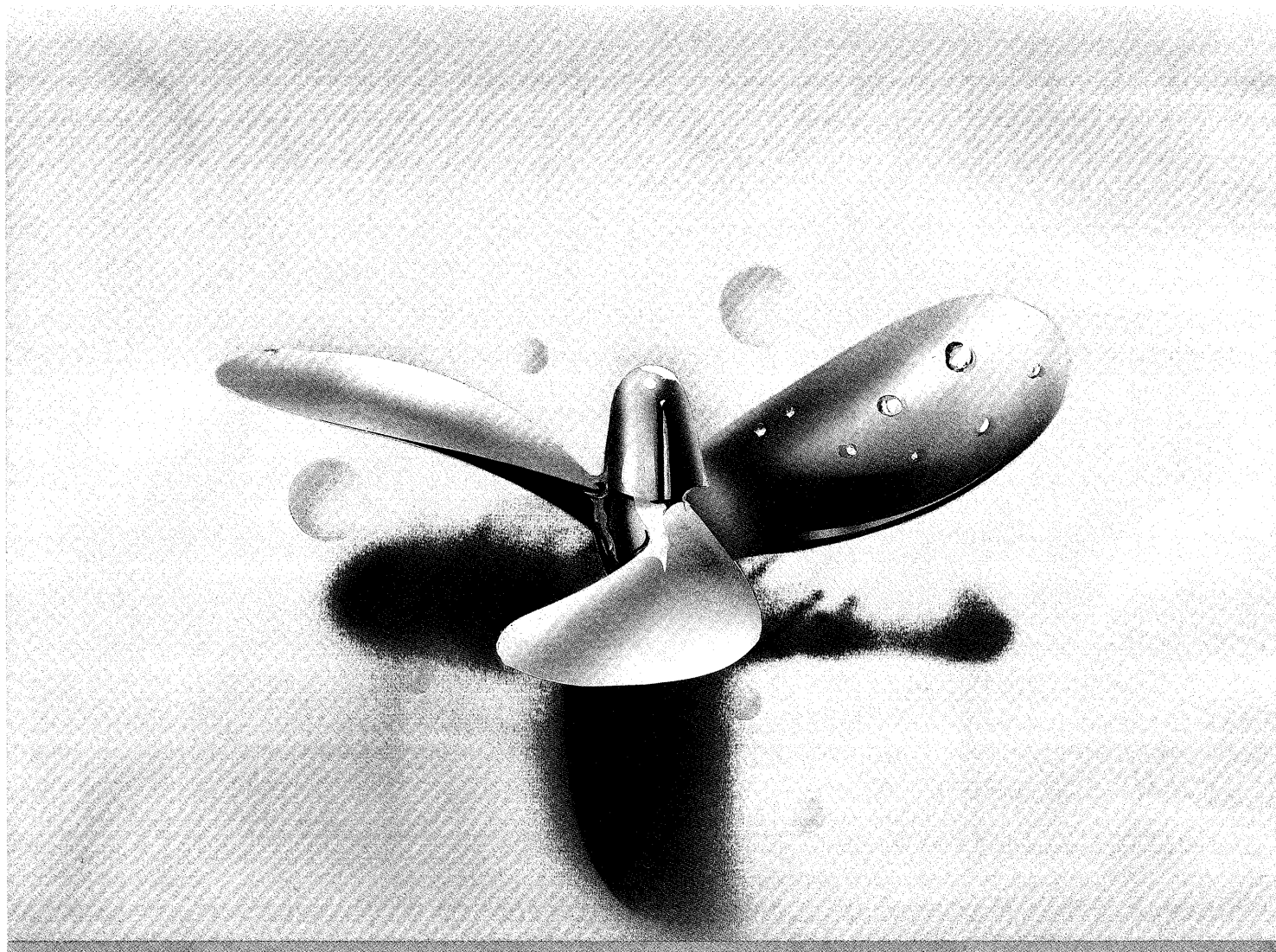
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## **The 15th IAPH Conference**

Seoul Preparation Committee  
315-1 Hyoje-dong, Jongro-ku, Seoul, Korea  
Telex: SEPRECO K33139

## Announcement

You will find this April issue of "Ports and Harbors" a significant departure from previous ones. This is a trial and provisional measure introduced by this office for the improvement of readability of the journal.

As you are no doubt aware, the issue of how to improve the journal has for some time been one of the most important concerns of the Association. An ad hoc committee of experts, headed by Mr. J.H. McJunkin, Second Vice-President of IAPH and Executive Director, Port of Long Beach, was created last year to tackle this matter. A series of surveys asking for comments and criticism by members and readers was conducted in 1983 and 1984. A searching examination of the journal's readability and format as well as such aspects as the level of journalistic expertise it enjoys, has been made thanks to the great efforts exerted of the people on the Ad Hoc Group and many Association members.

It is ardently hoped that the recommendations of the Ad Hoc Committee to be made at the forthcoming Conference in Seoul will indicate that progress towards achieving the improvement of the journal is well underway. We sincerely hope you will like the new look and accept the measures taken in the meantime.

*Secretary General*

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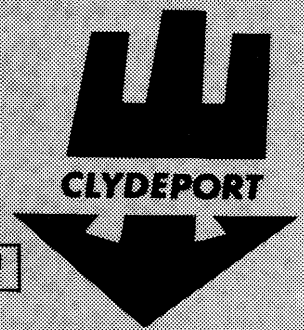
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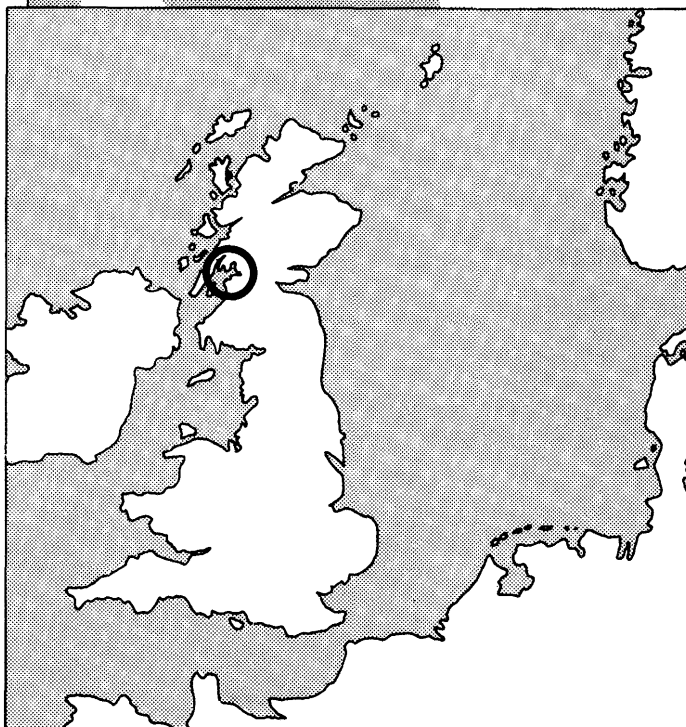
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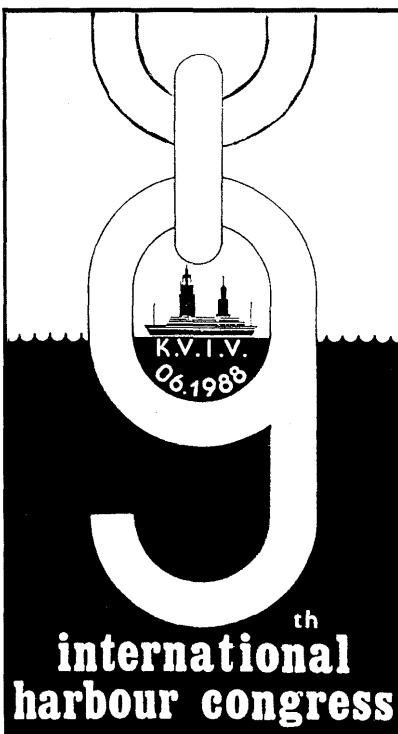
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# 9th INTERNATIONAL HARBOUR CONGRESS

Antwerp Belgium

20 - 24 June 1988

The 9th International Harbour Congress will be organised by the Harbour Technology Section of the Royal Society of Flemish Engineers. The congress is aimed at harbour specialists, highly qualified technicians, top level personnel, managers, representatives of the Third World and particularly the decision makers in harbour planning, harbour construction and harbour maintenance.

Within this frame the 6th International Harbour Exhibition will be organised. Visitors will have the opportunity of informing themselves on the evolution of the most modern techniques concerning construction, harbour materials and equipment, handling and transport of goods.

## TOPICS OF THE CONGRESS

- |                              |                                  |
|------------------------------|----------------------------------|
| 1. Planning                  | 5. Harbour construction          |
| 2. Renovation                | 6. Storage of hazardous products |
| 3. Information data network  | 7. Terminal equipment            |
| Vessel Traffic System        | 8. Third World                   |
| 4. Maintenance dredging work |                                  |

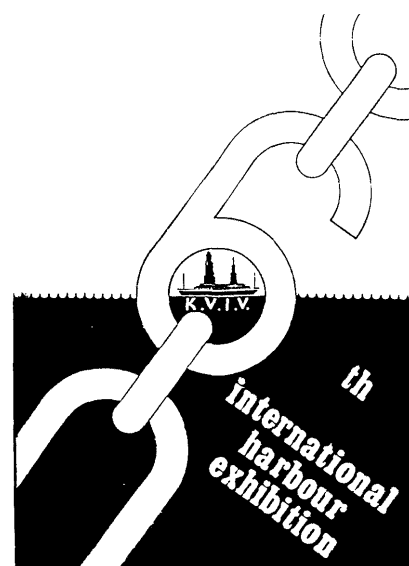
The Call for Papers of the congress and the brochure of the exhibition are available at the Secretariat:

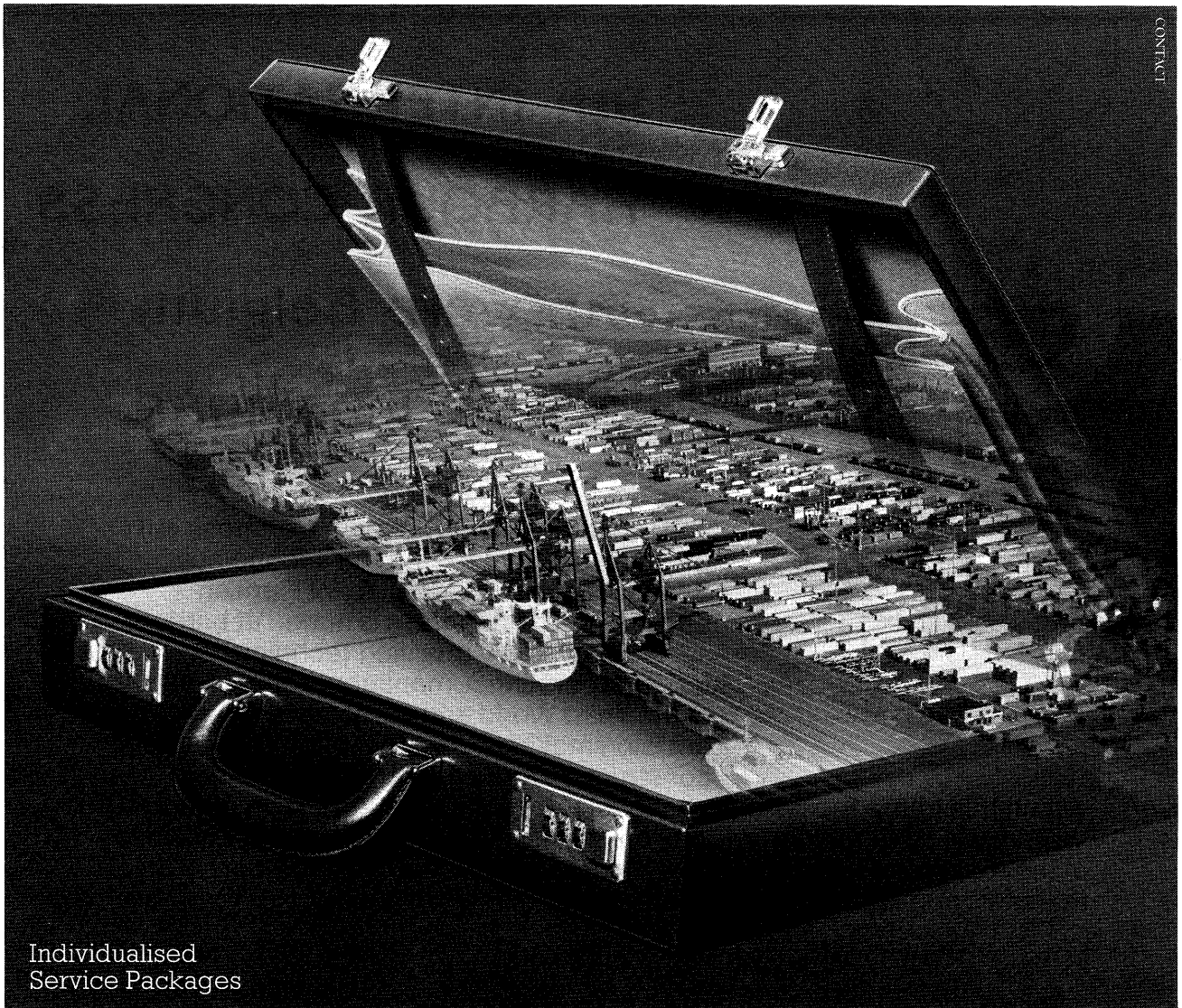
## 9th International Harbour Congress

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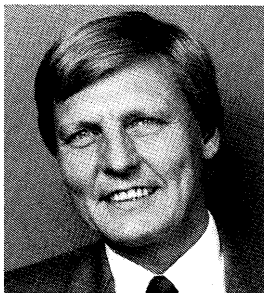
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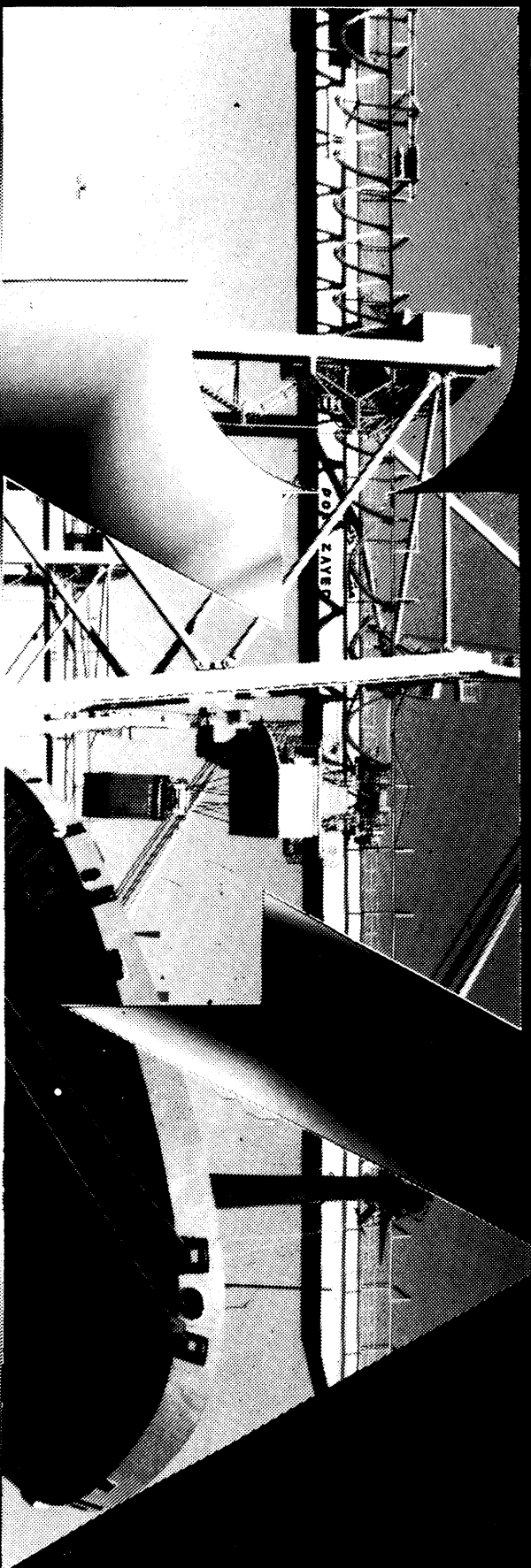
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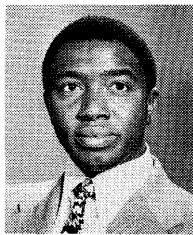


# IAPH ANNOUNCEMENTS AND NEWS

## Ivory Coast's Marine Minister Fadika to Deliver The Keynote Speech at Seoul Conference

The long-awaited letter from the Ivory Coast was finally received by the Tokyo Head Office via the Seoul Conference Preparation Committee (SEPRECO) just before this issue went to press, confirming that Mr. Lamine Mohammed Fadika, Minister for Marine Affairs of the Republic of the Ivory Coast, has accepted the invitation from Conference Chairman Cheung Yeun Sei to be the keynote speaker for our Conference in Seoul. Mr. Fadika's speech is scheduled to be presented at the Official Opening Session on Monday, April 27. His profile as provided by SEPRECO is reproduced hereunder.

### Mr. Lamine Mohammed Fadika



Minister for Maritime Affairs of the Republic of the Ivory Coast, Mr. Fadika was born in Man on August 22, 1942. He graduated from the French Naval Academy in Brest with a degree in Advanced General Mathematics and the Mathematical Techniques of Physics in 1966. After completion of formal education, he became the 1st Officer of the Ministry for

Marine Affairs of the Ivory Coast in July 1967.

Starting with his promotion from Navy Lieutenant on September 1, 1967, Mr. Fadika served in various posts until he was appointed to his current position of Minister for Marine Affairs in March 1976. He has rendered outstanding contributions to the development of the national merchant maritime industry in his country and to the promotion of international maritime affairs as well, while exercising the highest authority in civilian and military matters related to shipping and the ports of the Ivory Coast.

His activities have encompassed a wide range of areas including, but not limited to domestic and international maritime transportation, international trade, maritime and environmental law, and the enhancement of human dignity throughout the whole world. Against this background, he has successfully undertaken the following diverse responsibilities:

- May 1975: Chairman of the Consultative Meeting of the Ministerial Conference of the West and Central African Nations, Abidjan.
- May 1975: Chairman of the African group at the 3rd Session of the 3rd United Nations Conference on the Law of the Sea, Geneva.

- May 1979: Unanimously elected as Chairman of the African Group at the 5th Session of UNC-TAD, Manila, the Philippines.
- March 1981: Chairman of the Plenipotentiary Conference of the West and Central African Nations held in Abidjan to adopt the action plan for the protection of the marine environment in the 25 countries below the Sahara.
- July 1984: Unanimously elected as Chairman of the U.N. Plenipotentiary Conference held in Geneva to examine and adopt the U.N. Convention on Conditions for the Registration of Ships.
- March 1985: Appointed as a Member of the U.N. World Commission on Environment and Development.
- October 1985: Member of the Political Bureau of the Democratic Party of the Ivory Coast.
- December 1985: Elected with an overwhelming majority as First Mayor of the TOUBA Commune, Ivory Coast.

Concurrently acting as Minister for Environmental Affairs, Ivory Coast, since 1984, Mr. Lamine Fadika is married and the father of an 11-year-old daughter.

In recognition of his outstanding merits in these different activities, he has been awarded decorations by 8 countries as follows:

- Ivory Coast: Commander of the Order of Health
- France: Commander of the French Order of Merit  
Commander of the Légion d'Honneur  
Commander of the French Maritime Order of Merit
- Belgium: Grand Cross of the Order of the Crown
- Cameroon: Grand Cordon of the Order of Merit
- Spain: First Class Cross of the Naval Order of Merit
- Liberia: Grand Commander of the African Order of Redemption
- Rumania: First Class Cross of the Order TUDOR VLADIMIRESCU
- Federal Republic of Germany: Cross of the Grand Officier of the Order of Merit

# THE 15TH CONFERENCE, SEOUL, KOREA

## Board meeting by correspondence on April 10 to formalize the agenda of the Seoul Conference

To formalize the agenda of the plenary sessions of the 15th Conference in Seoul, Secretary General Sato, under the authorization of President den Toom, called for a meeting of the Board of Directors by correspondence to be held on April

10, 1987. He asked the members to vote on the provisional agenda of the Conference, which we reproduce hereunder together with those of both the pre- and post-conference joint meetings of the Board and Executive Committee.

### Provisional Agenda

#### A: PRE-CONFERENCE JOINT MEETING OF THE BOARD AND EXCO

Emerald Room, Lotte Hotel, Seoul 14:00/17:00, April 26, 1987 (Sunday)

1. Board Chairman's address
2. Secretary General's address
3. HOME AFFAIRS (Policy, By-Laws, Finance, Membership)
  - 3.1 Membership
    - R&R by the Membership Committee Chairman
    - (Continuation of the status of Temporary Membership)
    - (Adoption of Board resolution)
  - 3.2 Settlement of Accounts for 1985/86
    - R&R by the Budget Committee Chairman
    - à Approval for submission to Plenary Session
  - 3.3 "IAPH Representation Initiative" for 1987/88
    - R&R by the Ad Hoc Study Group Chairman
    - à Adoption of recommendations
  - 3.4 Budget for 1987/1988
    - R&R by the Budget Committee Chairman
    - à Adoption of Board Resolution if dues revision is involved
    - à Approval of the Proposed Budget for submission to Plenary Session
  - 3.5 Amendment of the By-Laws, if any R&R by the Constitution & By-Laws Committee Chairman
    - à Referral to the Resolutions & Bills Committee
  - 3.6 Amendment of the By-Laws, if any R&R by the Resolutions & Bills Committee Chairman
    - # Approval for submission to Plenary Session
  - 3.7 "President and Vice-Presidents" for the next term R&R by the Nominating Committee Chairman
    - # Approval for submission to Plenary Session
  - 3.8 "Conference Vice-President" for the next term Recommendation by the President R&R by the Resolutions & Bills Committee Chairman
    - # Approval of the Resolution for submission to Plenary Session
  - 3.9 "Honorary Members"
    - Board's recommendation
    - # Referral to the Honorary Membership Committee
- 3.10 Review of the journal "Ports & Harbors"
  - R&R by the Ad Hoc Group of Experts Chairman
4. TECHNICAL COMMITTEE MATTERS
  - 4.1 Technical Committees (highlighting recommendations requiring actions by IAPH)
    - 1) IPD (Incl. UNCTAD Liaison matters)
    - 2) PSEC
    - 3) Cargo Handling Operations
    - 4) Trade Facilitation (Incl. CCC Liaison matters)
    - 5) Public Affairs
    - 6) CLPPI
  - 4.2 Technical Committee-related issues requiring further action, if any R&R by the Resolutions & Bills Committee Chairman
    - # Approval for submission to Plenary Session, if necessary
  - 4.3 IAPH Liaison matters
    - IMO (Incl. IAPH/BPA Representation work)
5. FUTURE CONFERENCE

Proposed dates and Venue of the 16th Conference of IAPH

# Adoption for announcement at Plenary Session

7. Closing address by the Board Chairman

#### B: FIRST PLENARY SESSION

Crystal Ballroom, Lotte Hotel, Seoul 10:20/11:40, April 27, 1987 (Monday)

1. Opening address
2. Report by the Credentials Committee Chairman
  - # Declaration of a quorum for the Conference
3. HOME AFFAIRS (Policy, By-Laws, Finance, Membership)
  - 3.1 Address by the Secretary General
  - 3.2 Membership
    - R&R by the Membership Committee Chairman
  - 3.3 Settlement of Accounts for 1985/86
    - 1) Board Chairman's report on the conclusion of the Board & Exco Joint meeting
    - 2) Recommendation by the Budget Committee Chairman
    - # Adoption
  - 3.4 Budget for 1987/1988
    - 1) Board Chairman's submission of the Proposed Budget
    - 2) Recommendation by the Budget Committee Chairman
    - # Adoption
  - 3.5 Amendment of the By-Laws, if any
    - 1) Board Chairman's submission of the Proposed Amendments
    - 2) Explanation by the Constitution & By-Laws Committee Chairman
    - 3) Rec. by the Resolutions & Bills Committee Chairman
    - # Adoption
4. TECHNICAL COMMITTEE MATTERS
  - 4.1 Technical Committees
    - (highlighting the recommendations requiring actions by IAPH)
    - 1) IPD (Incl. UNCTAD Liaison matters)
      - a: Introduction of the Recipient of the Akiyama Prize, who won the First Prize of the IAPH Award Scheme 1986
      - b: Presentation of the Akiyama Prize (Medal & Scroll)
      - c: Remarks by the Recipient
    - 2) PSEC
    - 3) Cargo Handling Operations
    - 4) Trade Facilitation (Incl. CCC Liaison matters)
    - 5) Public Affairs
    - 6) CLPPI
  - 4.2 IAPH Liaison matters
    - IMO (Incl. IAPH/BPA Representation work)
  - 4.3 Tech. Committee-related issues requiring further action, if any R&R by the Resolutions & Bills Committee Chairman
    - # Adoption
  5. Closing address
- C: SECOND PLENARY (CLOSING) SESSION
 

Crystal Ballroom, Lotte Hotel, Seoul 14:00/16:00, May 1, 1987 (Friday)

  1. Opening address
  2. Resolution of "Condolence"
    - R&R by the Resolutions & Bills Committee Chairman
    - # Adoption
  3. Resolutions, if any R&R by the Resolutions & Bills Committee Chairman

- # Adoption
- 4. "Honorary Members"  
R&R by the Honorary Membership Committee Chairman
- # Election
- # Presentation of the Certificate by the President
- 5. Resolution of Appreciation to the Host  
R&R by the Resolutions & Bills Committee Chairman
- # Adoption
- 6. President & Vice-Presidents for the next term R&R by the Nominating Committee Chairman
- # Election
- 1) Address by the Outgoing President
- 2) Address by the Incoming President
- 7. Appointive Members of Exco for the next term
- 1) Announcement of members
- # Announcement
- 8. Chairmen of Internal & Technical Committees for the next term
- 1) Announcement of the members
- # Announcement
- 9. Place and Dates of the 16th IAPH Conference in 1989
- # Announcement
- 10. Invitation Address by the Host of the 16th IAPH Conference
- 11. Declaration of the Closing of the 15th IAPH Conference
- D: POST-CONFERENCE BOARD AND EXCO JOINT MEETING**

Emerald Room, Lotte Hotel, Seoul 16:00/17:00, May 1, 1987 (Friday)

- 1. Address by the Chairman
- 2. "Elective Members" of EXCO for the next term
- # Election
- 3. Appointment of Legal Counselors  
(Successors to Dr. Monkemeier and Mr. Bakilana)
- # Appointment
- 4. "Terms of Reference" of the Technical Committees for the next term
- # Approval
- 5. Host and Venue of the 17th IAPH Conference in 1991
- # Decision
- 6. Closing address by the Chairman

#### **E: POST-CONFERENCE EXCO MEETING**

Emerald Room, Lotte Hotel, Seoul 17:30/18:00, May 1, 1987 (Friday)

- 1. Address by the Chairman
- 2. Theme of the 16th Conference in Miami 1989
- # Decision
- 3. Dates and place of the EXCO meeting in 1988
- # Decision
- 4. Other Matters, if any
- 5. Closing address by the Chairman

(Note: R&R stands for "Report and Recommendation"  
# : signifies "action")

### **Mr. Raven, IAPH Reporting Expert for CCC, Contributes Papers on Recent Meetings of UN, CCC and EEC**

Mr John Raven, Brussels-based IAPH Reporting Expert for CCC, has recently contributed papers covering several issues in which he has been involved as an IAPH Adviser. The papers were received via Mr. Fernand Suykens of Antwerp, Chairman of the IAPH Committee on Trade Facilitation, who comments in his covering letter that the papers are a valuable contribution to the Trade Facilitation Committee and that the idea contained in Mr. Raven's papers would be further developed during the Seoul Conference.

For the benefit of all members and in particular for those attending the Seoul Conference, the following papers by Mr. Raven are included in this issue.

- 1. A report on the September meeting of the United Nations (ECE) Facilitation Working Party (page 22)
- 2. A report on recent developments in the Customs Cooperation Council (page 23)
- 3. A note on certain EEC (European Economic Community) activities which could have important effects on ports within and outside that grouping. (page 25)

### **Revision Work on IAPH Safety Guide in Progress**

The IAPH Port Safety Guide, a copy of which was distributed to IAPH members at or after the Hamburg Conference two years ago, has been under review by the relevant Sub-Committee Chairmen and members. By the end of February, 1987, Mr. Per H. Olson, Chairman of the Port Safety Sub-Committee (Operation Manager, Port of Gothenburg), and two members of his sub-committee, Mr. P.C. van der Kluit and Capt. J.J.H. van der Schaaf, both from the Port of Rotterdam, had completed the drafting of the new chapters and sent them to the Tokyo Head Office for printing.

The newly drafted chapters deal with:

- 2.1 Ships Characteristics and Manoeuvrability (by Mr. Smagghe)
- 2.1.1 Ships Characteristics
- 2.1.2 Manoeuvrability of Ships
- 3.6 Reception Facilities in Ports
- 3.6.1. Reception Facilities in Ports for Residues and Mixtures containing Noxious Liquid Substances (by Mr. Olson)
- 3.6.2. Reception Facilities in Ports for Oily Waste (by Mr. Schaaf)
- 4.1. Risk Analysis as a Tool of Port Management
- 4.1.3 Effect Calculations in Practice (by Mr. Kluit)

Furthermore, Mr. Jean Smagghe, Chairman of the Ships Sub-Committee (General Manager, Port of Le Havre Authority), has sent in his Sub-Committee report on "Trends in Ship Characteristics Development".

At the Seoul Conference the respective sub-committees will engage in discussions on the final form of the Guide, upon which a revised version will be printed for later circulation to all IAPH members.

### **New Edition of IAPH Booklet "Ports and Dredging in Developing Countries" Completed**

The second edition of the IAPH booklet on ports and dredging in the developing countries, which will form a report from the IAPH Dredging Task Force chaired by Mr. H.R. Haar (Port of New Orleans) to the Seoul Conference, has been completed with the cooperation of the International Association of Dredging Companies (IADC).

The booklet will be distributed to all delegates at the time of their registration, together with the reports from the other committees, all in a conference kit. Those who are unable to attend the Seoul Conference will receive it from the Tokyo Head Office after the Conference.

# Chairmen, Panelists, Group Leaders, Co-Leaders for Working Sessions

As already announced through the conference brochures published by our hosts or through this journal, at the Seoul Conference six Working Sessions have been scheduled for the active participation of all the delegates. Following the introduction to the summary of the papers to be presented at the respective Sessions in the March issue of this journal, this issue features the profiles of Chairmen, Panelists, Group Leaders and Co-Leaders with the cooperation of SEPRECO (the Seoul Conference Preparation Committee), together with portrait of them, which the Tokyo Head Office was able to obtain from the individuals concerned in time.

As for Session I and Session II, Sir Keith Stuart, Chairman, Associated British Ports and 3rd Vice-President of IAPH, is to act as Session Chairman. The total time allocated for each session is three hours. During the first one hour all delegates will listen to the presentations by the three panelists, with the Session Chairman's remarks and comments being provided beforehand and afterwards. The delegates will then assemble in four working groups—A,B,C and D—for group discussions for 40 minutes led by the respective Group Leaders and Co-Leaders, whose names and portrait photos are introduced below. Following the group discussions, all groups will reassemble in the main

forum and listen to the Group Leaders reporting on the results of the separate group discussions for about 40 minutes. In the end, the Session Chairman's summary and closing remarks will be presented.

## Chairman: Sir Keith Stuart



Sir Keith Stuart is Chairman of Associated British Ports Holdings PLC, and Chairman of several of the Company's subsidiaries, including Associated British Ports, the ports operating group. Sir Keith was President of the Institute of Freight Forwarders for 1983-1984 and President of the Chartered Institute of Transport for 1985-1986. He is a member

of the council of the CBI. He is actively involved in the work of the International Association of Ports and Harbors and is Vice President of the Association.

Born at Southport on 4th March 1940, the son of a merchant navy officer, he was educated at King George V School, Southport, and Gonville and Caius College, Cambridge. He is a Companion of the British Institute of Management.

## Working Session I (1430/1730, Monday, April 27)

### Panelist: Mr. C.L. Jordan

#### Management and Finance in Ports—Today's Issue



Mr. Colin Jordan joined the Port of Melbourne Authority in 1966 as a cadet whilst studying Civil Engineering at Melbourne University. After graduating in 1969, he commenced work with the authority as a Design Engineer, moving on the Technical Planning and Investigations type work in 1973. During this period, Jordan also completed a Bachelor of

Commerce Degree at Melbourne University on a part-time basis.

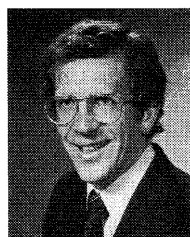
In 1984, he became General Manager of the PMA. Since then, he has implemented a major restructuring of the PMA into eight functional divisions, bringing considerable additional emphasis to port marketing, customer service, a broader involvement in port operations and the growth and development of the personnel of the organization.

In addition to his position with the PMA, Jordan is a Board Member of the State Transport Authority in Victoria. He was recently a member of the Australian Government's Task Force into Shore Based Shipping Costs. He has been, by invitation, a regular speaker at the United Nations ESCAP Shipping and Ports Division Port Management Seminars for

the past few years and has particular interest in the fields of trade facilitation and information technology.

### Panelist: Mr. W.A. Abernathy

#### On Operation, Labour and Logistics



Mr. Walter A. Abernathy serves as Executive Director for the Port of Oakland. He has held that position since July 1977 in which he heads the management and coordination of the Oakland Seaport, Oakland International Airport, Oakland Airport Business Park, Jack London Square and other industrial and commercial properties.

He has 22 years experience at the port, starting as Public Relations Director in 1964 and serving in that capacity until March 1966 when he became Administrative Assistant. He was appointed Deputy Executive Director of the Port in July 1970. He is a Director of the Oakland Chamber of Commerce and a member of Lambda Alpha International, an honorary land economics society. He was named Oakland's outstanding young man of the year in 1969 as well as one of California's five outstanding young men in 1979 by the California Junior Chamber of Commerce.



**Panelist: Dr. E.A. Muller**

### **An Informatics Network for Ports Worldwide**



Elisabeth Muller, Dipl. Rer. Pol., Dr. Rer. Pol., is a graduate of the University of Munster. She has had considerable research experience at academic and industry level with international organizations in Germany, the UK, France, India and Egypt.

She joined the International Publishing Corporation (IPC) in the UK in 1961 as chief economist for one of its industrial magazines. She

progressed with the company, becoming Marketing Manager of IPC Industrial Press Ltd. in 1968, Marketing Director in 1970, Publishing Director in 1972 and Research and Development Director in 1974. The latter appointment included the Development of Databases.

In 1980, Dr. Muller joined Lloyd's of London Press Ltd. (LLP) as Chief Executive of shipping information services. As Executive Director of LLP she is now in charge of all LLP's information services embracing the data gathering, data production and data processing activities of the company. She is also a Director on the Board of Lloyd's Maritime Information Services, a company jointly owned by Lloyd's Register of Shipping and Lloyd's of London Press Ltd.

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## **Working Session II** (0900/1200, Tuesday, April 28)

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**Panelist: Mr. F.L.H. Suykens**

### **Competition and Coordination among Ports**



Fernand L.H. Suykens, born in Antwerp on May 11, 1927, became a licentiate in commerce and financial sciences and in commerce and maritime sciences at UFSIA in Antwerp.

In 1952 he entered the general management of the Port of Antwerp, where he has been General Manager since 1985.

He teaches port economy at the Antwerp University (UFSIA). He is a member of the board of directors of the National Railroad Company, of the inland navigation office and of the fund for the Belgian Rhinshipping.

He is Co-Founder of "Antwerp Port Engineering and Consulting" (APEC). Suykens is an author of many contributions to Belgian and foreign periodicals, and he has made study tours and has been a speaker at congresses and harbour conventions in the main European and world ports. He is a member of the Royal Academy for Overseas Science and is an associate member of the Marine Academy. He is a member of the Executive Committee and Chairman of the IAPH Trade Facilitation Committee.

**Panelist: Mr. D.J. Taddeo**

### **Community Affairs, Preservation of the Environment**



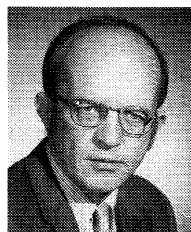
Mr. Taddeo was born in Montreal on March 21, 1939 and obtained his Bachelor of Commerce degree, majoring in Finance and Economics, from Loyola College in 1959. After graduation he joined Thorne, Ridell & Co. as an International Auditor until 1965. In August 1966, he moved to Pratt and Whitney Aircraft of Canada Ltd. as Senior Internal Auditor and was appointed Chief Accountant in December 1967.

In February 1971, he joined the Port of Montreal as Director of Finance, and became General Manager and Chief Executive Officer on March 30, 1984. In 1976, he became an

active member of the Canadian Port and Harbour Association, and in 1982, he was elected President of the Association. Mr. Taddeo has also been an active member of the American Association of Port Authorities since 1976 and he was elected A.A.P.A. Vice Chairman, Canadian Delegation in 1986.

He is Canadian Director and also a member of the Executive Committee of IAPH. Mr. Taddeo is a past member of the Board of Directors of the Maritime Data Centre Inc. and also a past Vice-President of La Commission Scolaire Baldwin-Cartier.

**A Group Leader: Mr. J.H. McJunkin**



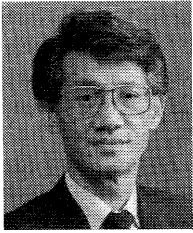
James H. McJunkin, Executive Director of the Port of Long Beach since June 1, 1977, first joined the Harbor Department in 1963 as Traffic Analyst and Port Traffic Manager. He was named Director of Trade Development in 1967 and became Assistant General Manager three years later.

He is a Past President of the California Association of Port Authorities, is on the Executive Committee of both the American Association of Port Authorities and is Second Vice President of the International Association of Ports and Harbors. He is a Past Chairman of the Board for the Foreign Trade Association of Southern California as well as a member of the National Coal Council.

A University of Arizona Graduate, McJunkin is licensed as a law practitioner before the Interstate Commerce Commission and the Federal Maritime Commission. Prior to joining the Port staff, McJunkin was General Manager of the Northern California Ports and Terminals Bureau before being named Traffic Manager by the Port of Sacramento.

**Co-Leader: Mr. Hashir H. Abdullah**

Chartered Accountant by profession, he received his training in Australia with Messrs. Price Waterhouse. Has been associated with Kelang Port Authority for 22 years as Chief Accountant. Left for the Authority's subsidiary company, Cargo Handling Corporation, six years later as its Managing Director. Became Director of Operations, followed by a promotion to Deputy Director General, in 1977. Was promoted to Director General in 1981 and is now redesignated as



General Manager of the Kelang Port Authority.

Mr. Hashir is a professional with many years of experience in finance, labour and management as well as port operations and has presented numerous papers on port management, planning and operations at various international as well as local seminars and conferences.

He has also attended senior management courses, including an advanced management program at Harvard Business School in Boston, Massachusetts.

#### **Co-Leader: Mr. J. Bayada**



Born in 1937 in Famagusta, Cyprus. Got secondary education at Famagusta Greek Gymnasium. Studied Economics, Accounting at Athens School of Economics and Business Science; International Trade, Macroeconomics at Universität Hamburg; Macroeconomics, Economic Development at University of Ottawa (M.Sc.). Special attachments on Port

Administration include National Harbours Board (Canada), Delft (Holland), Klaekken (Norway).

Employment record includes: Nederlandse Dok een Scheeps Maatschapij, Amsterdam (Shipbuilding), 1957; Zentralkasse der Volksbanken Österreichs, Vienna (Banking), 1958; Schlieker Werft Hamburg (Shipbuilding), 1960; Cyprus Flour Mills (Nicosia), 1961; Government Economic Planning Bureau (Overall Transport Planning) from 1961-1976. He has served Cyprus Ports Authority as General Manager since 1976.

Has also been a consultant for the General Transport Master Plan in Tunisia in 1975 and Highway Planning in Algeria in 1975. Served for 1.5 years on the Board of Directors of the Cyprus Broadcasting Corporation.

#### **B Group Leader: Mr. R.P. Leach**



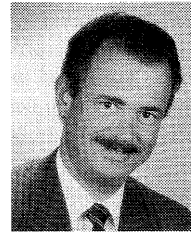
Born in Mexico, D.F. Received Bachelor of Arts degree, Bachelor of Science degree in civil engineering and Master of Science degree from Rice University. Completed semester hours toward a Master's degree in business administration at the University of Houston.

Employment includes: design engineer with Dow Chemical Company, 1955-1956; structural engineer at Farnsworth & Chambers from 1956-1958. In March 1958, he joined the Port of Houston Authority as a structural engineer and over the next 21 years he was promoted several times. He has been President of the port authority since December 1986.

Membership includes: member of the American Society of Civil Engineers, member of the Houston Chamber of Commerce, member of the International Association of Port Authorities, Director of the World Trade Association of Houston, Chairman of the American Association of Port Authorities since September 1986, Chairman of the Mid-Gulf Seaports Marine Terminal Conference, past President of

both the Gulf Ports Association and the Texas Ports Association and many others.

#### **Co-Leader: Mr. J. Rommerskirchen**



Born in Essen in 1941. Received apprenticeship in German ocean shipping and served afloat as seaman from 1957-1961. Studied at the Hamburg State School of Navigation from 1961-1963, winning officer's licence (A5). Served afloat as navigating officer from 1963-1964. Served as Shipping Officer at the German Union of Salaried Employees (DAG), Hamburg from 1964-1968. Received a diploma in national economics at the College of Economics and Politics, Hamburg, from 1968-1971.

Appointed head of the Youth Education Center of the German Union of Salaried Employees at Naumburg from 1971-1973. Served as officer-in-charge from 1974 onwards. Deputy head of the Directorate for Political Education with the Friedrich Ebert Foundation, Bonn, from 1973-1976.

Served as Personal Assistant from 1978 onwards. Head of the Private Office of the Hessian Minister-President Holger Börner, Wiesbaden, from 1976-1980. Since Jan. 6, 1980, promoted to head of the Department of Harbour, Shipping and Transport.

#### **Co-Leader: Mr. D.A. Hall**



Justice of the Peace, Mr. Hall graduated from the University of Durham (B.Sc.) with a Bachelor of Science Degree. Chartered Engineer (C.Eng.), member of the Royal Institution of Naval Architects (MRINA), member of the institute of Marine Engineers (MIMarE).

Employment includes: J.S. White Shipbuilders and Engineers, Cowes, England, 1954-1962; King's College, University of Durham, 1959-1962; Vickers, Armstrongs Shipbuilders and Engineers, Barrow-in-Furness, England, 1962-1965; Government Surveyor of Ships, Department of Transport, U.K., 1965-1966; Government Surveyor of Ships, Senior Surveyor and Principal Surveyor, Hong Kong, 1966-1982. Surveyor-General of Ships, Hong Kong, 1982-1984. Since 1984 Deputy Director of Marine, Hong Kong.

#### **C Group Leader: Mr. Jacques Dubois**



Born March 20, 1929 at Le Havre. 1950 Government Public Works Engineer. Appointed at the Port of Le Havre Authority; 1963 Appointed Civil Engineer; 1965-1967 Maritime Service of LANGUEDOC-ROUSSILLON in charge of the works in the Port of Sete (wharves-dredging-industrial zone); 1968 Director of Works at the Port of Le Havre Authority; 1975 Appointed General Manager of the Port of Le Havre Authority; 1986 Appointed Ingénieur Général des Ponts et Chaussées.

Engaged in various construction projects (Port of Le Havre, Francois 1st Lock, Atlantic quay terminal-Europe quay terminal). Up to 1973, Professor at the National School of Public Works, from 1975 to 1985 Lecturer and Professor of Maritime Works at the National School of Civil Engineering.

Participation in the works of many international associations and maritime organizations: various publications, Chairman of the ICHCA French National Committee, Administrator of Le Havre University.

#### **Co-Leader: Mr. H.N. Fotedar**

In a career spanning more than three decades with the Indian civil service, Mr. H.N. Fotedar has held various assignments in his field of specialization, which is Road Transport and Ports. He has served as General Manager of the Bombay Port Trust where he successfully implemented far-reaching changes in the areas of Planning and Operations. He has also been actively associated with a number of committees and commissions appointed by the Indian Government to reform the Port Administrations. In addition, he is the member secretary of the committee appointed to make an indepth study of various aspects of major ports, including planning and operations, to improve their productivity, efficiency and competitiveness regionally.

Mr. Fotedar is currently Managing Director of the Indian Ports Association. He has participated in a number of international, national and regional seminars/workshops concerning port and shipping industries and the road transport industry. He has read a number of papers at these seminars which were appreciated for their incisive understanding, knowledge and awareness of the state of the industry in his own country as well as internationally.

#### **Co-Leader: Mr. C.J. Lunetta**



Mr. Carmen J. Lunetta graduated from the University of Miami in 1959 with a Bachelor of Science Degree in Civil Engineering.

He began his career as a project engineer at the Dade County Public Works Dept. from 1959-1961. For next eight years he served as the person in charge of the construction program at the new Port of Miami.

Mr. Lunetta was appointed port engineer at the Port of Miami in July of 1969. He became assistant port director in January of 1973, acting port director in June of 1978, and was named director of the Port of Miami in January of 1979. Mr. Lunetta is extremely active in numerous professional and community organizations. He is chairman-elect of the American Association of Port Authorities and chairman of the IAPH Cargo Handling Committee.

In 1989 Mr. Lunetta and the Port of Miami will be the official host for the IAPH Convention.

#### **D Group Leader: Mr. P.O. Okundi**

Mr. Philip O. Okundi was appointed to the post of Managing Director of Kenya Ports Authority (KPA) with effect from September, 1984. Before his appointment to Kenya Ports Authority, he was the Deputy Managing

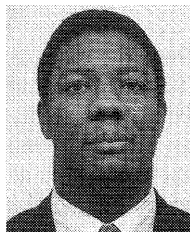


Director of Kenya Ports and Telecommunications Corporation (KP and TC), which is directed by the Ministry of Transport and Communications.

Born in South Nyanza District of Kenya in 1941, Mr. Okundi is a member of several professional engineering bodies. He is a Fellow of the Institution of Electrical Engineers of the U.K. (FIEE), a Registered Engineer in Kenya (R.Eng.), and a Fellow of the Institute of Electrical and Electronics Engineers (Fellow IEEE). Additionally, Mr. Okundi is a member of the National Council for Science and Technology and also a member of the Engineers Registered Board, in Kenya.

While working with posts and telecommunications, Mr. Okundi wrote and presented to international symposia several technical papers on telecommunications economic development. He also played a leading role in the area of satellite communications systems in Kenya and the whole of Africa.

#### **Co-Leader: Mr. F. Richardson**



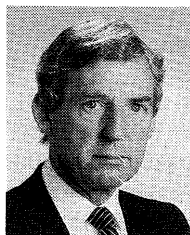
Currently Deputy Chairman of the Port Authority of Trinidad and Tobago (PATT). Mr. Richardson was appointed to the Board of the PATT in 1983 and made Deputy Chairman in 1986.

He is a Chartered Accountant, and holds a B.Sc. in Business Administration and M.Sc. in Accounting and Finance, both from the University of the West Indies, Trinidad. He is a member of the Institute of Chartered Accountants of Trinidad and Tobago.

Over the last 7 years, Mr. Richardson has held several Senior Management positions in two major State Enterprises. At Fertilizers of Trinidad and Tobago Ltd., he held the position of Manager, Systems and Audit with responsibility for internal audit, systems, review design and development for three years. He later held the position of Manager, Budgets, Planning and Treasury with responsibility for all budgets, cash management and the company's corporate plans.

He is currently employed with the National Project Development Services Ltd. as Project Manager, Finance and Personnel in charge of the development of all financial systems, annual budgets, five-year plans, tax administration and, inter alia, all activities regarding Personnel Administration.

#### **Co-Leader: Mr. R. Cooper**



Mr. Robert Cooper is General Manager of the Auckland Harbour Board, having taken up this position in October 1985.

Mr. Cooper's background combines maritime and management qualifications. After a career in shipping, both at sea and ashore, where he achieved academic distinction, he joined the Board in 1971 as Assistant Traffic Manager. He was promoted to Operations Manager in 1973, Assistant General Manager in 1982 and Deputy General Manager in January 1985.

Mr. Cooper is a Fellow of the Institute of Transport and a

Director and Immediate Past President of the New Zealand Division of the International Cargo Handling Co-ordination Association (ICHCA). He is also a member of the Cargo Handling Operations Committee, and the Executive Committee of the IAPH. Mr. Cooper is a Council Member of the New

Zealand Association of Waterfront Employers and a Director of the Waterfront Industry Training Board. He is also Deputy Chairman of the New Zealand Container Terminal Operators' Association.

### Working Session III (1500/1800, Tuesday, April 28)

**Session III is scheduled for the Tuesday afternoon, April 28. The Chairman for this Session is Dr. Tae Youl, Hahn, Deputy Administrator, Korea Maritime and Port Administration, who is also the Vice-Chairman of the Seoul Conference. Under the theme of "Korean Port Development", three papers are to be presented on port development in relation to national policies regarding the development of the economy, the transportation network and other industries. In this session, which will last three hours, the delegates are to stay in the same room instead of breaking into groups for discussions, and questions and answers will follow after the presentations.**

#### Chairman: Dr. Hahn, Tae-Youl



Dr. Hahn graduated from the Department of International Relations, Seoul National University in 1962. After graduation, he worked for Dong-A Daily News, one of the major newspapers in Korea as a reporter for about 4 years. During the period from 1967 to 1972, he further studied journalism and mass communication at the University of Minnesota, U.S.A. and received a Ph.D. Degree there.

Back in Korea, he lectured at Korea University and Sogang University as an assistant professor.

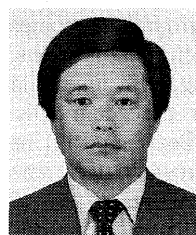
In 1974 he started his official career by joining the Ministry of Culture and Information as Director General in charge of Public Information. Since then he has also worked for about 10 years as a presidential secretary for press affairs and later for audit and inspection.

In 1984, he was appointed as Deputy Administrator of the Korea Maritime and Port Administration (KMPA).

His major task as Deputy Administrator of KMPA is to control all the functions of KMPA (including 10 district port authorities under the administrator). For the IAPH Seoul Conference, he is serving as Conference Vice-Chairman and Chairman of the Seoul Preparation Committee.

#### Panelist: Mr. Son, Soon-Ryong

#### The Future of Korean Port Development



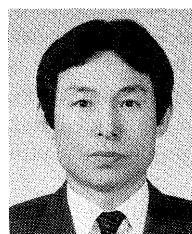
Mr. Son was born on November 21, 1946. He worked at the Busan District Maritime and Port Authority and the Korea Maritime and Port Administration (KMPA) as an Assistant Director from May 1976 to February 1984. During this period his major task was to establish operational systems for newly developed terminals in Korean ports. In February 1984 Mr. Son was promoted to director of the Port Manage-

ment Division, Busan District Maritime and Port Authority.

He was transferred to the Port Management Division, Port Management and Operation Bureau, KMPA in December 1985, and now is responsible for controlling the operation of all the major ports of Korea.

#### Panelist: Mr. Kim, Sung-Soo

#### The Development of the Korean Merchant Fleet and its Prospects



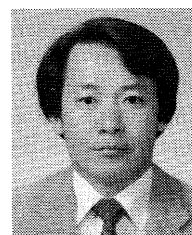
Director of Shipping Promotion Division of the Marine Transport Bureau, Korea Maritime and Port Administration (KMPA).

Graduated from Korea University with a B.A. degree in journalism in 1975 and received an M.S. degree in Maritime Study from the University of Wales Institute of Science and Technology (UWIST), U.K.

Enlisted on the government payroll and worked in various divisions of KMPA in the capacity of Assistant Director during 1975-1984; Maritime Attache to the Embassy of the Republic of Korea in Singapore, 1978-1981; and Public Information Officer, KMPA in 1984.

#### Panelist: Dr. Bang, Hee-Seok

#### Towards Better Management of the Ports in Korea



Lecturer and Researcher of Maritime studies as a profession. His position is Research Fellow of Korea Maritime Institute (KMI).

Specialized in management training, development and policy in the port and shipping industry.

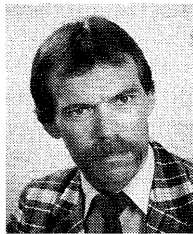
More than 9 years experience in KMI and KAIST (Korea Advanced Institute of Science and Technology) research in the port and shipping management and government policy development. Teaching International Transport Practice in Chungang University in Korea. Lecture experience on Improving Port Performance at Maritime Studies Department at the University Wales Institute of Science and Technology (UWIST), U.K. Tutor experience on the UNCTAD Port Middle Management Training Programme for delivery of IPP in Cardiff. Lecturing on International Transport Studies, Multimodal Transport System and Port Management in Chungang Graduate and Han Kuk University of Foreign Studies in Seoul.

Holds a Bachelor of Commerce and a Master of Arts in International Trade Business. Earned a Doctor of Philosophy, Maritime Studies from UWIST.



Session IV is scheduled for the Thursday morning, April 30. The Chairman for this Session is Mr. C.B. Kruk, Director, Technical and Managerial Port Assistance Office (TEMPO) of the Rotterdam Municipal Port Management, and Chairman of the IAPH Committee on International Port Development. This will be a forum featuring the activities carried out by IAPH's Committee on International Port Development. Experts from UN organizations including ESCAP and some African port organizations are invited to make presentations.

**Chairman: Mr. C.B. Kruk**



Mr. C.B. Kruk is Director of the Technical and Managerial Port Assistance Office (TEMPO) of the Rotterdam Municipal Port Management, Rotterdam, the Netherlands.

He was educated at Delft University of Technology, Delft, the Netherlands. He was assistant lecturer in hydraulic engineering from 1971 to 1972, lecturer of the first grade in maritime hydraulic engineering from 1975 to 1981 at the International Institute for Hydraulic and Environmental Engineering (IHE) at Delft and has now been external lecturer since 1981. He was also associate expert in coastal engineering with UNESCO project EHY/74/063 in Alexandria, AR Egypt from 1972 to 1975 and staff member of TEMPO during 1981-1983.

He performed overseas assignments during 1972-1986 in the field of seminars (organization and lecturing) or advice on port planning and development and/or coastal engineering.

Mr. Kruk has been Chairman of the Committee on International Port Development (CIPD), IAPH since May 1985 and Member of the Industrial Advisor Committee of the International Maritime Transport Academy "Noorderhaaks" Den Helder, the Netherlands, since 1985.

**Speaker: Mr. Barry Cable**

Mr. Cable began his career with the Ford Motor Company where he worked as a designer and test engineer on prototype agricultural and cargo handling machinery. Subsequently in 1970 he transferred to the National Ports Council of the



United Kingdom where he participated in equipment and systems evaluation projects in British ports. While at the NPC he was involved in the development of a computer simulation model of a container berth which is now used by ESCAP and UNCTAD as a training tool for port management staff. In 1980 after a brief period as a lecturer in the Engineering

Faculty of the Barking College of Technology, Mr. Cable took up his present position at the United Nations Economic and Social Commission for Asia and the Pacific at Bangkok, Thailand. He is Acting Head of the Port Section in the Division for Shipping, Ports and Inland Waterways. His present responsibilities include project management on numerous projects including PORTMIS (Port Management Information Systems), Computerization in Ports, Tariff Structures, Port Pricing and Investment Policy. He is also responsible for several research projects as well as the organization of training workshops and seminars.

**Speaker: Mr. T.W. Seyoum**

He has a B.A. in Maritime Economics and a M.A. in Economics with emphasis on Transportation and Insurance. He also has various diplomas and certificates on Maritime Transport (Shipping and Ports), Transport in general and Transportation Insurance.

Port and Shipping Organizations Management in Ethiopia over 20 years. Secretary General of Port Management Association of Eastern/Southern Africa (Association of 15 Port Authorities in Eastern/Southern Africa) since 1973. Advisor, Maritime Transport at the Economic Commission for Africa (ECA), Addis Ababa, Ethiopia; dealing with Shipping and Port developments of the African Region (this includes Port Management Association of West/Central, North and Eastern/Southern African subregions).

Session V is scheduled for Thursday, April 30. This we are labelling "Bull Session"—an informal get-together for port managers, chairmen and members of the IAPH technical committees. A separate room will be provided for each Technical Committee. Delegates can visit any of these gatherings to meet the experts for exchanges of views and consultations. There will be no prearranged procedures. Participants are free to approach and talk with whichever and as many experts as they wish. There will be beverages served by the hosts during these gatherings.

**Committee on Cargo Handling Operations**  
**Chairman: Mr. C.J. Lunetta (\*W.S.-I,II C Group Co-Leader)**

**Committee on Port Safety, Environment and Construction and its Sub-Committees**  
**Chairman: Mr. J. Dubois (\*W.S.-I,II C Group Leader)**

**Committee on Trade Facilitation**  
**Chairman: Mr. F.L.H. Suykens (\*W.S.-I,II Panelist)**

## Committee on Legal Protection of Port Interests

**Chairman: Mr. Paul Valls**



Born in Le Havre in 1936 and graduated from the "Ecole Polytechnique." Received diploma from France's "Ecole des Ponts et Chaussées" in 1960 and began his engineering career in aviation.

Took up the post of Director of Public Works in the Port of Rouen in 1967 after 6 years in Africa, was appointed "Ingenieur en Chef" in 1975 and became Deputy Chief Engineer at the Port of Rouen.

From 1976 to 1981 he served as Deputy Director of Ports and Maritime Navigation, heading the Central Economic and Financial Service. Became a locum member of the Merchant Marine Supreme Council. In Paris, he became more involved with the legal and financial aspects of port life on an international scale within the EEC.

Appointed Director General of the Port of Bordeaux Authority in 1981. Since then joined CLPPI and took over the chairmanship of CLPPI in 1985.

## Committee on Public Affairs

**Chairman: Mr. R.N. Hayes**



Mr. Robert N. Hayes has been Chief Executive of Dublin Port and Docks Board for the last eleven years. He is a Civil Engineering graduate of University College Dublin and obtained a Masters Degree from the Ohio State University, majoring in transportation and management.

He has been a member of several of the committees of IAPH, serving on PACOM for the last six years and becoming its Chairman in 1985.

He is the immediate past President of the Institution of Engineers of Ireland and is a past President of the Institution of Transport in Ireland.

**Synthesis Session:** In order to synthesize the results the sessions I, II and V, all participants will gather together on the Friday morning, May 1st, where Sir Keith Stuart and Mr. C.B. Kruk will make presentations.

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### Working Session VI (0930/1200, Friday, May 1)

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**Session VI is scheduled for the Friday morning, May 1st, on the theme "World Business Perspectives". The Session Chairman will again be Dr. Hahn of KMPA. The Session will last three hours, during which presentations by representatives of ICS, FIATA and ICC will be made, to be followed by questions and answers.**

**Chairman: Dr. Hahn, Tae-Youl (\*W.S.-III Chairman)**

**Speaker: Mr. Michael Graham, ICS**



Educated Rugby School and Kings College Cambridge Hons Degree 1948. 1967-86 Economic and International Relations Adviser to the Board of Overseas Containers Ltd. London. 1981-86 Chairman, ICS Container Committee. Over last 15 years member of various committees of General Council of British Shipping. Until May 1986, member of

Council of Institute of Physical Distribution Management (UK) and chairman of its Overseas Trade Committee. Member of the Sea Transport Commission of International Chamber of Commerce. 1964-67 staff member of UK National Economic Development Office. 1955-64 Economist with Shell International Petroleum Co., London.

Co-author of 'Containerization in the Eighties' (published by Lloyds, 1985).

**Speaker: Mr. Bernhardt Bünck, FIATA**

For more than 4 decades in freight forwarding his professional career is accompanied by numerous honorary offices. In 1986 he became a member of the Executive Committee for Traffic, later also of the General Assembly of the Chamber of Industry and Commerce of Duisburg and finally member of the Executive Committee for Traffic of the Industrial

and Commercial Council of the Federal Republic of Germany.

The name "Bünck" has long been well known in the organizations of the forwarding trade. Since March 1979 he has served the office of commercial warehousing and inland shipping of the BSL as Vice-Chairman. In 1980 he was awarded the 'Bundesverdienstkreuz' and in 1984 the Order of Merit First Class of the Federal Republic of Germany.

On the international scene he has been, since 1981, Vice Chairman of the CLECAT, the link of the forwarding and warehousing trade to the Common Market. On the occasion of the XIXth World Congress of FIATA in Vienna, Mr. Bünck, President of the member organization of FIATA in the Federal Republic of Germany, will be proposed for election for President by the General Assembly, the 'World Parliament' of freight forwarders.

**Speaker: Mr. Sidney Golt, ICC**

Long Experience in the United Kingdom government service, on both home and international sides. Participated in most international commercial policy negotiations from 1956 to 1968 (GATT, EFTA, OECD, UNCTAD), leading U.K. delegations to OECD Trade Committee, UNCTAD II, New Delhi, Trade and Development Board, 1964-1968, and in many country trade negotiations.

Deputy Secretary, Department of Trade and Industry, 1968-1970, with responsibility in fields of monopolies and mergers, companies, insurance, and general regulatory administration. Since 1970, has acted as consultant on government affairs and on international trade policy to leading companies, Chairman of Linked Life Assurance Group, 1972-1981, adviser on international trade policy to International Chamber of Commerce, Paris, since 1978, chairman or member of various committees of CBI and London Chamber of Commerce and Industry, Council of the Trade Policy Research Centre, 1971-1984.

# Membership Notes

## New Members

### Regular Member

#### Miri Port Authority (Malaysia)

P.O. Box 1179, 98008 Miri, Sarawak, Malaysia  
Office Phone: 085-38481  
(Mr. Peter F. Siburat, General Manager)

### Temporary Member

#### Toledo-Lucas County Port Authority (U.S.A.)

One Maritime Plaza, Toledo, Ohio 43604-1866  
Office Phone: (419) 243-8251  
(Mr. John A. McWilliam, President)

## Changes

#### Port Alberni Harbour Commission (Canada)

Commission Members: Mr. F.A. Bishop, Chairman  
Mr. J.A. Robertson  
Mr. G.G. Reynolds

#### Public Port Corporation I (Indonesia)

Address: Jalan Pelabuhan II/No.1 Belawan  
Medan, Sumatera Utara Mailing

Addressee: Mr. S.F. Makalew  
Managing Director

Cable Address: PERUMPEL I

Telex Number: 51992 PP I MDN

Office Phone: (0619) 41876, 41753

Ports under Administration:

Belawan, Dumai, Pekan Baru,  
Tanjung Pinang, Lhokseumawe,  
Malahayati and Sibolga

Commissioner, or Equivalent:

Minister of Communications

Managing Director: Mr. S.F. Makalew

Director of Operation: Mr. Soenarinto

Director of Engineering: Mr. Sadhu Adisasmita

Director of Engineering: Mr. Ir. Soemardi

Director of Finance: Mr. Soedarto Djacaria

Director of Personnel & General Affairs:

Mr. Soegito, SH

Branch Managers of the Ports

Port of Belawan: Mr. Soetrisno Muali

Port of Dumai: Mr. Zainal Arifin

Port of Pekan Baru: Mr. Soenarno Mansyur

Port of Tanjung Pinang: Mr. Drs. Toyo Hrano. S.

Port of Lhokseumawe: Mr. Rusli Harun

Port of Malahayati: Mr. T.M. Daud Usman

Port of Sibolga: Mr. N.P. Ujung

#### Nigerian Ports Authority (Nigeria)

Executive Chairman: Brigadier M.B. Haladu

(IAPH Director from Nigeria)

General Manager: Eng. M.K. Ibrahim

Asst. General Manager (Operations):

Capt. J.A. Ogun

(IAPH Alternate Director from Nigeria)

#### Autoridad Portuaria Nacional (Panama)

Director General: Prof. Diomedes Concepcion

(IAPH Director from Panama)

Director of Operations: Sr. Jose Reyes

#### Port Authority of Trinidad & Tobago (Trinidad & Tobago)

Deputy Chairman: Mr. F. Richardson

Commissioners: Mr. H.A. Cuffy

Mr. C.E. Polo

Mr. N. Crichlow

Mr. E. Arneaud

Ms. I. Nicholson

Mr. T. Harris

Mr. O. Alonzo

Chief Accountant: Mr. B. Bernard

Asst. General Manager, Port Operations:

Mr. F. Ferreira

#### Port of Miami (U.S.A.)

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#### UNIC Corporation (A-3-3) (Japan)

Address: 5-13, Komaba 3-chome, Meguro-ku, Tokyo 153

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#### Netherlands Engineering Consultants (A-3-1) (Netherlands)

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Fax Number: 31-(0)70 47 70 53

#### CE Maguire, Inc. (A-3-1) (U.S.A.)

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# Special Tours for Conference Participants

South Gate



Kyongbok Palace



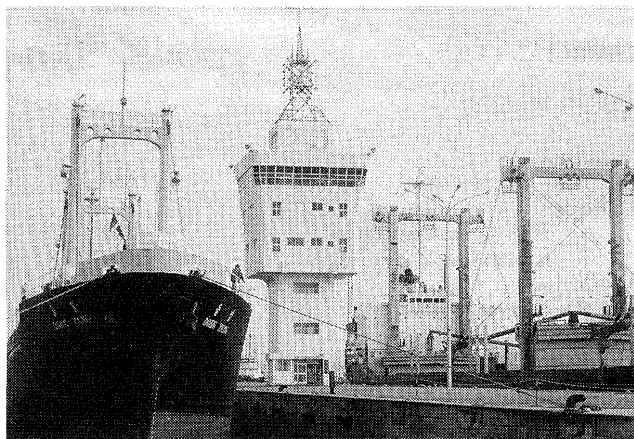
Seoul, the hub of the Korean miracle, prospered as the capital city of the Paekche Kingdom (18 B.C.—660 A.D.) and the Yi Dynasty (1392-1910), and has been developing into one of the world's largest cities. Wedged between medium-sized mountains—Mt. Namsan and Mt. Pukhan—this city is the heart of the entire nation: the centre of government, education, business and entertainment.

After settling into the comfort of his or her hotel, offering gracious service and fine meals, the visitor to Seoul on the occasion of this month's Conference will surely wish to learn more about this fascinating city. In this connection, the Seoul Preparation Committee has prepared a "find it yourself" programme for IAPH delegates so that they may feel the warmth of this Oriental city. Our special programme is highlighted by a visit to the Kyongbok Palace and National



Museum on April 30. This is also included in the Ladies' Programme. And a panoramic full day study tour on April 29 also will be a good treat for the participants.

On the west side of the central plaza, across the City Hall, lies one of the five magnificent Yi Dynasty palaces. The Kyongbok Palace, site of the impressive National Museum housing many of Korea's cultural treasures stands just north



Port of Incheon

of the plaza. The Palace is now open to the public as a beautiful park displaying a grandiose taste of the Yi Dynasty's five hundred-year long history. The National Museum is the largest museum in the country and presently has a collection of approximately 110,000 items of cultural significance representing the 5,000-year long history of Korea. Visitors will find the soul of Seoul amid this garden island of serenity, ponds and ancient royal palaces—truly the "Land of the Morning Calm."

Participants will get more knowledge of ancient Korean culture well preserved in excellent harmony with modern Korea through a planned visit to the Port of Incheon, the Korean Folk Village and the Seoul Olympic Stadium.

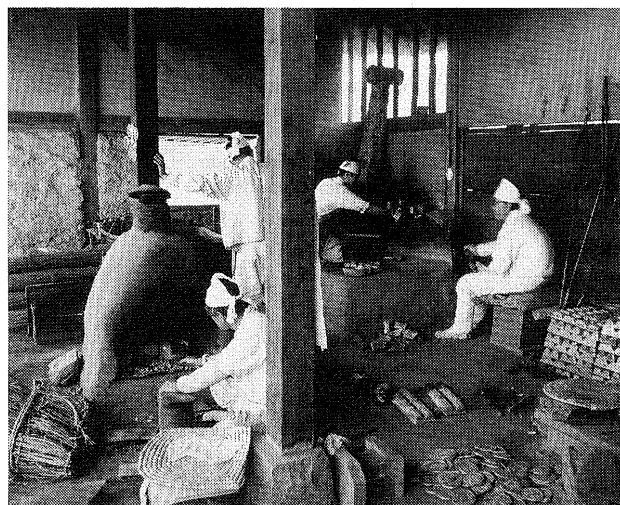
Incheon Port is 40 kilometres away from Seoul, and has been serving as the gateway to the capital ever since it was opened as an international harbour in 1883. Participants will observe with special interest the lock gate facilities, which were installed to overcome the tidal difference of about 10 metres.

After one hour's bus ride from Incheon, one can step back 200 or more years into a Korean farm town that is not a museum of how things might have been but a living, functioning community displaying how things really were. The Korean Folk Village at Yongin is peopled by real artisans and craftsmen doing what their ancestors did, dressed in the kind of clothes their ancestors wore and living in houses that are exact replicas of those in which their ancestors lived. Here the visitors can watch basksmiths forging farm tools by hand, weavers making cloth and reed mats, a herb doctor concocting folk remedies and a potter creating beautiful

handmade ceramics. At the open plaza of the village, a specially arranged folk art performance and lunch will be provided.

On the way back to Seoul, the visitors will have a first-hand look at the grandiose Olympic facilities which Seoul boasts. The Seoul Olympic Stadium, the main stadium of the 1988 Summer Olympic Games, will show the preparatory work in progress and present something of what awaits those who come to Seoul to attend the greatest festival of sport for the people of the world.

Korea and her people are extremely glad to welcome the IAPH delegates from all over the world and firmly believe that their trip to Korea this month will be a most memorable



Incheon Pottery Workshop

and rewarding experience. The Seoul Preparation Committee sincerely hopes that their arrival in Korea on the occasion of the 15th IAPH Conference will be another stepping-stone towards the achievement of every objective of IAPH. And Korea is proud of being able to contribute to promoting the worthy cause of IAPH.

In this context, SEPRECO is very pleased to take this opportunity to cordially invite all IAPH members of the world to the Seoul Conference during which they may enjoy what Korea and Seoul can do and show.

See you in Seoul.

Seoul Olympic Stadium



# IPD Fund: Contribution Report

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

Hamburg Conference in May, 1985, totals US\$68,754 against US\$70,000, which was our original target. Thus the projected amount has nearly been attained.

## CONTRIBUTIONS TO THE SPECIAL FUND

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

Australia		Jordan	
Port of Melbourne	1,000	Ports Corporation	1,000
Maritime Services Board of NSW	250	Korea	
Benin		Korea Dredging Corporation	200
Port Autonome de Cotonou	250	Korea Maritime & Port Admin.	3,000*
Canada		Malaysia	
Port of Halifax	750	Kelang Port	200
Port Alberni Harbour Commission	200	Johor Port Authority	100
Fraser River Harbour Commission	300	Rajang Port Authority	100
Port of Vancouver	500	Mauritius	
Port of Montreal	1,000	Mauritius Marine Authority	1,000
Ports Canada	2,000	Netherlands	
Cyprus		Port of Amsterdam	1,000
Cyprus Ports Authority	500	Port of Rotterdam	3,000
Denmark		Delfzijl/Eemshaven Port Authority	250
Port of Copenhagen	350	Shipping & Maritime Directorate	720*
Germany (West)		New Zealand	
Port of Hamburg	3,086	The Harbours Association of	
Guana		New Zealand & 9 Harbours:	2,000
Ghana Ports Authority	500	Nigeria	
Indonesia		Nigerian Ports Authority	500
Public Port Corporation I	200	Oman	
Public Port Corporation II	200	Port Services Corp.	500
Iran		Papua New Guinea	
Ports & Shipping Organization	1,000	Papua New Guinea Harbours Board	200
Japan		Taiwan, ROC	
Pacific Consultants Int'l	630	Hualien Harbor Bureau	200
Mr. Susumu Maeda	70	Thailand	
Mr. Toru Akiyama	500	Port Authority of Thailand	100
Japan Warehousing Association	250	Trinidad & Tobago	
Yokohama Port Terminal Corp.	500	Point Lisas Industrial Port Development	
Tokyo Port Terminal Corp.	500	Corporation Ltd. (PLIPDECO)	100
Nagoya Container Berth Co.	500	U.K.	
Shimizu Construction Co., Ltd.	250	Port of London	750
Nakagawa Corrosion Protecting K.K.	250	Associated British Ports	3,000
Niigata Prefecture	250	Belfast Harbour Commissioners	300
Toyama Prefecture	250	Clyde Port	1,000
Rinkai Construction Co., Ltd.	250	Peter Fraenkel Int'l Ltd.	100
Osaka Prefecture	500	U.S.A.	
Saeki Kensetsu Kogyo Co., Ltd.	250	Port of Houston	1,000
Japanese Shipowners' Association	250	Port of Tacoma	1,000
Daito Kogyo Co., Ltd.	1,000	Port Authority of NY & NJ	1,000
Port of Kawasaki	1,252	S. Carolina State Ports Authority	500
Port of Kobe	3,756	Port of Redwood City	100
Kitakyushu Port & Harbor Bureau	2,502	Port of Los Angeles	1,000
Nagoya Port Authority	3,125	Zaire	
Penta-Ocean Construction K.K.	1,000	Office National des Transport	550
Toyo Construction Co., Ltd.	250		
Kobe Port Development Corp.	641		
Japan Port Consultants Association	210		
Japan Port & Harbor Association	303		
Osaka Port Terminal Development Corp.	646		
Port of Osaka	3,371		
Port of Hakata (Fukuoka)	1,007		
Port of Yokohama	4,535		
Port of Tokyo	3,400*		

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# Prince Takamatsu, Honorary Member Of IAPH, Passes Away

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Center, standing, is the late Prince Takamatsu delivering his speech at the 12th Conference of IAPH celebrating its 25th anniversary. The photo was taken in Nagoya in 1981.



Prince Takamatsu, younger brother of the Emperor of Japan, an Honorary Member of IAPH, died of lung cancer Tuesday afternoon, February 3, 1987, at a Tokyo hospital. He was 82.

As many IAPH members may recall, IAPH was privileged to have Prince and Princess Takamatsu attend the 12th Conference held in Nagoya in 1981. However, this was not the first time for IAPH to enjoy the royal couple's presence. The first such occasion was the International Ports and Harbors Conference held in Kobe in 1952, where the decision to establish our Association was taken. Following the conclusion of this conference, the delegates toured Japan's major ports. In Tokyo, the delegates were invited to afternoon tea at the Korinkaku in Takanawa, where they were received by Prince and Princess Takamatsu. Furthermore, on the occasion of the Tokyo Conference in 1967, the participants were also honored to have the royal couple's presence at its opening ceremony and a banquet one evening.

Prince Takamatsu's funeral was held at the Toshimagaoka Royal Cemetery in Tokyo on February 10, 1987. From IAPH, Secretary General Sato attended.

The following message of condolence from IAPH has been sent to H.I.H. Princess Takamatsu from the Head Office:

## Message of Condolence

The news of the passing of His Imperial Highness Prince Nobuhito Takamatsu saddened the entire membership of the International Association of Ports and Harbors.

H.I.H. Prince Takamatsu gave his most generous understanding and sincere assistance when the foundations of the Association were still being laid back in the early 1950s.

Furthermore, he was a staunch supporter of the promotion of international understanding, cooperation and friendship. As early as October 1952, the occasion of the first International Harbor Congress, convened in Kobe, saw the Prince deliver a speech in which he stressed the necessity of real togetherness among the peoples of the world.

The Prince was also the Royal Patron of the Association's Fifth Conference held in Tokyo. It was indeed fitting that the Association rewarded his contributions and services over many years by passing a resolution electing him an Honorary Member of the Association.

A sense of responsibility and a keen interest in other people characterized the Prince. These qualities were evident in

the way he discharged the functions of the Royal Patron of the 12th Biennial Conference of the Association, convened in Nagoya in May 1981, at the ardent request of the Association. He knew how to make visitors from overseas feel at home and comfortable. The dinner hosted by Prince and Princess Takamatsu one evening in Nagoya is still vividly remembered by us in the Association for the warm hospitality and humour displayed by the royal couple.

The entire membership of the Association from every corner of the world hereby expresses its feelings of profound sadness and sympathy towards H.I.H. Princess Takamatsu on the loss of her husband, H.I.H. Prince Takamatsu.

**February 3, 1987**

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

Wong Hung Khim, 1st Vice-President of IAPH  
Executive Director, Port of Singapore Authority

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

Sir Keith Stuart, 3rd Vice-President of IAPH  
Chairman, Associated British Ports

Cheung, Yeun-Sei, Conference Vice-President of IAPH  
Administrator, Korea Maritime & Port Administration

Dr. Hajime Sato, Secretary General of IAPH

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## Mr. Bohdan Nagorski passes away in New York

Sad news has arrived at the Tokyo Head Office from Ms. Christine Nagorski informing us that her father, Mr. Bohdan Nagorski, a former UN specialist on port development issues, passed away on January 27, 1987 at the age of 96.

Mr. Nagorski was well known among IAPH members as the author of the book entitled "Port Problems in Developing

*(Continued on page 36)*

# **IAPH and United Nations (ECE) Facilitation Working Party**

This Working Party, which is a subsidiary body of the Trade Development Committee of the Economic Commission for Europe, has much wider scope and membership than its title may suggest.

Apart from the formal membership, with representatives from USA, Canada and all Eastern bloc states, including the USSR, meetings are attended by many non-European countries including Israel, Japan, Kenya, Senegal, Hong Kong, Nigeria, Australia and New Zealand. Over a dozen governmental and non-governmental organisations, including IAPH, also participate.

There is automatic interchange of information and practical co-operation with the Third World through the appointment of the Chief of the UNCTAD Trade Facilitation Programme (FALPRO) as Technical Adviser to the Working Party.

The Working Party, with two constituent Groups of Experts—"Data Elements and Automatic Data Processing" and "Procedures and Documentation"—meets for three or four days, twice a year at UN Headquarters in Geneva.

Its main function is to ensure that all participants have the latest and most comprehensive view of problems associated with the documents and procedures which control the movement of goods and payment in international trade and to focus official and commercial attention, through appropriate representative bodies, on the production and implementation for suitable improvements.

In recent years the traditional problem package of "documents and procedures" has been increasingly affected by the spread of individual computer systems, and is now dominated by the revolutionary influence of inter-system linkage as an eventual substitute for traditional forms and practices. Working Party meetings reflect this development.

At its latest meeting, in September 1986, the Working Party reviewed the following topics of interest to IAPH:

- Legal aspects of trade data interchange
- Progress in standard coding for units of measurement and terms of payment
- Agreement between the Working Party and US commercial interests on Guidelines for Trade Data Interchange (GTDI)
- Design of a Standard Transport Instruction document
- Design of a format for Standard Multimodal Transport documents
- Costs/benefits of trade facilitation

The following comments focus on those aspects of the discussion which are likely to concern IAPH matters.

## **Legal Aspects of Trade Data Interchange**

The legal and legislative background to many official and commercial procedures—for example, sale and purchase, Customs declarations, documentary credits, levying and payment of port charges—presupposes a conventional paper document and such related requirements as manual

signatures.

The official or trader—or, indeed, port manager—who receives a data transmission instead of a piece of paper has to consider how far he can retain or reproduce the security and set of formal obligations implicit in a signed, original document.

Customs, through the Customs Co-operation Council and the European Economic Communities, both represented on the Working Party, are acutely sensitive to possible legal deficiencies in trade data-interchange and are pressing in the Working Party and other fora for urgent research and action.

The International Chamber of Commerce is sponsoring draft Uniform Rules of Conduct for Interchange of Data. These should be available for comment, by interested international organisations, by the end of 1987.

I recommend that the IAPH Facilitation Committee follow developments and report as necessary to the Executive Committee.

## **Coding of Units of Measurement and Terms of Payment**

It would make little sense for ports with computer systems to programme these so as to use a different set of codes for unit measurement from those used by shipowners, shippers, forwarders and Customs.

Ports have several interests, therefore, in this work. They should have an opportunity to check that a proposed code does not present any problems in their own port practices. Once a satisfactory code emerges from the Working Party, ports should be encouraged to adopt it in their own systems. IAPH and individual ports should, through their respective commercial and organisational contacts, seek to influence other international trade participants, with which they may be in inter-system contact, to use the code also.

I recommend that the Facilitation Committee should obtain copies of this code and publish relevant details in "Ports and Harbors".

## **Coding of Terms of Payment**

This code can be treated as a matter of information only. It might be useful for the Committee to consider how far IAPH membership, as a whole, would benefit from summary advice of all standard codes so far adopted by the UN Working Party.

## **Trade Data Interchange Standards**

In order to exchange data directly between separate computer systems, often using different machines, handling completely different programmes, certain open systems communication standards are essential. This need was foreseen by the Working Party over a decade ago and the necessary standards have been drafted covering—

Trade data elements

Syntax rules  
Message formats

The central syntax rules have just been brought into convergence with similar standards already in use in the USA, mainly for internal trade and transport purposes. A common set of standards will be submitted in draft to the ISO for international adoption.

An important factor, to be noted by IAPH members, is the advance support given to this potential standard by the CCC and the EEC. Both have made it clear at Working Party meetings that they will promote the final version, the CCC through recommendations to Customs forces in over 90 states and the EEC through a major Community computer project (CADDIA/CD) and Directives requiring use of the standard in all relevant government-business interchanges in each of its twelve member states.

Given the strong influence of Customs practices on port operations, and the growing need for ports and Customs to interchange information between computer systems, I recommend that the Facilitation Committee should accord high priority to studying and reporting on these trade data interchange developments. This should be reinforced by an early explanatory article in "Ports and Harbors" and an expert presentation of the subject, in terms of port management interest, at an Executive Committee meet or General Assembly.

### **Standard Transport Documents**

IAPH need do little more than give general support to the simplification and standardisation of transport documents. It is easier for ports—and those other interests which can affect the pace of port clearance, such as Customs and banks—to handle standardised paperwork than to cope with a mass of assorted documents, but by the time that IAPH could begin to acquire the necessary expertise to take up firm positions in the development of a now very extensive documentary series, the emphasis of reform will certainly have shifted to data interchange standards.

There are, however, two directions in which this work should be given specific encouragement. In many developing countries international trade documents are mediaeval in size, complexity and variation. Customs entry forms are particularly difficult. Such complexity breeds delay and error, and many of the resulting problems can pollute port operations. If, therefore, port managers encounter moves to sim-

plify trade documents on the United Nations model—initiated over thirty years ago by the ECE Working Party—they should lend their wholehearted support.

Secondly, many ports have found benefit from the use of a special Shipping Note, prepared by the shipper, which accompanies goods to the port and contains back-up, self-copy sheets which can be used to control and assist a number of in-port operations. As these documents are produced by the shipper, the reduction of error and the quality of presentation, including legibility and ease of filling, are greatly helped if the documents themselves are standardised in line with Working Party recommendations.

The IAPH Facilitation Committee could well collect a range of Shipping Notes in current use and publish a short leaflet on the character, advantages and use of such documents. This could be handled in consultation with the UN Working Party, which may be able to provide much of the material.

### **Costs/benefits of Trade Facilitation**

It is often necessary for ports to draw public and even political attention to the problems caused by unsatisfactory procedures and documents, often compounded by inefficient management. Banks and Customs, content with their own relatively leisurely rhythms, may often be insensitive to the sharp time-pressures of quayside operation.

Cost evaluations are a powerful weapon to secure remedial action. Ports, where so many inefficiencies, at other points in the trade transaction, come to light in the form of delays to cargo, are in an ideal position to collect and quantify cost data.

By carrying out such assessments on a standard, regular basis, ports can also maintain running checks on the progress of improvements. In addition reliable costing will afford ports, and other trade participants, invaluable bases for establishing investment and research priorities.

In view of the importance of this subject and the likelihood that much valuable information might, eventually, be obtained by the IAPH Facilitation Committee from further enquiry by the Working Party, I undertook to write a preliminary note on costing principles and problems, as an initial mark of IAPH interest. A copy of the English draft of the paper has been sent to IAPH Headquarters. A final version in Russian, English and French will be considered by the Working Party, at its next meeting in March.

## **Recent Developments in Customs Co-operation Council**

The report on Customs Co-operation Council meetings, carried in the November 1986 issue of "Ports and Harbors" drew attention to a number of subjects which should interest IAPH members.

These included the run-up to the adoption of the Harmonised Description and Coding system in 1988, the intensification of international activity against drug traffic, and the monitoring and analysis of major Customs computer applications.

Further developments were reported to meetings of the Council's Permanent Technical Committee in November.

### **Computer Systems and Enforcement**

The most important of these, from the point of view of the practising port manager, are the steady growth of Customs computer systems and an accelerating drive against the illegal movement of drugs and toxic substances.

These may be seen as conflicting influences on the efficient movement of goods through the world's ports. Customs computerisation is intended to improve the quality and speed of information handling, while anti-smuggling policies would, normally, imply additional, more stringent controls.

In fact the two requirements can be readily reconciled if



national Customs computer systems can be designed and effectively interlinked so as to strengthen co-operative international control by the rapid, easy passage of appropriate intelligence.

In addition, Customs forces will need the maximum amount of extra, helpful information from a range of outside sources to optimise total surveillance.

This trade-off between facilitation and enforcement, through the unified exploitation of computer techniques, has not yet come to the fore in CCC discussions, but it is a most important factor for consideration by the IAPH, especially in view of the catalytic influence, on Customs attitudes, of additional intelligence from co-operating trade and transport interests.

If port authorities want to reap the benefits of their own investments and improvements in equipment and management through quicker, more efficient cargo clearance, they must be prepared to help Customs avoid countervailing delays from more rigorous enforcement.

The answer lies in better interworking of port and Customs computer systems and specific co-operation between ports and Customs authorities, to counter illegal drug traffic by methods other than a mechanical extrapolation of present inspection and checking practices.

The key to such development will lie in better communication between port and Customs managements.

This situation sets the IAPH—particularly the Facilitation Committee—two immediate objectives. The first is to monitor and respond to relevant trends in Customs computer developments to secure the maximum operational advantages in cargo movement, and the second is to make sure that ports realise and exploit their opportunities to aid Customs in reducing drug smuggling.

## Computer Systems

At the November meeting of the Council's Permanent Technical Committee useful progress was reported on joint examination by the Council and IATA of the possibility of harmonising "co-operative" systems for Customs clearance through major airports. Such systems, grouping agents/shippers, airlines and Customs within a common computer facility, are already in operation at London, Frankfurt, Paris, Tokyo and Hong Kong, but have been designed without concern for inter-project compatibility. This poses problems for the airlines and their agents, because they have to service shipments through all these and many other airports, but cannot do this by direct links from their own computer systems to even existing "co-operative" schemes, without unacceptable expenditures to accommodate conflicting communication "standards".

Suitable international standards are available, or in course of negotiation, and one of the immediate objectives of the CCC/IATA negotiations is to exploit these to facilitate worldwide inter-system communication for airlines and Customs authorities.

Any such standards agreed upon and promoted by the CCC and IATA will have a strong call on international acceptance by shippers and forwarders, and it will be inevitable that these same standards, built into the design of innumerable commercial systems, will then be favoured for use in maritime as well as airborne shipments.

It is noteworthy that the CCC have carried out these discussions with airlines only—through IATA. No account has

been taken of any airport interest. This reflects the extremely restricted role of airport authorities in cargo handling.

With this in mind that the IAPH observer, at the CCC Permanent Technical Committee meeting, drew attention to the difference of status and activity of ports, compared with airports, in cargo clearance, and registered the Association's interest in any future CCC negotiations on standards to be employed in linking Customs/shipowner/shipper systems.

I understand from the CCC that they are likely to be fully occupied with airport scheme standards for some months to come. In any event the initiatives for the current air cargo talks came from IATA, because it is the airlines—and their customers—who suffer inconvenience and expense from a proliferation of communication "standards". It may well be, therefore, that the CCC would expect that ICS or IAPH to take some parallel initiative for maritime cargo.

It is interesting that IATA are pursuing simultaneous discussions on standardisation, with their air agents, through the FIATA Airfreight Institute. This suggests that, at some stage of its own considerations, IAPH might benefit from an approach to FIATA to establish possible joint interests in seeking adoption of international standards in port-based co-operative clearance systems.

If, eventually, IAPH wish to enter into consultations with the CCC, the IAPH Facilitation Committee will need to check the suitability of the proposed CCC/IATA standards for port purposes. It would be wasteful to circularise the total membership with such an enquiry and this might be an appropriate stage at which to establish a clear view of the current size and character of port computer usage and interest.

What ports already operate significant computer systems, for what purposes and with what degree of satisfaction? How many of these are interacting directly with Customs systems? How far are shippers and forwarders developing isolated or communicating systems? How is local, national and regional consultation and concentration arranged? Are ports aware of the importance and availability of international standards to facilitate inter-system communication? How far are ports designing their systems with these needs and standards in mind? What ports are planning computer systems and how far would they welcome information of the main features of system already installed and working?

These, or other, similar questions, embodied in an annotated questionnaire, would need to be answered before the Association could safely embark on any future discussions with the CCC on data-interchange standards, or, indeed, any aspect of joint concern in computerisation of cargo clearance.

The CCC have established an informal register of major Customs computer schemes, and supplement this by regular enquiries among members. Their experience could well help the IAPH in obtaining a similar "photograph" of port systems. The CCC have also established a Computer Sub Committee, which provides a central facility for presentations and exchanges of views among Customs officers responsible for computer projects. Such a formal committee may be inappropriate for IAPH, but the Seoul Conference might provide an opportunity for stimulating discussion on likely interest in forming a small panel of computer experts to assist the Facilitation Committee.

Such moves to inform and strengthen the Facilitation

Committee would also assist liaison with the UN (ECE) Facilitation Working Party and EEC Commission, to cover the important computer developments now being handled by these organisations.

### **Drug Control Enforcement**

The IAPH interest in assisting Customs to suppress illegal drug traffic has already been invoked by a direct approach from the Council Secretariat to Association Headquarters, suggesting a formal Memorandum of Understanding on

much the same lines as those Memoranda already concluded with the ICS and IATA.

This Memorandum would establish broad lines of IAPH/CCC co-operation, with more specific proposals for individual, "on site" port/Customs collaboration, following detailed discussions.

This CCC approach will be discussed by the Association at the Seoul Conference.

## **EEC Data Interchange Standards Policy—Implications for IAPH**

I have reported discussion on data-interchange standards within the Customs Co-operation Council and the United Nations (ECE) Facilitation Working Party.

It is important to note that the United Nations Working Party works through recommendations which may or may not be applied by all or some of the governments represented. It has no computer applications of its own in which agreed data interchange standards could be reflected.

The CCC also operates through recommendations, or, for complex proposals, through formal Conventions. Its texts, in whatever form, are given the closest attention by national Customs authorities. There is every likelihood that a CCC recommendation on data interchange standards would have prompt, wide spread implementation.

Ports are remote from much UN activity—many will never have heard of the Working Party—but all port managers are conscious of the role of Customs in their affairs and any standards sponsored and adopted by individual Customs authorities are bound to influence future port computer systems.

An even more distinct and direct effect will be produced by recent moves to support data-interchange standards within the European Economic Communities.

The EEC Commission have a special interest in these standards. They do not see them solely in the light of their usefulness in international trade procedures—the factor which attracts both the UN and CCC. The Commission have a much more political motivation—the potential value of data-interchange standards as a means of assimilating traditional "import/export" transactions between the twelve member States to the procedures of a true "common" EEC market.

For the Commission the computer has a double role in internal market development—the rapid processing of traditional frontier formalities, where procedures to handle VAT and agricultural compensation payments have taken the place of one-time duties and quotas and the longer-term transfer of such activities from frontiers (including ports) to the same sort of record-checking and control systems which handle taxation and statistical requirements in individual countries. The second objective is linked to the ambitious Commission plan, now supported by the twelve national governments, for the achievement of a true internal market by 1992.

With these objectives in mind, the Commission has embarked on a stage-by-stage, comprehensive central computer system, currently identified under the acronym of CADDIA—Co-operation in Automation of Documentation

and Data for Imports/exports and Agriculture.

The three main sectors of the CADDIA project are Customs, Agriculture and Statistics. A subsidiary scheme to reduce delays to goods at Community frontiers—known as the CD Project—has now been amalgamated with CADDIA.

As part of the political lead-in to CADDIA, the Commission has been given formal authority to specify to all member governments the communication standards they are to use in any or all of the links they may establish between official and private computer systems. This is an enormously powerful lever.

Just as individual Customs authorities can effectively impose their own "standards" for traditional documents or more recent data-interchanges, on all other trade participants within a single country, so the Commission will now be able to intervene massively, through the whole apparatus of government, in all member States. There is little doubt that, in practice, this intervention will fix data-interchange standards for all businesses using computer links in intra-Community trading.

It follows that, if they have to use such standards for the internal market, all these interests, through the Community, will seek to use the same facilities for the whole of their external trading. There is no comparable influence at work, anywhere else in the world, in support of specific data-interchange standards.

The Commission has already made it clear that they intend to support the particular set of standards which have been provisionally agreed by the UN (ECE) Working Party in recent negotiations with US interests through the American National Standards Association and are now being passed to the International Standards Organisation for comment and endorsement. This Commission endorsement means that the standards would not only be automatically adopted or CADDIA/CD, but also specified for use by governments in their own economies.

The CCC has announced its own intention of recommending these same standards to all Customs authorities.

The implications for IAPH members are complex. Ports within the Community will have every interest in aligning their own standards with the eventual ISO standards, because these will be given exceptional support by the Commission, with effects on carriers and traders as well as Customs administrations.

They will then have a natural interest in seeing those standards adopted by international trade participants, outside the

Community, who may also use EEC ports. This and other EEC commercial pressures will be helped by the board, international influence of the CCC on Customs—and, so traders and, indirectly, ports—in their ninety-country membership.

Ports outside the Community will need to take account of the influence of the CCC on world Customs practices and of the EEC Commission on the body of Community official and commercial trade interests.

It will be important for these non-EEC ports to know how such important trading economies as the USA and Japan are likely to react to the ISO standards. Eastern European states, led by the USSR, are already known to favour these standards, through their enthusiastic participation in the UN (ECE) Working Party.

We also know that the present US commercial interest in data-interchange standards is mainly in the domestic trading sector, so that the main body of US ports may be unaware of the current impetus and probable future effects of current European developments.

The US Maritime Administration, which is working on various proposals for inter-port communications, might wish to consider international data-interchange standards with the American Ports Association.

There are also implications for the regional port groups which have sprung up in the Mediterranean, and for ports which operate within such other political groupings as ASEAN or ANDEAN.

This situation could throw considerable responsibilities on IAPH.

One initial problem is the “constitutional” mismatch between IAPH as a world-wide, strictly non-political organi-

sation and the EEC Commission which acts on clearly defined political remits from its twelve member States.

Most EEC sectoral interests, such as forwarders and airlines, have organised themselves on a similar twelve-country basis for purposes of consultation among themselves and with the Commission and other Community institutions. If EEC ports were to set up a formal body on this model, it might well be quite separate from IAPH because it would need to negotiate with the Commission quite independently of other non-EEC ports.

There is, of course, no reason why IAPH should not establish its own friendly contacts with the EEC Commission—IATA and the ICC have already done this—but EEC ports, most of which are members of IAPH, may see such connections as a duplication of their own relationships. This is an issue which may need early examination, and would certainly have to be cleared before there could be any direct EEC/IAPH talks on, for example, CADDIA/CD.

A parallel practical issue is the adequacy of IAPH information about its own members' computer resources and activities. It would be sensible to circulate details of the CADDIA/CD project to all interested members as soon as possible, but who are these members and what aspects of the project are likely to concern them?

This sort of information would be even more necessary once any IAPH representative began to talk to the EEC about their project. The Commission would surely wish to have some idea of the spread, nature and functions of port computerisation generally.

My report on recent developments in the Customs Co-operation Council contains summary proposals for an appropriate IAPH computer-use survey.

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OFFICES THROUGHOUT THE WORLD AND AT LLOYD'S

# Report on Library Training

**By Mr. A.P. Matembo**  
**A Recipient of an IAPH Bursary**

## GENERAL

From 14th to 21st November, 1986 I undertook attachment training in Librarianship with the Port of Singapore Authority. The course was made possible through a bursary from the IAPH under its International Port Development Scheme. I left Tanzania for the course in Singapore on 12th November, 1986 and returned on 22nd November, 1986.

## OBJECTIVE

The aim of the attachment was to introduce me to the management and administration of the Port of Singapore Authority's Library. Visits were arranged to various computerised libraries such as those at the Ngee Ann Polytechnic and the Singapore Polytechnic. I was also given the opportunity to see a demonstration of the Sydney Micro Library System (an integrated library software package) at Rheema Systems Technology and I attended some audio-visual aids classes. My hosts also arranged a land tour of the Port of Singapore Authority.

## COURSE PROGRAMME

1. Introduction to Port of Singapore Authority's Library Policies and Administration
2. Visits to Ngee Ann Polytechnic to view computerised library system
3. Introduction to PSA and audio-visual show on PSA at Training Department, and land tour
4. Demonstration of Sydney Micro Library System (a PC Integrated library software package) at Rheema Systems Technology

The attachment was organised in such a way that every available moment was spent learning something new or doing something useful and relevant.

## PORT OF SINGAPORE AUTHORITY'S LIBRARY

The library is under the Director of Information Services and was started in 1971. Membership is open to all PSA staff, whose number is about 8,357. At present there are about 2,000 active members of the library.

## POLICY

The library policy is to encourage people to read literature related to the port industry. Purchases are mainly of shipping documents. The library supports employees who are attending private courses.

## STAFF

There are two professional librarians, and four semi- and non-professional library staff.

## ACQUISITIONS

Orders to publishers and booksellers originate from

readers and library staff. The total bookstock is about 20,000 volumes, and the library is subscribing to about 415 periodicals.

## CATALOGUING AND CLASSIFICATION

The library is using the Universal Decimal Classification for classifying books and the Anglo-American cataloguing rules for cataloguing.

## CIRCULATION

The normal loan period is one month and readers can borrow four books at a time. Inter-library Loan Systems are also encouraged.

All in all there is not much difference between the PSA's library and the Tanzania Harbours Authority's Library.

Some of the areas which impressed me most were:-

1. The Sydney Micro Library System which is a full-function, integrated system. It automates library functions with a convenient common database that saves storage, space and input time.
2. The operations involved in computerised libraries at Ngee Ann Polytechnic and Singapore Polytechnic Libraries, such as:
  - (a) Use of the catalogue, which is the key to the library's collection in the computerised library. It is the Online Public Access Catalogue (OPAC). The interesting part here is how the enquiries can be made by Title, Author, Subject and Keywords, and can be satisfied promptly.
  - (b) **ACQUISITIONS**  
How the acquisitions module offers reasonably comprehensive routines for the control of orders, payments, receipting and budgeting. Orders may be of three types: normal, for new titles or extra copies; standing orders, to record receipt of items not previously ordered; and temporary, in cases where the item is ordered on behalf of a third party and where the details will not be added permanently to the database. (end-ind) (tab)(begin-ind) In short, the system is fully integrated and allows for fund accounting, budgeting, currency conversion, part orders, rush orders, user-defined notices, a supplier file and statistics.
  - (c) **CATALOGUING:**  
Cataloguing in a computerised library is very much simplified since it enables the conversion of the existing card catalogue quick and easy to a computer database. It is also possible to enter and retrieve unlimited amounts of free texts for each time. The computerised catalogue is ideal for abstracts and annotations and is fully machine searchable.
  - (d) **CIRCULATION:**  
Catalogues are easily updated by the system, which also manages the check-ins and check-outs, flags overdue and reserves automatically, places reserves for any copy or a specific copy—even an "on order" copy—easily and simply. It also assigns priorities to the reserve queue. Important projects can thus have first access to needed materials. Furthermore, the system displays the current status of users and items.
  - (e) **SERIALS**  
Serial subscriptions and renewal cancellations are

*(Continued on page 36)*

# OPEN FORUM

## A Practical Approach for the Evaluation of Equipment for the Port Louis Harbour, Mauritius

**By Mr. K. Dharmalingam,  
BE DIIT MIE (IND)  
MCIT (UK) M. ASCE**

**Port Engineer, Mauritius  
Marine Authority**

### Introduction

Port Louis is the only port in the Island of Mauritius. The port has five deep water quays capable of accommodating vessels of draught 10 to 10.50m. Besides these, a number of lighterage quays and buoy berths are also available. A fully developed Container Terminal with adequate back-up facilities serves container vessels and combination carriers calling at Port Louis. The port has a large fleet of cargo handling equipment such as forklift trucks, container handlers, tractors, trailers and cranes.

About 1.85 mt of cargo was handled during 1985/86, of which the percentage of dry bulk cargo was about 45, liquid bulk 25, and general cargo 30 and containers of over 31,000 TEUs.

The cargo handling operation is carried out by a company called "Cargo Handling Corporation" (CHC), a wholly-owned company of the Government of Mauritius and the Mauritius Marine Authority (which is a para-statal body under the Ministry of External Communications) responsible for the operation, maintenance and provision of the required facilities for the efficient running of the port.

Very often, the Cargo Handling Corporation (CHC) and the Port Employees' Union have requested the Management (MMA—Mauritius Marine Authority) to provide a greater number of small forklifts (3t capacity for general cargo operations) and heavy duty toplift trucks for handling containers, as the existing fleet was, according to them, not adequate to achieve the desired productivity and quick turn-round of vessels.

The management was, however, of the view that the existing fleet of equipment was more than adequate and that there was no immediate necessity to purchase additional equipment. In order to evaluate the equipment requirement over the next 15 years on a more rational basis, a "Cargo Handling Equipment Committee" was constituted by the Management under the chairmanship of the Port Engineer (MMA), the other members being the General Manager (CHC), the Traffic Manager (MMA), the Financial Controller (MMA) and the Workshop Manager (MMA).

The Committee carried out an in-depth study and submitted its recommendations to the Management. The method

and the design philosophy adopted for the evaluation of the equipment required over the next 15 years are briefly discussed in the sections to follow.

### Terms of Reference

The Committee was advised to carry out the exercise keeping in view, among other things, the following important goals:

- to identify the areas of deficiency in the present handling method with a view to reducing the idle time of the equipment, where possible by providing only the optimum amount of equipment commensurate with the traffic demand and the targeted productivity levels;
- to ensure that the additional equipment, if any, to be purchased does not become obsolete in the wake of likely changes in handling methods and future shipping trends;
- to explore the possibility of prolonging the residual life of the equipment at reasonable cost vis-a-vis the capital expenditure involved in the purchase of new equipment;
- to ensure in the analysis a closed circuit movement of cargo between landing, storage and delivery so as to maintain continuity in the overall transport network;
- to evolve a suitable policy for the replacement of equipment and prepare an implementation schedule for new purchases and/or for replacement.

### Approach and Design Philosophy

Whenever a change is introduced in place of the traditional or conventional system, there is bound to be some resistance from those involved in a particular activity/operation, more so in the case of port labour. However, the resistance might diminish due to port labour getting involved more and more in the new technology. In the long run, through proper education and practice, they may become attuned to the new climate and may even reach a stage where they appreciate the system.

However, in Port Louis Harbour, the pattern of traffic and the volume of cargo being handled now and forecast for the future do not justify introduction of any new system of cargo handling; on the other hand, the Committee felt that a re-orientation and tying-up of the loose ends which are inherently present in the current operational system would bring the desired results, i.e. an increase in productivity through optimisation of the available physical and financial resources.

The method followed by the Committee for the evaluation of cargo handling equipment was neither an "invest



and hope" approach nor a "wait and see" principle. The former, if adopted, might result in a heavy financial drain whereas the latter would tell upon port efficiency and productivity. A via media of these two extremes was considered most desirable for the conditions obtaining in Port Louis.

At present, in the Port Louis Harbour no quays are available either for handling general cargo or containers. The general cargo and containers are therefore handled using only ships' gears. This situation is likely to continue for many years to come. It is the bounden responsibility of the Management to ensure that the ships' gears do not remain idle for want of shore-based equipment. In other words, the out-turn of shore equipment must match the productivity levels of the ships' gears. If this is ensured, it should be possible to achieve the desired productivity coupled with the quick turn-round of vessels. This is the main philosophy on which swivels the whole exercise of equipment evaluation.

### Present Handling Methods—An Overview

As mentioned earlier, only ships' gears are used for handling general cargo and containers on the quay apron. However, for handling containers there is a built-in provision in the quay to install a quay crane should any need arise in future.

Equipment is allocated according to the type of cargo handled, the distance from ship-side to stacking area and vice-versa. Two forklifts are usually allocated for general cargo for each on-board gang. Tractors or trailers and cranes are provided for the handling of open-storage cargo and heavy lifts.

For containers, tractors or trailers are provided for the shifting of containers from the shipside (quay apron) to the container park, where they are handled by one yard gantry crane and five heavy duty forklift trucks (2 of 26t, 1 of 18t and 2 of 10t capacity).

Bulk cargoes such as fertilizers, cement and liquid cargo (petroleum products) are handled by a conveyor belt system or pipelines, as the case may be.

Two quays handle mainly containers. General cargo is handled in four quays with some fourteen gangs working when all the quays are occupied.

The port operates generally on a single shift basis, with overtime work for three hours (shift 0700—1500 hrs, overtime 1500—1800 hrs). During peak periods when bouncing of vessels occurs, the working hours are sometimes extended up to 2200 hours.

The port has some 53 forklifts of 3t—5t capacity, 5 containers handling forklift/toplift trucks, one yard gantry crane, 57 trailers, 23 prime movers and 17 cranes of varying capacity.

### Evaluation of Equipment for Handling General Cargo: Forklift Trucks Required for Shiplside Operation

The main design parameters considered in the analysis are:-

- |  |  |
|--|--|
| (i) Parcel size of vessel:.....            | 1,500t (at present the average tonnage is only 1,240t) |
| (ii) Service period:.....                  | 4 days   |
| (iii) Tonnage to be handled per day: ..... | 375t   |
| (iv) Cargo spread: .....                   | 3 hatches (on an average)                              |
| (v) Tonnage per hatch: .....               | 125t (average)   |
| (vi) Effective working hrs:.....           | 9 hrs (existing level 7 1/2 hrs)                       |
| (vii) Average tonnage/hook:.....           | 0.75—1t  |
| (viii) General cargo requiring:.....       | 50% (using forklifts)                                  |
| shed accommodation                         |  |
| (ix) Open storage cargo:.....              | 50% (25% using cranes & 25% using forklifts)           |
| (x) No. of gangs using forklifts: .....    | 11   |
| (xi) No. of gangs/vessel: .....            | 3 (reasonable average as observed)                     |
| (xii) Hook & forklift cycle time: .....    | 4 mts (based on ideal situation)                       |
| (xiii) No. of cycles/hr: .....             | 15   |
| (xiv) Hook output per day of 9:.....       | 135t*  |

\*This is more than the cargo spread of 125t. To be on the safe side, no idle time is assumed for ships' gears and the forklift requirement is evaluated accordingly.

- |                                    |   |
|------------------------------------|---|
| (xv) Output of one forklift: ..... | 90t (7 1/2 hrs working), 108t (9 hrs working) |
|------------------------------------|---|

Maximum no. of forklifts required:.....	$\frac{375\text{t/day}}{90\text{t/forklift}}$	= 4.16 (say 5) per vessel
---	---	---------------------------

Minimum no. of forklifts required:.....	$\frac{375\text{t/day}}{108\text{t/forklift}}$	= 3.47 (say 4) per vessel
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For four quays.....	Maximum: 20 forklifts Minimum: 16 forklifts	} Plus 20% extra for breakdown and maintenance
---------------------	--	--

## Shoreside Operation

The activities involved are reception, delivery, shifting and customs verification. No standards are prescribed to carry out these functions. The activities to be carried out inside the shed or open storage areas are not homogeneous in character, with the result that one has to be guided by the pattern of cargo flow and the practice hitherto followed. Past experience has revealed that, in all, about sixteen forklifts might be needed to work at the existing five transit sheds, plus one forklift for auction sales.

## Summary of Requirements of Forklifts

Landing: .....	20 (max) or 16 (min)
Delivery, verification, shifting, reception, etc.: .....	16
Breakdown & maintenance: .....	8
TOTAL	44 (max) or 40 (min)
Available quantity: .....	53 forklifts

No additional forklifts are found to be necessary. The excess (9 to 13) over the requirement should be able to meet any additional demand generated by:

- general cargo vessels of parcel size exceeding 1,500t;
- cargo spread being more than 3 hatches;
- decrease in cycle time of hooks;
- sudden surge in breakbulk cargo traffic;
- congestion, if any, in the shore transfer system;
- other unforeseen circumstances.

Further, it does not seem desirable to cut the equipment requirement too fine for, in a developing port, contingencies may arise calling for more equipment. The Committee felt that possessing the present fleet (53 forklifts) would definitely be an added advantage and suggested to the Management that the present strength, though a little more than required, be maintained so as always to meet any critical situation which could not be foreseen at this stage.

The above computations will be valid only if the allocation of forklifts is made on a ship basis instead of the present practice of allocating equipment on a gang basis. The present system appears inflexible; in the same vessel it may be that one set of gangs may need more equipment whereas another gang with less cargo to be handled may not need as great a quantity of equipment as the gang under more pressure. If the allocation is on a ship basis, probably this situation would not arise as the redistribution of equipment between gang and gang or hook and hook (depending on the actual need) would be made possible when the ship were being serviced. This would facilitate achieving the optimum, or rather the maximum, use of the available equipment resources. The analysis has proved beyond doubt that the Management need not purchase any additional equipment except that which might require replacement because of its age and high maintenance and operating costs.

## Evaluation of Equipment for Handling Containers: Design Parameters

The port is visited mostly by "combi" vessels, and the number of containers in a vessel has been around 200 to 300 at the maximum.

It would be rather a short-sighted analysis if the exercise

were carried out on the basis of the above parameter. It is desirable to evaluate the requirement keeping in view the potential capacity of all the seven gangs working on the two quays earmarked for container operations.

The design productivity would now be:

$$7 \text{ gangs} \times 7.5 \text{ containers/gang hour}^* \times 9 \text{ working hours} \\ = 475 \text{ containers}$$

\*The existing productivity is only 6 containers per gang hour. This might reach 7.5 if some improvements could be made to the present operational system.

Capacity of the present fleet of equipment/day:

470 containers (as per detailed analysis not included herein)

The available fleet strength is O.K. However, we need at least one standby to account for breakdown and maintenance.

## Receipt Prior to Shipment, Shifting & Delivery

Besides the loading and unloading operations of container vessels, due consideration should be given to receipt, shifting and delivery of containers at the same time. At present, much difficulty is being experienced, especially when two quays are working. Priority is given to shipside operation at the cost of these activities on many occasions. This gives room for complaints from port users. This can be got over with the procurement of one additional heavy duty toplift truck.

Two additional toplift trucks capable of handling 40ft containers are required.

## Tractors/Trailers

As regards other supporting equipment such as tractors, trailers, etc., the study revealed that the existing fleet would be adequate for the next 5 years. Close monitoring should, however, be exercised so as to plan advance action to purchase additional equipment, particularly to cater for 40 ft containers.

## Equipment Replacement/Life of Equipment

The Committee studied thoroughly the conditions of the available equipment and has been able to establish certain guidelines for the Port Louis Harbour based on international practice.

According to the American Public Works Association, a given item of equipment has at least three types of lives. Service life is one which indicates the amount of time the equipment is capable of operating and rendering service. This life cannot be quantified and it can be even infinite if adequate maintenance and replacement of worn out parts is provided then and there. The second one is technological life, which represents productivity decline when compared with newer models on the market. For example, a 10-year-old unit may be only 50 per cent productive compared with the latest models. The most important one is the economic life of the equipment, in which the total costs associated with the ownership of the equipment including depreciation, operation, maintenance, downtime, obsolescence, training, alternative capital value and interest are at a minimum. It is this economic life which generally governs the replacement programme of the equipment.

## Replacement Strategy

With rapid advancements in technology, increasingly sophisticated port equipment is available coupled with high pressure marketing. Technological innovations bring in their wake faster obsolescence. It is true that sophisticated equipment makes the operation easier and simpler, but it imposes at the same time more substantial responsibility on the maintenance and operating personnel.

A judicious, balanced and long-term perspective is therefore required to be taken, keeping the following goals, among others, in mind:

- to provide an acceptable service level;
- to ensure flexibility and maintainability;
- to make the system amenable to capacity additions by proper selection.

Equipment replacement may be needed for two reasons, viz. gradual deterioration or obsolescence and sudden failure. Generally, port equipment falls in the first category and the problem lies in balancing the cost of new equipment against the rising cost of maintaining the efficiency of the old. There is an age at which the replacement of old equipment is more economical than continuation at increased operating cost. It should be accepted that the cost of equipment, fuel, spare parts and labour can no longer be termed cheap and, therefore, decisions on the acquisition of capital equipment, made on intuition or on an "off the cuff" basis, can prove uneconomical and unproductive.

A placement policy or strategy should therefore be evolved such that the saving in operating costs resulting from the use of new equipment more than compensates for the initial cost of the equipment. Apparently, there is no single, absolute solution to this problem, but, given satisfactory cost information, techniques have been developed on the basis of the life cycle cost instead of initial cost, to assist management in choosing the appropriate point in time at which a given item of equipment should be replaced. The procedure consists of determining the economic life and cost of maintenance of each type of equipment.

## UNCTAD Secretariat Recommendations

The UNCTAD Secretariat has recommended a certain length of economic life for port structures and equipment to serve as a guidance to the planner. This is indicated in the following Table.

Average Economic Life of Port Equipment	
Port Equipment	Average Economic Life (In Years)
<b>CRAFT</b>	
Tugs .....	20
Pilot Launches .....	20
<b>CRANES</b>	
Grabbing .....	20
Quay .....	20
Gantry .....	15
Mobile .....	8
Mobile Tower .....	15
Floating .....	20
Straddle Carriers .....	6
Tractors/Trailers .....	8
Forklifts .....	8
Dump Trucks .....	6

These are only guidelines and cannot be a substitute for one's own experience in the field. The actual life will, however, depend on the extent of utilization, maintenance efficiency and other environmental factors.

After studying the conditions of the equipment, the Committee suitably tailored the economic life of the equipment available with the Authority. The following life-span was recommended:-

Forklifts:	13-15 years (as the equipment is used only for 1 1/2 shifts)
Tractors/Trailers:	8-10 years (as per UNCTAD recommendation)
Cranes (mobile):	15 years (since they are still in good condition)

The evaluation was carried out on the above basis, and a replacement programme extending over the next 15 years was drawn up.

The Committee identified certain basic deficiencies in the present operational method and suggested drastic changes with a view to ensuring a lower downtime of equipment, higher productivity, etc., for no extra financial input.

To facilitate the decision-making process, the Committee also made an attempt to work out the financial input required at various points in time and presented the information to the Management for phased implementation.

However, the Committee laid great emphasis on reviewing the situation on a yearly basis so that the implementation schedule would be kept alive.

## Follow-Up Action

On the basis of the recommendations of the Committee, the Management has already initiated action to purchase ten 3-t forklifts as replacements and two 35- to 42-t heavy duty toplift trucks to handle containers.

## Acknowledgement

The author wishes to thank the Mauritius Marine Authority for having given permission to publish this article.

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# International Maritime Information

# WORLD PORT NEWS

## A JOINT SEMINAR ORGANIZED BY IFEP AND IPER OF LE HAVRE

IFEP and IPER are to jointly organize the following seminar:  
(Handling and transporting dangerous goods in ports), from 11 to 20 November next:

The seminar is intended for management and executive staff in charge of:  
—transporting and or handling dangerous goods that have to be transited

through a port.

—running a port or safety in a commercial port.

The seminar objectives are as follows:

—provide information on regulations,  
—exchange experience,

—acquire organization methods for handling and transporting dangerous goods in order to reach optimum safety

conditions in ports (both for already existing ports and those being built).

For further information please contact IFEP at the following address:

Port Autonome de Marseille IFEP  
23, place de la Joliette—B.P. 1965  
13226 Marseille Cedex 02  
Phone. 91 91 31 40  
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### IFEP COURSES FOR 1987

CONSTRUCTION	Creating or developing a fishing or pleasure port Leading technology and how to build a port	2 to 4 June 87 1 to 4 Dec 87
CARGO HANDLING	Selecting, purchasing, running and maintaining fleet equipment Computerizing handling equipment maintenance jobs	12 to 30 Oct 87 17 to 20 Nov 87
OPERATIONS	Advanced course for Port Officers How a port works How a port works Management of a Dry Bulk Terminal Running a port Organizing container transit in ports Management of a Container Terminal	2 to 27 Feb 87 10 to 12 Feb 87 3 to 5 Nov 87 13 to 17 Apr 87 12 May to 2 Jun 87 9 to 18 Jun 87 5 to 9 Oct 87
ECONOMY PLANNING STATISTICS	Port activities and how a port economy changes Port economy and planning	30 Mar to 3 Apr 87 6 to 10 Apr 87
HANDLING	Instructor training for crane and sling operators Sling techniques Organizing port handling jobs Basic training for operating cranes Advanced training for operating cranes Basic training for container gantries Advanced training for container gantries	9 to 27 Mar 87 18 to 22 May 87 7 to 11 Sep 87 7 to 18 Sep 87 21 Sep to 2 Oct 87 5 to 23 Oct 87 26 Oct to 6 Nov 87
ADMINISTRATION	Management control in ports Drafting a computerization master plan and project leadership Computerizing the management of port statistics Legal framework for port activities Staff management methods	9 to 13 Mar 87 16 to 20 Mar 87 23 to 27 Mar 87 27 to 30 Apr 87 9 to 27 Nov 87
SAFETY	Preventing work accidents in ports Organizing safety in an oil port Organizing fire fighting in ports Organizing oil pollution control Oil pollution control exercises Handling and transporting dangerous goods in ports	17 to 26 Feb 87 30 Mar to 10 Apr 87 4 to 7 May 87 11 to 15 May 87 18 to 22 May 87 13 to 15 Oct 87
INSTRUCTOR TRAINING	For port operations For port safety and security	12.5 to 12.6.87 14.9 to 2.10.87

*Europort/South*

## UNCTAD/IMO Group of Experts Meets in Geneva on Maritime Liens, Mortgages

Following is part of the Report of the Joint UNCTAD/IMO Intergovernmental Group of Experts on Maritime Liens and Mortgages and Related Subjects on its First Session in Geneva.

### Final Statements

The Senior Deputy Director, Head, Legal Office of IMO, in his statement at the closing meeting, on 12 December 1986, on behalf of the Secretary-General of IMO, expressed the satisfaction of the IMO secretariat at the positive and successful outcome of the session. He stated that the initial exchange of views on the various aspects of mortgages and of maritime liens had been very constructive and would help the second session of the Group to make rapid progress. He added that the agreement that had been reached over the rules and practices applicable to the sessions of the Joint Intergovernmental Group suggested that a firm foundation had been laid down in this respect which, he hoped, would enable the Group to conduct its sessions in an efficient and harmonious manner.

He further stated that the spirit of co-operation which existed among delegations had also been mirrored in the relations between the secretariats of UNCTAD and IMO. He believed that, for the secretariats, the first session had been particularly demanding, but he was convinced that certain patterns of co-operation had been developed which would make the servicing of future sessions of the Group even more efficient.

The Director of the Shipping Division

### World Maritime Day To Be Observed in Sept.

World Maritime Day in 1987 will be observed during the week of 21 to 25 September 1987. Member Governments may designate a specific day during that week for their celebrations.

World Maritime Day will be celebrated at IMO Headquarters on Thursday, 24 September 1987. In accordance with the usual practice, appropriate events will be held on that day and on Wednesday, 23 September.

of UNCTAD, in his closing statement, said that the first session of the Joint Intergovernmental Group of Experts had established a basic framework for its future meetings regarding both substantive as well as procedural matters. On the question of substance, the Sessional Group had held general discussions on the issues before it. It had become apparent from the initial exchange of views that national provisions on the subject, particularly on the number and nature of claims that were given maritime lien status, often differed from one country to another. These differences undoubtedly had serious repercussions on international ship financing possibilities. He stated that the desirability of a more uniform regime and a need to establish an international legal framework acceptable to the international community had been widely felt, but whether this could be achieved by a radical or minor changes to the present regime, in his view, depended upon the findings of the Group at its future meetings. He added that, due to the spirit of co-operation which had prevailed among delegations, a common understanding had been reached on the question of the rules of procedure, which would enable serene consideration of the work on the substantive issues. (UNCTAD)

### Increased Efficiency of Maintenance Dredging Work

The Ministry of Transport and Public Works of the Netherlands (Rijkswaterstaat) and the Municipality of Rotterdam are pleased to be able to contribute to "CEDA Dredging Days" in 1987.

On the first day of this conference a number of short papers relating to the themes outlined below will be presented. The most relevant results and conclusions of the long-term MKO research programme in the field of maintenance dredging work will be included.

#### What Is MKO?

In the early seventies Rijkswaterstaat and Rotterdam were confronted by rising prices for maintenance dredging work, largely as a result of the siltation in the harbour mouth after the deepening of port and also in consequence of market developments.

Both parties recognised that fundamental research was required. Only then could the management of the technical and the economic facets of maintenance dredging be achieved.

In 1973, as joint clients in the Rhine area, Rijkswaterstaat and Rotterdam decided to start an integrated long-term research programme aimed at the reduction of the costs of maintenance dredging. The name "MKO" derives from its Dutch name "Minimaliseren Kosten Onderhoudsbaggerwerk".

#### What Does MKO Do?

Within the general scope of the MKO project, three subdivisions can be distinguished:

1. research into sedimentation and morphology;
2. research into dredging and surveying techniques;
3. research into the environmental consequences of dredging and disposing of contaminated silt.

#### Results Of MKO

1. With the aid of field measurements, theoretical calculations and the use of mathematical models, the morphological studies have increased understanding of the processes of siltation and the dispersion of silt.
2. The technical studies have resulted in the development of know-how with regard to dredging parameters, dredging techniques and the systems used to record the data measured. Automation of the dredging process and the determination of the rates of loading have contributed to increased efficiency and accuracy.
3. The environmental studies have led to site specific solutions and measures for the dredging and disposal of contaminated silt. In addition fundamental insight into the consequences of various dredging techniques on the surrounding environment had been developed. (*International Exhibition and Congress Centre Rai Amsterdam*)

### "Lloyd's Maritime Atlas New 15th Edition"

By Dr. A.K.C. Beresford & H.W. Dobson (UWIST) & C. Holmes (LLP); Published in January 1987; £-30; Postage inclusive; viii + 132 pages; ISBN: 1 85044 022 0; ISSN: 0076-020X

Completely new edition of this established maritime atlas of 10,000 world ports and shipping places. All information has been freshly researched and new maps drawn by UWIST for the first time in its 35-year history. Other innovations are the inclusion of text to map pages, commodity flow maps and keys to facilities available at primary ports.



## The Americas

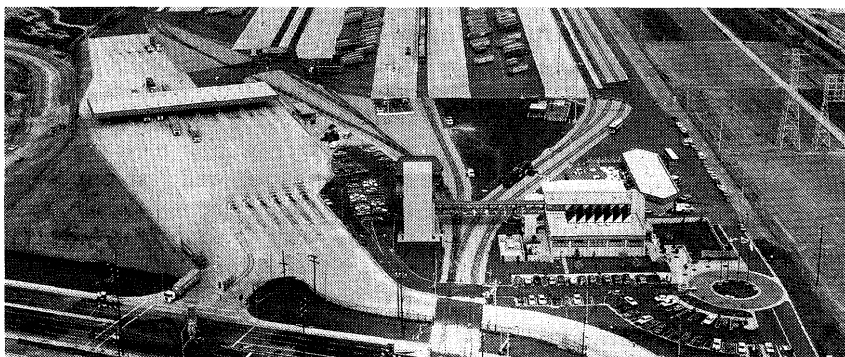
### First Long Beach Unit Train Leaves Newly-Opened Transfer Facility

The first minibridge unit train loaded with containers from the Port of Long Beach has departed the newly-opened Intermodal Container Transfer Facility bound for delivery to Houston, New Orleans and Chicago.

Made up double-stacked 20- and 40-foot containers, the Southern Pacific unit train carried 160 TEUs destined for the Gulf area and 300 TEUs destined for discharge in the Midwest. It launched Orient Overseas Container Line's weekly eastbound piggyback service every Monday, with an additional weekly mini-stack train on Thursday to Chicago only.

The new 150-acre, \$70 million ICTF has been operational for a few days, and transferring of the first shipment of OOCL containers from truck to train was completed hours ahead of schedule. OOCL ships call at the recently completed Long Beach Container Terminal on Pier A.

Long Beach Harbor Commission President C. Robert Langslet noted that the transfer facility, built jointly by



A bird's-eye view of the newly opened Intermodal Container Transfer Facility built jointly by the Ports of Long Beach and Los Angeles and operated by Southern Pacific.

(Photo: Port of Long Beach)

the Ports of Long Beach and Los Angeles and operated by Southern Pacific, is the world's largest truck/rail yard dedicated to international business.

"It is an exciting coincidence that assembly of our first unit train at the ICTF comes at the same time that actual construction has started on the Greater Los Angeles World Trade Center Long Beach just 3-1/2 miles away," Langslet added.

Southern Pacific is in the process of transferring all of its container traffic in Southern California from the Valla and Los Angeles Transportation Center intermodal facilities to the ICTF. The new yard, 20 miles closer to the docks is scheduled to be officially dedicated on January 15.

Southern Pacific serves the yard exclusively under an agreement with the Joint Powers Authority of the participating ports. The ICTF is expected to handle 360,000 containers annually in its first phase configuration.

This in turn eliminates 800,000 truck trips a year through downtown Los Angeles freeways for a savings of more than 15,000,000 highway miles.

### Maersk Opens Exclusive Terminal at Long Beach

To accommodate their increasing amount of Pacific Rim trade, Maersk Line has relocated to a larger container terminal on Pier J, Berths 243-244 in the Port of Long Beach. Christening of the new terminal, which is exclusive to Maersk, took place on Saturday, January 24 with Congressman Glenn Anderson among those in attendance.

The 53-acre facility replaces a 30-acre Pier G terminal that Maersk had previously occupied in Long Beach. Along with more operating space, the terminal features a number of first-class container handling advantages.

Maersk owns three 40-ton capacity Paceco container cranes and has access to an additional crane through an agreement with Pacific Container Terminal and Stevedoring Services of America. Once a container is offloaded it goes directly onto a chassis in Maersk's fully-wheeled facility, saving valuable transfer time over the ground-stacking system.

Three 70-foot container scales, eight terminal access lanes (five entrance, three exit) and the ability to house 225 refrigerated units all add up to a modern container terminal, one that gets containers to their destination quickly.

### Record TEUs at LA

Container throughput for 1986 at WORLDPORT LA totalled a record 1,324,547 TEUs. According to Port of Los Angeles Marketing Director Steven Paul Resnick, this represents a 20% increase over the Port's best previous year.

December 1986 container traffic reached 118,061 TEUs, 35.5% greater than December 1985. It was the 49th consecutive month of increased growth.

Resnick credits the Port's steamship family, terminal operators and labor forces for the year's achievements. "We're a team," he emphasizes, "together we sell the Port's facilities, give shippers the quickest and best service available and, ultimately, get everything from food to jeans to VCRs to American consumers by the most efficient gateway to America." He points out that containerized cargoes reflect an international trade mix as

good as imported and exported not only to and from the Far East and Western Europe but increasingly, involving South America, Southwest Asia and the Indian subcontinent.

### Record Traffic at GPA

A 16.4% increase in traffic through Georgia Ports Authority's CONTAINERPORT helped push total tonnage past the 7,000,000 mark for the first time. A total of 7,145,815 tons crossed GPA's deepwater terminals. The figure represented a 287,000-ton increase over CY85.

In Savannah, containerized cargo handled edged close to the 4-million-ton milestone at 3,940,681 tons. Breakbulks remained a vital part of the Savannah cargo portfolio. While many ports continue to experience container growth at the expense of conventional cargoes, Savannah breakbulks remained level at 1.21 million tons.

## Clearing Customs In a Few Seconds

By Evelyn Clark

Clearing Customs in seconds is still just a dream for most travelers, but for shippers in many U.S. ports—including Seattle—it's already a reality for some cargoes. And if U.S. Customs plans remain on schedule, virtually all shipments through major U.S. ports will be processed by computer by the end of 1987.

Called the Automated Commercial System (ACS), the Customs program is envisioned as a nationwide network of ports feeding the same basic data to Customs' main computer in Fraconia, Virginia. We ACS is in full operation, it will hook up all major U.S. ports to three services: Selectivity, Automated Broker Interface (ABI), and Automated Manifest System (AMS).

The Port already is operating its own Seattle Customs Automated Manifest System program, which was designed to be compatible with the national Customs system, said Mr. Ed McKinnon, Port Liner Services executive. Because its automated manifest system is already up and running, "the Port of Seattle is offering itself as a service center for any line which could benefit from the system," he said, noting that two of the larger lines have their own computer operations.

A few strokes on a computer keyboard is all it takes now to transmit cargo release information from the Seattle Customs office into Port of

Seattle computers, which then transmit data direct to steamship lines and the terminal operators.

Paperwork processing has been cut "from at least several hours to a few seconds," according to Mr. McKinnon. And when the entire program goes on-line, "it's going to save an average of a day and a half for cleared commodities (not in-bond shipments)," Mr. McKinnon estimates.

The Port of Seattle's representative in planning for the Automated Manifest System, Mr. McKinnon explained, "AMS allows us to transmit manifest data directly to the U.S. Customs office, literally saving hours waiting for paperwork."

Selectivity, previously known as ACCEPT, has been in use in Seattle since September of 1983, he said. "Under Selectivity, any shipments suspected of trademark infringement violations or illicit drugs, can easily be screened out and subjected to intensive exam," he added.

ABI, a program that permits brokers to electronically clear cargo through Customs, is expected to be in use at some major Seattle brokerage firms by early 1987. "ABI allows us to get cargo clearance information to the terminal offices sooner," Mr. McKinnon said.

"What used to take at least several hours for someone to physically carry the paperwork from place to place, can now be done in seconds through these new programs."

Mr. McKinnon said the Port expects to be offering all three phases of the

new program to all Seattle steamship companies and their users in 1987. "We're providing the Port's automated manifest service to most lines already, and we're making it available to others on request," he concluded. (*Tradelines*)

## Tonnage at Houston Up; Further Growth Expected

During 1986, tonnage at the Port of Houston increased by six percent, with a larger percentage of growth expected in next few years, according to Mr. James D. Pugh, Port of Houston Authority executive director.

Shipments of bulk cargo, containerized commodities and import automobiles increased significantly during the year.

"Imports of crude petroleum, the primary feedstock for Houston's huge petrochemical complex, rose 50 percent during the year," Mr. Pugh noted. "This increase can probably be linked to lower oil prices, which created additional activity for many of the private industries along the Houston Ship Channel."

During the fourth quarter of the year, the effects of new national farm legislation that provided increased price supports for some U.S. agricultural products began to have an effect at Houston, and grain exports moved upward. Bulk grain shipments were up 13 percent over 1986. This trend is expected to continue through 1987. At the Houston Public Elevator, Mr. Pugh said wheat shipments are expected to increase during 1987, depending on government programs and legislation.

In 1986 the Port of Houston moved into fourth position among the nation's ports in the importation of automobiles. Mr. Pugh said he expects Houston will continue to do well in this market in 1987.

Containerized tonnage increased 9 percent at the two PHA facilities equipped to handle this type of cargo, Barbours Cut Container Terminal and the Turning Basin Terminal. New container lines were welcomed and several lines already calling at the port increased their calls to meet demand.

Anticipating container growth in this area, PHA has asked local government officials and voters to approve a bond issue to provide \$90 million in capital improvements at Barbours Cut. The funds would pay for the construction of Berths 5, 6 and 7 at the facility.



## New Clark Container Handler

The Port of Charleston's brandnew Clark High Mounted Expandable container handler is immediately pressed into service, stacking 40-footers three-high at the Wando Intermodal Terminal. The 70,000-lb. capacity machine will help keep pace with the terminal's handling of more than a third of Charleston's almost four million tons of container cargo per year. The Port now has, at its three intermodal terminals, 10 container cranes, 15 front-loading container handlers and two traveling bridge cranes—more container service equipment than any other port between Baltimore and Houston.

## 'Dollars & Sense' Strategic Plan for New Orleans Announced

A campaign to attract more customers to the Port of New Orleans based on "dollars and sense" was announced by Executive Port Director J. Ron Brinson at a seminar on the development and implementation of the recently completed Strategic Plan for the Port of New Orleans. Sponsored by the World Trade Club, the seminar featured a panel that included Commissioner Donald R. Mintz, who headed the Dock Board's Strategic Plan committee; W. James Amoss, chief executive officer of New Orleans-based Lykes Bros. Steamship Co.; and Paul Wegener, vice president of M. G. Maher Co., a major New Orleans freight forwarder and custom house broker.

Mr. Brinson explained that "dollars and sense" meant that not only should cargo move through the Port at the lowest possible cost but that shippers should be made to realize that it makes sense to use the Port. He said that both intermodal and breakbulk specialist will be hired to help achieve that goal.

He also revealed that he will appoint an ombudsman who would focus on customer service. The person would have a high rank in the organization, would be expert and knowledgeable, and would handle both customer complaints and suggestion for improved

service and "get action taken on them."

Mr. Brinson stated that implementation of the Strategic Plan has already begun with the establishment of five divisions reporting to a deputy executive port director. The divisions, are presently headed by interim appointments, awaiting the outcome of the Port's request to the State Civil Service Commission to declassify a number of positions and place them in an unclassified Civil Service status. When that decision has been reached, permanent appointments will be made. The five divisions are marketing, operations, administration, finance, and port development.

Among the actions now being taken as a result of the Strategic Plan is a review of the field office system. "We want to make sure we have the right number of offices and that they are in the right places," Mr. Brinson said.

The Port has already scheduled the merger of the St. Louis office with Chicago, and Mr. Brinson revealed that the European office would be moved from its present location in Munich to some other European port city. He also indicated that the Port is placing a greater emphasis on South America. Thus a review of South America operations will be ongoing.

In regard to the Strategic Plan's recommendation that the Port needs specialized facilities to handle certain commodities, Mr. Brinson singled out

the fact that about 40% of the annual tonnage handle by the Port is steel. "We need to recognize the basic importance of this business to our Port," he said. "Steel is a very important part of our future."

The Port also intends to establish a new price structure. Mr. Brinson questioned whether rates need to be pegged to items like wharfage, sheddage, and dockage, terms that have not changed in the maritime industry for more than 2,000 years.

The Port plans to explore joint venture projects with the private sector, Mr. Brinson said. He urged the local maritime community, which he described as "highly developed and highly skilled," to come forward with proposals and ideas. The main objective would be to make the Port's terminals operate more efficiently.

In his comments on the Strategic Plan, Mr. Amoss said he found much to commend in it, nothing that the Port should strongly emphasize the handling of breakbulk cargo. He also applauded the Port's initiative in establishing an advisory committee on the Strategic Plan consisting of members of the maritime industry and civic leaders. By allowing them to participate in the development of the Strategic Plan they are now prepared to support it.

*(Port Record)*

## Mr. Nagorski Passes Away

*(Continued from page 21)*

Ports", which IAPH published in 1972 as a project in the framework of its International Port Development Committee activities. The book was regarded as a bible for all in ports and related businesses and was widely read by both IAPH members and non-members throughout the world.

According to his profile introduced in this book, Mr. Nagorski's first major assignment was to transform the Port of Gdansk in Poland, his home country, from a dormant provincial port into one of the main gateways for the nation's burgeoning overseas trade.

Displaced from his country by the war, Mr. Nagorski acted as Joint Managing Director of the Gdynia America Line in London and later in New York, and subsequently as Head of a division in the British Ministry of Transport in New York.

In 1952 he joined the United Nations Technical Assistance Organization as Port and Shipping Expert in various developing countries and served as adviser on port development in many countries including Jordan, Greece, the United Arab Republic, Saudi Arabia, Congo-Brazzaville, Brunei and Borneo. Both governments and private interests praised his services most eloquently in all the countries where he acted as adviser.

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

## Report on Library Training

*(Continued from page 27)*

easily monitored. The system prints out routing slips and files reports. Subscription lists and changes to routing lists are made quickly.

## CONCLUSION

The overall knowledge I gained in the training is an added experience which will be helpful to me in discharging my duties and responsibilities.

I must express thanks to Mr. B. Kruk, Chairman of the Committee on International Port Development, IAPH, for his kindness in awarding me the IAPH Bursary. I am grateful to the Port of Singapore's Training Manager Mr. J. Menon for making a place available on the course. Thanks also go to the lecturers and instructors for their utmost efforts to make their respective subjects clear to the participants.

Lastly I am grateful to the Tanzania Harbours Authority (my employer) for allowing me to attend the Course.

## ILA, MPA Form Team to Increase Cargo at Port of Baltimore

The Maryland Port Administration and the International Longshoremen's Association have entered into a formal working relationship to increase cargo and ILA manhours in the Port of Baltimore through the attraction of new business.

The two groups announced that an ILA-MPA New Business Team has been formed to discuss and define ways for the two organizations to jointly solicit new port business.

The New Business Team will identify and package specific programs aimed at increasing business in certain labor intensive commodities, according to Maryland Port Administrator David A. Wagner. "This partnership with the ILA will help the MPA to identify and develop sales program aimed at specific new customer accounts," Mr. Wagner says. "It will also provide a good basis for the ILA to review and participate in new business pursuits of the MPA sales force."

Mr. Albert Poremski, president of the ILA Baltimore District Council, says the New Business Team will help to create an environment in the port

that is more responsive to customer shipping demands. "Shippers want to know what kind of relationship exists in Baltimore between labor and the Maryland Port Administration," Mr. Poremski says. "It is essential that a productive relationship be maintained between the ILA and the MPA each and every day."

"Shippers will bring cargo to Baltimore only if they are comfortable that all sectors of port including the ILA and MPA are working together in their interest," Mr. Poremski says.

The ILA-MPA New Business Team will meet as often as needed, probably every two weeks in the initial stages, Mr. Wagner said. He will serve as a co-chairman of the team along with Mr. Poremski. It is anticipated that the team will eventually meet on an "as needed" basis.

The MPA has allocated \$100,000 from its fiscal 1988 budget to fund the New Business Team's activities. Private contributions have also been received to help support the team's work. Much of the money will be spent on joint ILA-MPA sales calls on key port customers and joint ILA-MPA national and international trade missions to solicit cargo on behalf of the Port of Baltimore, according to Mr. Wagner.

## Iron Ore, Grain Focuses of TV Series

A major television series on the ports of Duluth-Superior entitled "Heartland Harbor" will be produced by WDSE-TV, Channel 8 in Duluth. A series of 26 15-minute programs will be produced and broadcast as an Instruction TV (ITV) series for use in the region's school systems and as 13 half-hour programs for prime time broadcast on Channel 8 and other television stations within the PBS network.

The series' two main focuses will be iron ore and grain shipping through the Twin Ports. The shows will trace how the mining and growing take place and the transportation of the raw materials to final destination, including segments on unloading and distribution of the grain in Europe, and visits to steel-making facilities utilizing the ore.

Producing the shows will be Roy Flynn, and Marty Anderson will photograph and direct the series. According to Flynn, the first segments should be ready for airing in the spring of 1987.

Funding for the project was obtained from several area foundations and was triggered by a gift by Julia Marshall of Duluth. *(Minnesota's World Port)*

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experience.

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**Employed at:**

**Date:**



\* Represented in IMTA are: KNRV (Royal Netherlands Ship-owners Association); MARIN (Maritime Research Institute Netherlands); NOORDER HAAKS, Den Helder (Nautical Technical College); Higher Port and Transport College, Rotterdam.

## Port of Montreal Scores Unprecedented Success

\*Over 500,000 containers handled in a single year, setting a record

\*Over 4,000,000 containers handled since the dawn of containerization in Montreal

\*A record amount of general cargo handled

The Port of Montreal has made public the results of its 1986 activities. "The past year was particularly marked by unprecedented success in containerized cargo handling," said Port General Manager and Chief Executive Officer Dominic J. Taddeo.

Here are the highlights of the 1986 results as presented by Mr. Taddeo:

- A record 531,525 containers handled in a single year;
- The fourth straight record year in containerized traffic, which increased by 11.7 percent in 1986 to 4.9 million tonnes;
- 4,236,187 containers handled since the dawn of containerization in Montreal in 1967;
- A record 6.1 million tonnes of general cargo handled;
- A 2.4 percent increase in total traffic, which climbed to 21.6 million tonnes despite a slowdown in the grain and petroleum product sectors;
- 14.7 percent growth in other solid bulk and liquid traffic, which reached 5.8 million tonnes; and
- For the seventh straight year, positive financial results showing a net income of \$13.7 million.

"We can all be pleased with the Port's outstanding performance in the area of general cargo (containerized and breakbulk traffic combined)," said Mr. Taddeo, "all the more so since this is the area that creates the most jobs and generates the most economic benefits."

Mr. Taddeo pointed out that Montreal has earned a reputation as a reliable, efficient and competitive port. "This reputation is the product of many years of hard work on the part of everyone involved in port activity, and they deserve the credit," he added.

"It's up to each and every one of us in the port community—as well as the region—to maintain and cultivate this reputation, for doing so is in everyone's interest," said the Port General Manager, "especially given the Port of Montreal's tremendous economic

impact."

Commenting on the results, Board Chairman Ronald Corey said, "Our 1986 results are all the more satisfying for having been achieved in a context of very severe competition in both the shipping industry and international trade."

Noting the new records set in containerized cargo handling, Mr. Corey added, "Our performance was one worthy of the Port of Montreal, Canada's leading container port and a proud competitor on the eastern seaboard."

"Everything possible will be done to ensure the Port of Montreal's success and enable it to keep contributing to the prosperity of the citizens of the Montreal area, Quebec and Canada," said the Port Chairman.

## Nanaimo Counts on Busy, Productive '87

Nanaimo Harbour Commission expects 1987 will be year of steady operation and looks forward to reasonable expansion and development of the port under its administration.

Port Manager Bill Mills says "We are looking forward to a year that is positive and productive. Major agreements with the International Longshoremen's and Warehousemen's Union, as well as the International Woodworkers of America union are in place. We look for a good year for the Commission, our customers and labour."

Mr. Mills states that "projected revenues for 1987 are \$4.8 million and related expenditures are \$4.7 million, leaving a projected income for the year of approximately \$100,000."

Capital projects expenditure includes major reconstruction work of Assembly Wharf berths at around \$600,000.

Revenues generated by the Assembly Wharves represent about 80 percent of the port's gross revenue, with other revenues coming from the Commercial Inlet Basin, General Harbour Operations, Property Management, Seaplane Terminal and Investment Income.

Included with expenses is \$1.1 million in depreciation for the year. The Harbour Commission depreciates its assets on an annual basis similar to other business operations. As the Commission receives no federal, provincial or municipal funds or grants for operating, it is essential that asset renewal through restoration or replacement be effectively planned.

## Mr. Gaunce Named Chairman Of Saint John Port Corp.

Mr. Harry P. Gaunce, a long-time civic and business leader in Saint John, has been named chairman of the Board of Directors of the Saint John Local Port Corporation. Harry Meinhardt will serve as vice chairman of the newly-created governing body of port business affairs.

Mr. Gaunce has been chairman of the Saint John Port Development Commission since September, 1986. He is vice president of Armstrong & Bruce Insurance Ltd.

The appointment was announced by Saint John MP Gerald Merrithew, Federal Minister of State for Forestry and Mines.

Saint John became the seventh Canadian port to gain local autonomy following the enactment of the Canada Ports Corporation Act in 1982. The three criteria cited for local port corporation status are the port's national or regional significance; local interest in the management of the port and that the port will likely be financially self-sufficient.

The Board will have a high degree of autonomy to manage its own affairs. In company with the Province of New Brunswick, the Port Corporation will initially make a marketing study to analyze the port's competitive assets and determine what its place is in terms of international and national marketplaces and how best to promote the port.

Mr. Gaunce said he was confident that the Port could continue to serve its customers, seek new ones and make certain that the Port of Saint John works to serve the best interests of the people of New Brunswick and of Canada.

Mayor Elsie Wayne of Saint John, in commenting on the Board appointments, said, "It is one of the most important boards which will be established in this city."

Specific responsibilities of the Board include the managing of marine traffic, fixing fees and tolls for ships which use the harbor and investing funds. Significant port re-development in the past decade has resulted in one of the most modern container handling facilities in North America, a state-of-the-art forestry products terminal and a new and highly automated potash terminal.



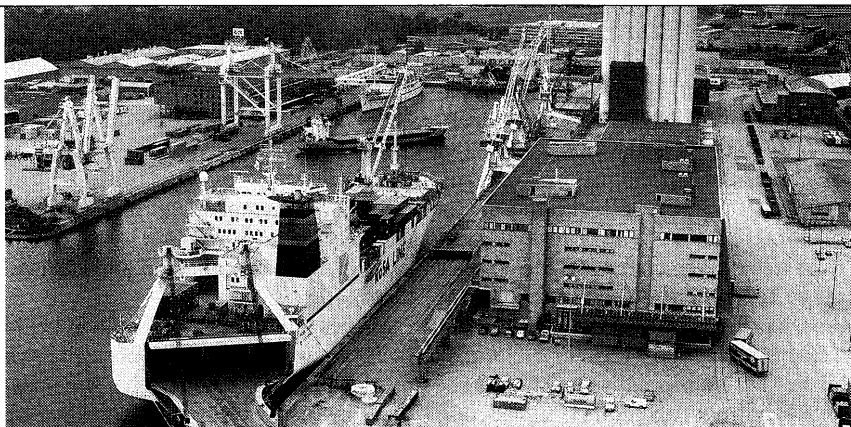
## Africa/Europe

### Port of Stockholm: Gateway to the East

To the shipping world, Stockholm presents itself as "the Gateway to the East." The image is justified by the intensive ferry traffic between Stockholm and the Åland Islands and Finland proper, regular services to Leningrad and growing feeder container traffic to the Trans-Siberian Railway. "Value-wise, thirty percent of Finland's exports pass through Stockholm," notes Christer Vårdstedt, Managing Director of the Port of Stockholm.

Vårdstedt continues: "It's vital in our work to have a clear insight into the port's role in the total logistics system. It's extremely important to detect potential combinations, as well as to develop our competence in various sectors so that we stay competitive."

Being located in Sweden's densest consumer area, the Port of Stockholm is naturally a major import gateway and



The Port of Stockholm is a major import gateway and has great potential for growth as the principal port for East-West ferry traffic. (Photo: Bertil Wöllner)

a significant link in the logistic chain. As principal port for East-West ferry traffic, it also has a great potential for growth.

**Two million tonnes:** The ferry services create huge flows of both passengers and cargo. Finland's trade via Stockholm has increased steadily in recent years. This traffic, comprising mainly units such as trucks, trailers and containers, will account for a throughput at about 2m tonnes in 1986.

**Six sailings daily:** With six sailings every day, the Stockholm-Finland pas-

senger and ro-ro services constitute virtually a floating bridge across the Baltic. The likeness is further strengthened by smooth integration with road and rail networks.

**One-hour turnaround:** Vessels on the Turku route are turned round in an hour, a routine achievement of which Vårdstedt is understandably proud. Probably few of the numerous conference and holiday travellers who use these ferries are aware of the volume and scope of the goods traffic carried.

(Continued on page 40)

## Visitors to the IAPH Head Office

On February 5, 1987, **Mr. Norman Matthews**, Deputy Secretary General, International Association of Lighthouse Authorities, visited the Head Office and was received by the Secretary General and his staff. He was accompanied by Dr. Yoshio Fujino, President, Japan Marine Signals and a member of the Marine Safety Sub-Committee, PSEC, of which Mr. Matthews is an observer. Mr. Matthews was visiting Tokyo to attend a conference organized by the Maritime Safety Agency, Ministry of Transportation, Japan.

On February 9, 1987, **Mr. An, Dae-Sik**, Director, Port Operation Division, Port Management & Operation Bureau, Korea Maritime & Port Administration, visited the Head Office and met Mr. R. Kondoh, Under Secretary. He was accompanied by Dr. Il Soo Jun of the Korea Maritime Institute, as well as Mr. Chung Gee Whan, Senior Research Scientist, and Mr. Chae-Kyu Kim, Project Manager, both of the Korea Advanced Institute of Science & Technology. They were on a study mission for the furtherance of their study on the EDP oriented information system for ports.

In the afternoon of the same day, the party visited the Port of Yokohama, where they met Mr. Giichi Tsuru, Director for Port Operations. They were briefed on the current situation concerning the EDP system operated by the Port. With the participation of Mr. Kobayashi, Chief of the EDP System Office of the Port, the party engaged in extensive discussions on issues related to the development of management orient-

ed EDP systems for ports.

The party was scheduled to visit Associated British Ports in London and the Port of Rotterdam on their two and a half-week study mission.

On February 10, 1987, **Mr. G.J. de Worlf**, Secretary-General, and **Mr. J.A. Mulock Houwer**, General Manager, International Association of Dredging Companies (IADC), visited the Head Office and were received by Dr. Hajime Sato, IAPH Secretary-General, and his staff. At the meeting, Dr. Sato thanked Mr. de Wolf for the continued contribution extended by IADC towards IAPH's activities carried out by the Dredging Task Force. The IADC's delegation was visiting Japan for the purpose of promoting the added participation of Japanese contractors in the IADC's activities.

On the afternoon of February 25, 1987, three gentlemen from IAPH member ports visited the Head Office and were welcomed by Mr. Hiroshi Kusaka, Deputy Secretary General, and his staff. The visitors were **Mr. M. Bin Abdul Shani**, Assistant Traffic Manager, Port Kelang Authority, **Mr. H. Hazelman**, Assistant Wharf Manager, Ports Authority of Fiji, and **Mr. J. Taukaban**, Cargo Handling Supervisor, Ports Authority of the Solomon Islands. They were in Tokyo attending the container terminals development planning seminar organized by the Japan International Cooperation Agency.

(Continued from page 39)

**Dedicated USSR terminal:** The Baltic Terminal, built specially for the growing ro-ro traffic between Stockholm and Leningrad, was inaugurated earlier this year. The majority of trade between Sweden and the USSR is seaborne. Besides goods to and from Russia itself, the traffic includes transit cargo to the Far East via the Trans-Siberian Railway.

Currently, the development of bilateral trade is promising. The Russo-Swedish trade agreement signed last year is intended to broaden commercial exchange between the two countries and simplify decisionmaking and trade formalities, with positive results from the Port of Stockholm's viewpoint. "We are firmly determined to lead the field in this trade," declares Christer Vårdstedt.

**Importance of Dan-Link:** Some 40 percent of Sweden's population lives within a 200km radius of Stockholm and 40 percent of the country's industry is within the same area.

But cargo is not generated by the Port's immediate hinterland alone: Stockholm is a nodal point in several different transportation networks. A great deal of the goods passing through the port continue through Sweden by rail or road in transit to the Continent. There is therefore a mutual interdependence between developments in Stockholm and the evolution of Sweden's ferry links from the West and South Coasts. The Dan Link project, for example, will have an important effect on the flow of goods through Stockholm.

**Bulk developments:** But ferries and ro-ro traffic are only part of the Port of Stockholm story. Other types of cargo-handling are also prominent.

"We have probably the best-equipped container port on the East

Coast of Sweden," says Vårdstedt, "and when the proposed new bulk terminal in the Freeport is completed Stockholm will justify the description, 'Full-service Port,' in every sense of the term."

The bulk terminal will be designed to handle commodities such as salt, sand and cement for both local and regional distribution.

Meanwhile, a new grain silo is being built, an investment of some SEK50m by the farmers' co-operative organisation to which the Port is responding by dredging in the Freeport to permit the berthing of oceangoing bulkers.

**Ferry ports will survive:** It seems, then, that the Port of Stockholm can view the future with confidence. Vårdstedt explains: "As long as present transport policy persists, heavily favouring land transport, the shortest possible sea routes will be attractive.

This means that the ports in Sweden which have ferry services will survive and may even greatly expand.

"I'm convinced that the port map of Sweden will be very much changed by the end of the century, and that's not far in the future..."

This view forms the basis of the strategy of the Port of Stockholm and, as a result, the Port's investment policy is one of moderation. There is, for example, no question of establishing a container terminal or any other such ambitious facility at Nynäshamn.

This cautious policy bears fruit: the Port of Stockholm shows a profit. "There'll be a favourable balance at the end of this year, so therefore we won't be raising tariffs in 1987; and I'm sure that we needn't fear any serious increases for the next few years, either," concludes Christer Vårdstedt, Managing Director of the Port of Stockholm.

## New Car Terminal Inaugurated in Port of Copenhagen



The new big car terminal in the Free Port of Copenhagen, the largest car importation port in Denmark.

Copenhagen Port Authority and Copenhagen Free Port and Stevedoring Company Ltd. have officially inaugurated the new 50,000 square meter big car terminal located in the Free Port of Copenhagen.

With the completion of the terminal—an investment of more than 34 million Dkr.—Port of Copenhagen is now

equipped to offer the best possible service to the receipt of new cars. The capacity of the terminal is more than 5,000 units, which means that the terminal can comply with the expected demands.

The port of Copenhagen is the largest and most important car importation port in Denmark and it receives more than 55,000 new cars from Japan and France each year.

The official opening was undertaken by the chairman of the board of Copenhagen Free Port and Stevedoring Co., Ltd. (KFS), managing director Mr. Mogens Munk.

The terminal has been in use since December 1986 and more than 2,000 cars have already been "served" by the terminal.

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## Hamburg's Position as Germany's Biggest Port Consolidated

Now it's definite. In 1986 the volume of cargo handled by the Port of Hamburg reached a total of 54.512 m t, figures confirmed by recently published statistics on the past year. The final total was up on previous estimates of 53.5 m t. Compared to cargo-handling figures for 1985, last year's total "only" meant a fall of 8.4%. All in all, the Elbe port can look back on 1986 as the year when its position as Germany's biggest seaport was consolidated—with 40% of the cargo handled by West Germany's 13 leading ports.

In Hamburg one of the growth sectors was general and sacked cargo (incl. containers), so vital for safeguarding jobs in view of its labour and wage-intensive structure. In this sector 21.496 m t were handled in 1986, an increase of 1.5% on 1985 (21.172 m t).

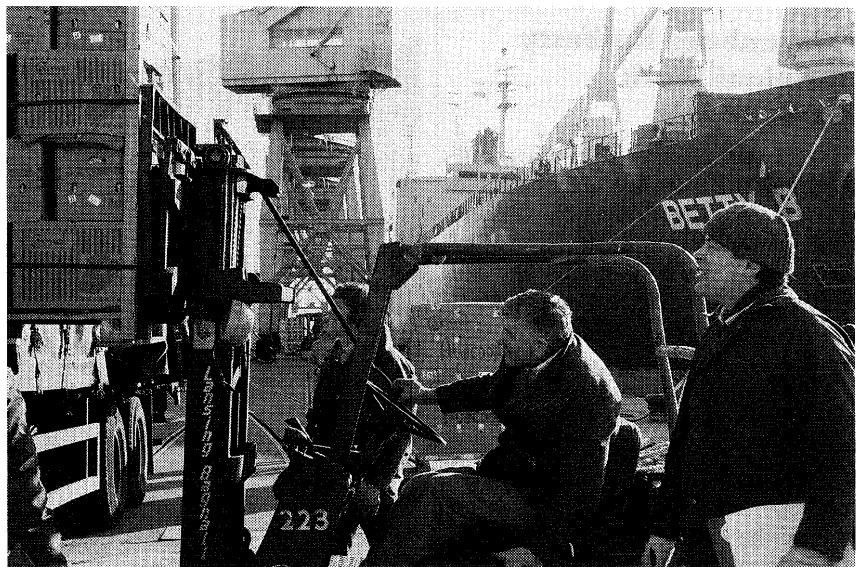
The year-long trend to containerized general and sacked cargo continued during 1986. 12.145 m t or 56.5% of all general cargo passing through the Port of Hamburg was in containers, a 12.7% increase on 1985. In contrast, conventional general and sacked cargo fell by 10.1% to 9.351 m t.

The dynamic development of container traffic via the Port of Hamburg is unbroken. In 1986 1.246 m TEUs were handled by the Elbe port's specialist facilities—a rise of 7.5%. The weight of loaded containers actually increased by 12.7% to 12.145 m t last year.



Container traffic via the Port of Hamburg has been developing dynamically.

(Photo: Hafen Hamburg)



Palletised fruit and vegetables are being discharged from the "Betty B" direct to road transport at ABP's Port of Southampton.

## Flexibility Expands Southampton Business

Co-operation and flexibility were much in evidence at ABP's Port of Southampton recently when the world's largest reefer vessel discharged 6,089 tonnes of palletised cargo from Israel—the first shipment of this type of cargo to be handled at the port for a number of years.

Cargo vessel *Betty B* (694,000 cubic feet capacity, 12,383 grt), owned by Lauritzen Reefers of Copenhagen, arrived from Haifa to discharge one-tonne pallets of fruit by specialist cargo handling gear fitted to the quayside cranes by ABP.

Commenting on the port's renewed competitiveness and willingness to handle new business, Southampton's Port Director, Dennis Noddings, said: "This operation demonstrates the port's ability to handle a wide range of cargoes and it is this flexibility which will be a significant factor in the expansion of the port's business."

## Best Year for Gothenburg

The figures for 1986 reveal that the Port of Gothenburg had its best year ever, although the increase was a rather modest three per cent.

The sum total reached 25,730,000 tonnes of cargo shipped via Gothenburg. Two thirds of the total is oil, and this sector enjoyed a five per cent increase. General cargo was up three per cent in imports and down one per cent in exports.

The result is considered satisfactory at Gothenburg, bearing in mind the effects of certain 1986 events: the disappearance of trade with Southern Africa, the Australian slump, lost buying power in West Africa, and nationwide labour disputes.

(The 1986 cargo turnover is the biggest one achieved by the Port of Gothenburg—save one. In 1974 the turnover was more than 27 million tonnes, but three million of those were rather artificial: the transfer at Gothenburg of crude oil from large to handy-sized vessel able to navigate the Baltic.)

## Gothenburg Railferry Terminal Work on Schedule

The Gothenburg-Frederikshavn railferry link will start operating later this year. Construction work on the Gothenburg terminal facility at Kvillepiren goes on as planned. Snow, ice and Arctic gales have slowed down activities somewhat this winter, but this is normal.

The Gothenburg terminal will be ready this spring, while the Frederikshavn terminal will be commissioned a few months later. In the meantime, railferry operator-to-be Stena Line is going to use the terminal for trailer ferry traffic to and from West Germany.

The link was suggested by the Swedish export industry and will probably be used mostly for semi-bulk cargoes like wood, steel, pulp and chemicals. Most of the cargo is expected to move bilaterally, while a much smaller share will be transshipment cargo. The link is also expected to open up Jutland (Continental Denmark) for more Swedish exports.

The new railferry link will be of special interest to those who deal in the transport of hazardous cargo. The Gothenburg-Frederikshavn railferry will not accept passengers, a fact that makes it especially suited to carry hazardous cargo because of the difference in regulations. Other Sweden-to-Continent railferries all carry passengers as well as cargo.

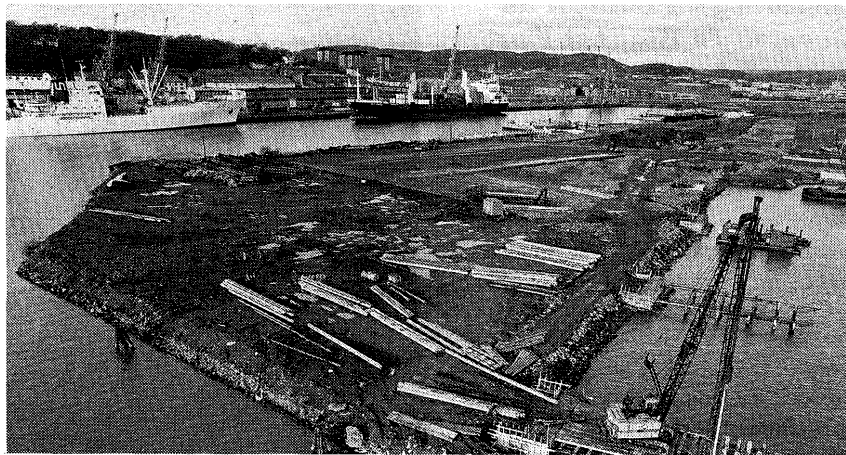
## Port Foreman Rewarded

Mr. Lars-Olof Martinsson, aged 43, has been granted Swedish Kronor 75,000 by his employer, the Port of Gothenburg Ltd. Mr. Martinsson, who is a foreman at Gothenburg's Skandia Harbour, has developed a more efficient way of loading car bodies onto ro/ro ships.

Atlantic Container Line con/ro vessels regularly load Volvo body-cases at Gothenburg, destined for Volvo's assembly plant at Halifax. Four cases at a time used to be loaded onto rolltrailers by means of fork lift trucks, towed aboard and unloaded there by FLT's.

The Martinsson method is to place twelve cases across two girders, then push a hydraulic rolltrailer under the cases, lift and tow them aboard.

The SwKr 75,000 reward is the



Work is proceeding according to schedule at Gothenburg's Kville Pier, where a railferry terminal is being constructed for the new Gothenburg-Frederikshavn rail-link.

highest sum ever to have been granted an employee by the Port of Gothenburg Ltd. for a productivity-boosting method. The Port has a scheme for encouraging its employees to find such methods; according to this, the reward for a successful new method should be 50 per cent of the profit generated by the method during the first year.

## 1986 Cargo Handling In Bremen Ports Steady

In the Bremen ports in 1986 a total of 29.8 million tons of import and export goods were handled, thereby just missing a repetition of the 29.83 million-ton record result of the previous year. With 18.2 million tons of general-cargo (a reduction of 1.7 percent) and 11.6 million tons of bulk commodities (plus 1.45 percent), Bremen/Bremerhaven were able to demonstrate their position as important seaports on the Northwest European coast and they even turned out better than, in mid-year, could ever have been expected, declared Bremen's Senator for Ports, Shipping and Traffic, Mr. Oswald Brinkmann, when presenting the handling-figures balance sheet.

Due to the strong alignment which the Bremen ports have with the North-American continent the decline of the US currency, as expected, led to an unmistakable drop in general-cargo exports to 10.7 million tons (minus 6.2 percent). This, however, was offset by an increase in imports to 7.5 million tons (+6.5 percent).

In those handling spheres which belong to the future (container and ro/ro) the Bremen ports again experienced record figures. Thereby, for the first time, container handling broke through

the one million (20-foot basis) barrier. Bremen/Bremerhaven thus now belong among the relatively small circle of seaports which, globally, number a goodly dozen "container-millionaires." In addition a spectacular increase was, with a plus 19.5 percent, again produced in automobile-handling. In Bremerhaven—the European turntable for car handling—609,000 vehicles rolled on and off the large automobile transporters during the year under review.

In this the slight decrease in the German auto exports was more than compensated for by imports from, above all, Japan. Dr. Rolf Fastenau, board chairman of the Bremer Lagerhaus-Gesellschaft (BLG), which is competent for operating the container terminal and the automobile-handling installations in Bremerhaven, sees, from this background, the investment policy of the Bremen seaport traffic economy of the past years as being verified. The BLG, which is preponderantly active in general-cargo handling, was able in 1986, with 16.05 tons overall, to even just top the result of the previous year (15.97 million tons).

In 1986 the undertaking invested a good DM 86 million—DM 23 million of which were for the Bremerhaven automobile terminal alone. Currently a further DM 27 million have been earmarked for improving technical installations, declared Dr. Fastenau. Again unsatisfactory in 1986, however, was the costs/profits situation of the Bremen seaport traffic economy. For years the artificial competitive disadvantages imposed by Rotterdam and Antwerp have had to be compensated for by price discounts. *(Bremen International)*



## Construction of Container Quay to Start in Antwerp

The Municipal Council of Antwerp has approved the general principles of an agreement between the City of Antwerp and the Belgian Government in relation to the construction of a container quay alongside the River Scheldt.

The container quay, which will be built south of the access gully of the Berendrecht Lock under construction, is of fundamental importance for the port of Antwerp. The useful length of the quay wall will be approximately 1,180 meters, which can offer berthing space for four container vessels with a standard length of 260 meters. Depth at low tide will be 14 meters so that very large container vessels will be able to berth there. The land behind the quay for container handling has a surface area of approximately 55.4 hectares, where a maximum of 29,000 TEU can be stored.

The following general principles were accepted:

The Belgian Government will build a quay wall in the bed of the Western Scheldt which, upon completion, will be handed over to the administration of the City of Antwerp. The City will then give the terminal in concession to the private sector. The City of Antwerp will pay 40% of the overall building cost of the quay wall (1,434 million BF, covered by a loan); 60% will be paid by the Government. The investments in the maritime access route will be paid

fully by the Belgian Government. The cost of superstructure or equipment (2,400 to 2,600 million BF) will be paid by the private sector.

The share of the City of Antwerp will be used preferentially to cover the initial building cost of the quay wall.

The construction of the new quay will be started in April 1987 and must be completed in 1989.

## Largest Bulk Ship Enters Rotterdam

On 30 January 1987 the 365,000 tonne dwt "Berge Stahl," the largest ship for dry bulk cargo in the world, arrived from Brazil in the port of Rotterdam. This ship, which was fully loaded with ore, was the first with a draught of 74 feet to put in at the port.

From 1 February Rotterdam became officially accessible for 74-footers at 75% of the high tides. This has been made possible by a better use of the 72-foot Eurochannel, by improving information on the water level and carrying out some dredging work at several places in the channel and harbour mouth.

The "Berge Stahl," owned by the Norwegian shipping company Bergesen, was built last year by Hyundai Heavy Industries in Korea. The ship is 347 metres long, 63.5 metres wide and 30.2 metres high. When loaded, it can attain a speed of 13.5 knots.

The new bulk ship will continuously transport iron ore from Ponta de Madeira and Tubarao in Brazil to Rotterdam on the basis of a ten-year contract with Rohstoffhandel, the joint

import organisation of the West German steel companies Thyssen, Krupp, Mannesmann and Hoesch. Each year the "Berge Stahl" will ship about 4 million tonnes of ore to Rotterdam. In Rotterdam the bulk ship can be unloaded at the EECV transshipment terminal in the Europoort and the EMO terminal on the Maasvlakte.

Rotterdam forms an important link in the logistical chain of transport, transshipment and transit of raw materials for the West German steel industry. Last year about 36 million tonnes of ore were shipped to Rotterdam.

## Grimsby, Immingham Set Throughput Record

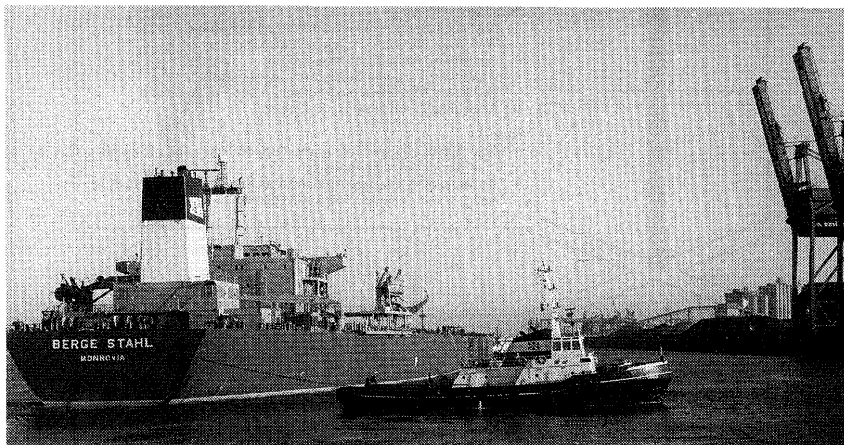
Associated British Ports have achieved a record annual throughput of 30.5 million tonnes at Grimsby and Immingham for 1986, beating the previous record of 28.7 million tonnes set in 1983.

Together Grimsby and Immingham make up one of the busiest port complexes in Britain. Traffic volumes grew at both ports during 1986 with substantially increased cargoes of iron ore, chemicals, petroleum, cement, unit loads and grain.

At Immingham, tonnages were boosted by the attraction of new liner operators, the uprating of grain handling equipment and the construction of a new anthracite briquetting plant, which is already operating. ABP is expressing confidence in prospects for 1987—the year Immingham celebrates its 75th anniversary: further land is to be developed for port use at Immingham and a new quay extension is planned.

During 1986 Grimsby saw the introduction of the new DFDS vessel "Dana Cimbria" and the opening of a new lift-on/lift-off container terminal. The Grimsby-based fishing fleet saw a welcome return of deep water trawlers to its numbers.

Dennis Dunn, ABP's Port Manager at Grimsby and Immingham says: "I am very pleased to be able to announce this new record. The achievement of a total throughput in excess of 30 million tonnes is a milestone which not only fully justifies ABP's investment in improved facilities to cater for increasing demand but also reflects the hard work, skill and commitment of everyone who works at Grimsby and Immingham."



The new iron ore ship "Berge Stahl" at the quay of the EECV ore transshipment terminal in Rotterdam Europoort. The ship has a dwt of 365,000 tonnes and when fully loaded has a draught of 74 feet. It is the largest ship for dry bulk cargo in the world and the first ship with such a draught to put in at the port of Rotterdam. The "Berge Stahl" transports ore between Brazil and Rotterdam for West German steel companies. (Photo: Rotterdam Port Authority)

## Asia/Oceania

### Waterfront Strategy: A Framework For the Future

A strategy to improve the efficiency, productivity, reliability, and industrial relations record of Australia's waterfront was announced recently by Federal Transport Minister, Mr. Peter Morris and Minister for Employment and Industrial Relations, Mr. Ralph Willis.

The Ministers described the Strategy as the most significant development in the industry since the introduction of containerisation. The Strategy is in response to the Webber Task Force Report on Shore Based Shipping Costs.

Four bodies under the guidance of the Inter-State Commission will have the task of tackling problems in every

area of waterfront and related operations.

"The waterfront is Australia's link with the world," Mr. Morris said.

"Its performance has a major effect on our export industries, on local industries which are reliant on imports, and on our balance of payments.

"What happens on and around the waterfront affects all Australians. The introduction of the Waterfront Strategy is the result of a series of measures to improve the efficiency and reliability of the whole maritime area."

#### ONE

One of the four bodies working on improving the efficiency of the waterfront will be the Stevedoring Industry Review Committee (SIRC), under the Chairmanship of Sir John Moore.

Established in July 1986 as part of the stevedoring award negotiations, the SIRC will now examine a wider range of problems associated with management and work practices, and have a firm timetable in which priority targets must be met.

The SIRC will be required to report to the Government on its progress by the end of March 1987.

#### TWO

Secondly, an Industry Committee will be formed to tackle other impediments arising from commercial practices, documentation, regulatory controls, marketing structures and inadequate communication systems.

As part of this Committee, the Sydney and Melbourne Working Groups established by the Webber Task Force will be reactivated.

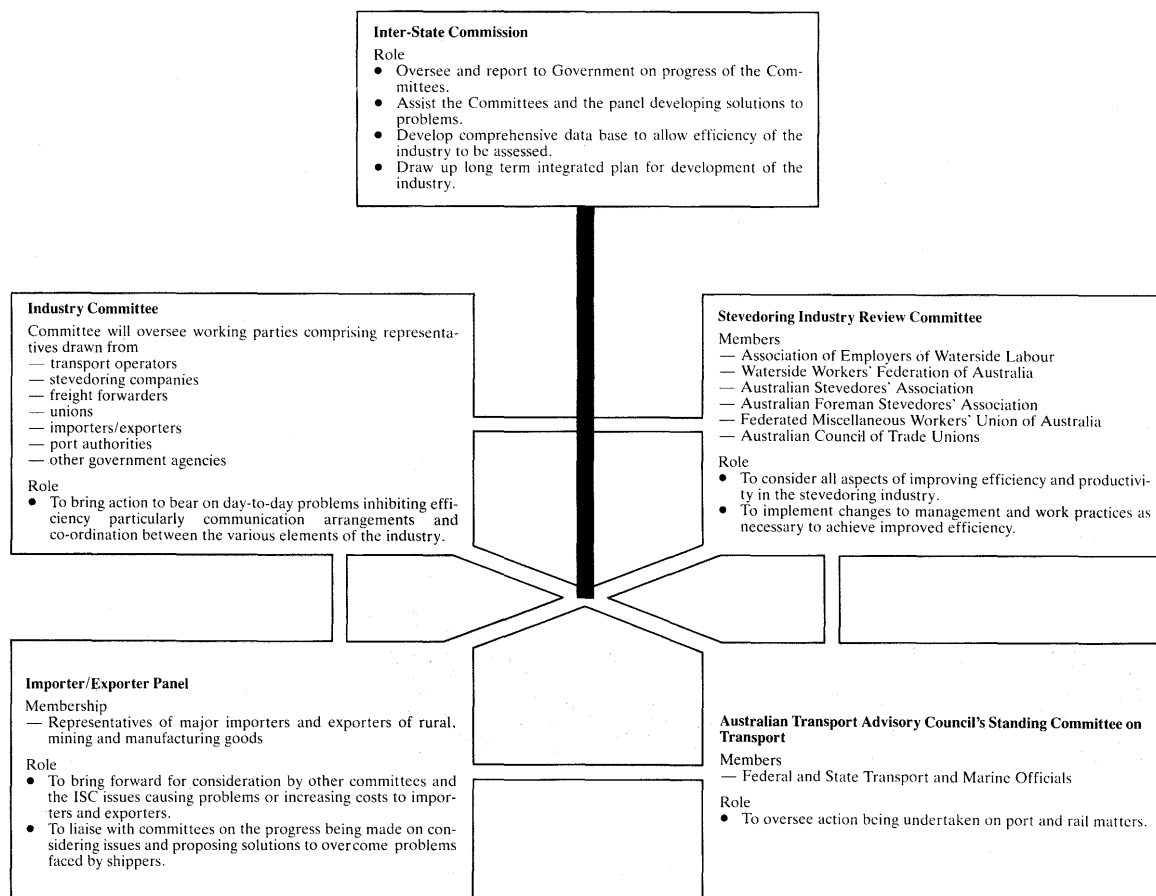
#### THREE

Thirdly, State Ministers have agreed to a co-operative approach to deal with problems in rail and port operations that were identified in the Webber report.

#### FOUR

Finally an Importer/Exporter Panel will be formed to represent the views of those customer industries whose performance depends so heavily on the

### Shore-based Shipping Strategy





efficiency of the waterfront.

"While there are several thousand people actually employed in the shore-based area, there are many more workers in other industries whose livelihood depends on a more efficient shore-based shipping industry. The "just-in-time" concept in the automotive industry is a case in point, especially with respect to the export market," Mr. Morris said.

The Strategy will establish a framework for the future—it will provide a structure in which the shore-based industry can solve its own problems, without losing the momentum built up by the work of the Webber Task Force.

"The Strategy has been developed in full consultation with the industry, relevant unions and its customers—and with the full support of the industry, it will enable the biggest advances in shore-based shipping performance in decades."

As well as overseeing the operations of the four bodies, the Inter-State Commission will formulate a blueprint to address long-term structural issues in the industry, and to work on effective industry performance indicators.

"There is no simple solution to the present difficulties facing the waterfront," Mr. Willis said.

"The Shore-Based Shipping Costs Task Force Report clearly showed that there is not one issue, rather there are problems to be solved in every area of shore-based operations.

"Australia's standard of living relies heavily on the development and maintenance of overseas markets, with well over three quarters of a million jobs related either directly or indirectly to Australia's export of goods and services.

"Imported goods are also essential to our living standards and for the survival of many local industries.

"If we are to survive the economic challenge facing Australia, we must ensure that our shore-based industry is efficient and reliable," Mr. Willis said.

Mr. Morris said the Waterfront Strategy is a co-operative effort in which all sectors of the shore-based shipping sector are called on to raise their performance across a wide front.

"The industry's customers will be deeply involved in the process and the Inter-State Commission will assist in maintaining the momentum of improvement," Mr. Morris said.

"I ask everyone involved with the shore-based shipping industry, for the benefit of all Australians, to continue this commitment to the future by working with the Government to ensure the success of the Waterfront Strategy."

## **Lambton Harbour Group Announces Integrated Development Concept**

### **OBJECTIVES**

- To provide an integrated harmonious development between the city and sea, to consider such things as commercial, maritime, recreational, educational, cultural and residential uses to complement development in the central city area.
- To be imaginative in its concept with a special identity, economically viable in its development, enhance the natural resources of the area, balance the spaces for people and density of building, and blend the height, generally of a low rise nature, between the sea and the city centre, have regard to view shafts and provide access, (including pedestrian) to the water's edge where possible and where such land would not be required for port operations.

The past year has been one of intensive activity and innovation in what promises to be one of the most significant land development projects in Wellington's history.

A team of consultants known as the Lambton Harbour Group under the direction of the Board of Management/Overview Committee, have produced a Concept Plan, described as the Lambton Harbour Development Concept, comprising seven volumes.

The Concept Plan is notable for the following:

- A wide range of activities provided for all. Special attention has been given to creating a people-orientated environment with a potential range of activities for all ages and interests.
- Extensive open spaces. Some 50% of the total site area is open space, with a variety of form, size, location and function.
- Quality landscaping, paving, lighting, railings, posts, bollards, signs, etc.
- Retention of existing features of interest.
- The retention and re-use of the majority of buildings on the site,

thereby preserving the historical and maritime character of the area.

- Buildings for public and cultural use to occupy some 13% of the site.
- Car Parking. Extensive underground car parking to preserve open spaces and avoid visually disruptive buildings.
- City-harbour interface, generous physical pedestrian connections, maintenance of view shafts, a variety of ways to gain access to the water such as steps, ramps, beaches, wharves and jetties, low hards, pontoons and rocky shores.
- Internal transport.
- New development comprising offices, residential, office/studios, festival marketplace, retail, drive in retail, hotels, restaurants, cafe, tavern, recreation, museums, cultural facilities, public buildings, marina, a possible aquarium and car parking.

## **Pleasing Results Despite Economic Downturn: Southland Harbour Board**

Despite the economic downturn in the rural sector of New Zealand the Board handled a significantly greater than originally forecast tonnage for the year ended September 1986, and only marginally down on the results achieved the previous year.

At the Annual Meeting of the Board the Chairman, Mr. Tom Shirley, reported a total manifest tonnage for the year of 1,417,218 tonnes, which represented a reduction of 2.4% compared with last year but was still the fourth highest tonnage on record.

On the financial side Mr. Shirley showed personal delight as he recorded a profit of \$501,396, which was a commendable \$1,621,703 turnaround of the previous year's loss.

The financial results vindicated the difficult decisions taken earlier in the year by the Board, in revising staff levels to optimise the utilisation of labour resources and contain costs.

Rationalization of labour achieved at both Management and Union levels was across a wide range of professional and other occupations and reflected the growing awareness by the Board of the need to become even more competitive and cost-efficient in today's economic climate.

*(The Bluff Port Sider)*

# **"Shore-based Shipping Costs, Non-bulk Cargo"**

**Bureau of Transport Economics, Australia**

**(Extended Summary of BTE Occasional Paper 80)**

The shore-based costs of moving Australia's non-bulk exports and imports are over \$1,500 million per year. These costs are relatively more important for exports than for imports. With exporters also facing tight overseas markets, their sensitivity to shore-based shipping costs is not surprising.

These are some of the findings from a study by the Federal Bureau of Transport Economics which has just released Occasional Paper 80, *Shore-based Shipping Costs, Non-bulk Cargo*.

The activities involved in the shore-based shipping chain are very complex and fragmented. Inefficient communication systems and ineffective markets are common. Some activities can cost substantially more than comparable tasks undertaken in other areas of Australian industry. These differences in costs account for some 17 per cent of total shore-based shipping costs.

According to many importers and exporters surveyed by the Bureau, quality of service is the most important consideration in retaining their markets. Delays and uncertainty in cargo movement schedules increase the levels of inventories that have to be carried in Australia and overseas, and affect the reliability of Australian industries as sources of supply.

The problems of this inherently complex industry are exacerbated by a difficult industrial relations climate, imperfect markets and poor communications. Australia's relatively small non-bulk trade in comparison with the major industrial nations, and its spread of population over large distances, are not conducive to a high level of competition among component parts of its shore-based shipping chains. Unlike Europe or North America, Australia cannot support a large number of competing ports with well developed land transport access.

The port-based services (tugs, pilots, watchmen and so on) are also relatively protected from market influences. Over time, these circumstances have not encouraged the development of efficient commercial, operational and industrial arrangements.

There are 10 major land-based unions involved in waterfront operations and this complicates the industrial relations situation. In addition, massive structural adjustments brought about by a major technological change (containerisation) in the late 1960s have inevitably created a number of difficulties.

For instance, although the number of waterside workers employed in stevedoring has been reduced since the 1960s from 20,000 to less than 6,000, this has produced a countervailing pressure to preserve jobs. As a result, various labour arrangements have developed which reduce flexibility to meet changing demands and constrain the productivity achieved from investment in container terminals.

Currently the industry relies on telephone, telex and even the daily press for its operational information. Introduction of modern information and communications systems would help streamline the overall cargo movement operation. Some documentation could be eliminated and standardisation would be encouraged. Cargo clearances could be issued electronically and greater planning flexibility would be possible.

Giving users of the shore-based shipping chain more influence through enhancing the role of market forces should lead to improvements in efficiency in a number of areas. However, fully competitive markets do not exist for some of the services. In these areas the users could also be more involved through consultation, and publication of performance and productivity indicators could help to provide an incentive for organisations to improve their efficiency.

Both the public and private sectors are involved in the shore-based shipping chain. The main links are ports and port-related services, terminals and other stevedoring activities, depots, land transport and customs agents. Various documentation systems are used to process cargo movement through these links.

The interface between container terminals and the land transport system

serving them is often cited as a problem area. With the advent of containerisation, the container terminals assumed responsibility for loading and unloading road and rail vehicles, a responsibility not part of conventional stevedoring. This was undertaken in the absence of any normal commercial market for the services involved and charges were incorporated into ocean freight rates.

Excessive delays at the terminal gates add considerably to the costs of trucking operations although, at times, some delay is inevitable, even at an efficiently operating terminal. However, the terminals' clients are the shipping lines, not the truck operators, and therefore market pressures on the terminals to reduce truck delays are not strong. Differences in the working hours of terminals, road transport and the shippers and consignees have added to the difficulties of moving cargo efficiently between exporters/importers and the port.

Most of the container terminal industry in Australia is owned by shipping interests. There are potential technical and commercial benefits from these arrangements, but in some circumstances they can lead to anti-competitive behaviour. In recent times stevedoring rates have been contained by a combination of factors including:

- a degree of oversupply of container terminal facilities;
- an increase in shipping activities by companies not tied by ownership or association with particular terminals; and
- downward pressure on freight rates caused by an oversupply of liner shipping.

However, if some of these conditions are not maintained, the current structure of the industry may not encourage cost minimisation in the provision of services.

Competitive market conditions exist in the road transport and customs agents sectors, but seem to be more limited in the other sectors.

Factors reducing the scope for competition include economies of scale and barriers to entry and exit.

Substantial sunk costs, significant vertical integration and formal and informal labour arrangements can contribute to these factors.

Less-than-container load (LCL) consignments are shipped in containers that must be packed and unpacked in

depots licensed by the Australian Customs Service. Industrial conditions similar to those on the waterfront apply in these international depots.

One effect of these conditions is that costs to users of these depots are substantially higher than those for similar operations carried out by freight forwarders.

This has tended to exacerbate the

normal tendency for shippers to send partially full containers as full container load (FCL) consignments to avoid consolidation costs and delays. The resulting reduction in LCL activity has contributed to the closure of a number of depots in the major centres.

The following table summarises typical costs borne by users of the shore-based shipping chain.

### Indicative Shore-based Costs for Containerised Imports and Exports, 1984-85

(Dollars per TEU<sup>a</sup>)

Item	Imports		Exports	
	FCL <sup>b</sup>	LCL <sup>c</sup>	FCL <sup>b</sup>	LCL <sup>c</sup>
Port and related charges	180	180	120	120
Stevedoring	230	230	230	230
Clearance procedures	80	300	40	220
Transport to wharf	..	..	120	60
Transport from wharf	120	60	..	..
Packing of container	..	..	150	600
Unpacking of container	150	600	..	..
Transport to depot	..	..	..	390
Transport from depot	..	390	..	..
Total	760	1,760	660	1,620

a. Twenty-foot Equivalent Unit (TEU) container.

b. Full container load: container packed by the shipper.

c. Less-than-container load: container with consignments from several shippers or destined for several consignees.

.. Not applicable

### Pusan Port Development Project Put in Action

Korea Maritime and Port Administration has stepped up the 3rd phase development project for Pusan port which is part of foreign trading port development program to catch up with increasing domestic seaborne cargo traffic volume in 1990s.

The Pusan port development project is scheduled for completion by the end of 1990 at a cost of 201.1 billion won which will be funded with both local investments and foreign loans.

The 3rd phase development project includes formation of a project supporting pier with a land area of 46,200 square meters which is to be financed by local fund and, by foreign loans, construction of 1,704-meter-long breakwater, 780-meter-long quay wall for a container terminal and 7.73 kilometer-long road and railroad and installation of 6 pieces of cargo handling equipment.

The breakwater works which are scheduled for completion by October

1990 at a cost of 97.9 billion won, consist of two; one with 700 meters in length and the other with 1,004 meters in length.

The construction of a container terminal is estimated to cost 68.8 billion won and the road and railroad construction will cost 8.6 billion won. The both works are scheduled for completion by December 1990.

26.4 billion won is earmarked for installation of cargo handling equipment and the remaining project works which are also targeted for completion by the end of 1990, while the construction of a supporting pier which will cost 9.3 billion won will also be completed by the end of 1990.

The completion of the project will enhance the annual container handling capacity of the Pusan port by 680 thousand TEUs to 1.94 million TEUs and the ship along-side accommodation capacity by 3 to 59 ships. The 3 berths to be newly built under the project will all be capable of accommodating 50,000 tons ship.

(Korean Maritime News)

### P.B.A. Gift for Kobe's 120th Anniv.

The Port of Brisbane Authority has contributed an unusual and unique exhibit to the soon-to-be-opened Kobe Maritime Museum, Japan.

It is an illuminated address, written in both English and Japanese, complemented by pressed Australian wild flowers, all placed under glass and protected by a hinged wooden frame fashioned from polished Queensland maple.

The frame was fashioned by the artisans of the Queensland Government's Works Department.

Senior officers of the Works Department delivered the finished article to the Authority's Executive Chairman (Hon. A.M. Hodges) on January 14.

The background to the Authority's involvement was the arrival of a letter from Japan seeking a contribution to the Kobe Maritime Museum, now being built as one of the port's 120th anniversary year projects.

Brisbane and Kobe are sister cities.

The Authority's message reads:

To The Citizens of Kobe:

It is with great pleasure that the Port of Brisbane willingly responds to your most gracious invitation to contribute to the historic occasion of the opening of the Kobe Maritime Museum.

I am certain that the edifice and its contents will add substantially to the beauty, general interest and attractions of Kobe, already universally recognised as one of the world's great trading ports.

In the full awareness that Brisbane and Kobe are ports with proud maritime heritages, and that there exists a sister city relationship between our municipalities, this special message of goodwill is offered by those who work in and for the Port of Brisbane to their colleagues and counterparts in Kobe. To all citizens, we extend salutations and sincere greetings.

Hopefully, you will deem our gift appropriate for inclusion among the museum's artefacts and exhibits.

May the Maritime Museum forever reflect the glory of Kobe's past and point the way to an equally illustrious future.

Yours in friendship.

(BRISBANE PORTRAIT)

## Hong Kong's Container Throughput Soars in '86

Initial indications of Hong Kong's container throughput in 1986 may show a further increase of 16 or 17 per cent, thus making Hong Kong one of the largest ports in the world in terms of throughput.

This was stated by the acting Governor, Sir David Akers-Jones, on Monday (January 26) at the opening of the Asia Terminals (ATL) container freight station in Kwai Chung, New Territories.

ATL is a joint venture of Sea-Land Orient, a subsidiary of US based Sea-Land Services Inc and New World Development Ltd.

Sir David pointed out that "the port is our lifeline. It handles over 90 per cent of our trade." Describing the new cargo distribution and handling centre as the largest of its kind in the world, Sir David explained that the centre provided a total of some 150,000 square metres of cargo storage area and parking spaces for up to 850 container vehicles, and could handle the heaviest categories of conventional cargo.

"It will help reduce the shortage of

backup facilities and enhance the efficiency of our port," he added.

Sir David noted that the port development strategy study completed last year assessed demands on the port to the end of the century, took stock of existing facilities and estimated what additional facilities would be required.

"The pattern is clear. Unless additional facilities of every sort—harbour buoys, public wharves, container terminals—are provided, we will, by the mid-1990's, face unacceptable congestion," he stressed.

The study suggested that once the Kwai Chung container port reached its maximum development potential, additional container terminals should be provided by reclamation at Stonecutters or Green Island.

*(The Week in Hong Kong)*

## Review of Jurong Port's Market Role Underway

Following the recession which severely hampered growth and development at Singapore over 1985/86 the nation's major bulk commodity gateway—Jurong Port—is undertaking an in-depth review of commodity han-

dling facilities and prospects for increased bulk, general and containerised cargo throughputs.

The port's parent organisation Jurong Town Corporation has retained London-based Ocean Shipping Consultants to undertake a far-reaching review of the port's market role and required strategy for investment over the period to 1996. According to the Consultants a variety of new development options are under review from the viewpoint of market and economic feasibility. Development seems certain to centre on two major aspects, firstly the improvement of existing facilities to allow the use of greater scale economies for existing domestic port customers. This will include a continuation of the already underway port deepening programme to allow draughts of between 12/13m to be available at several berths. In addition, rapid port development within neighbouring ASEAN nations has reduced the transshipment role enjoyed by Jurong in the early 1980s.

The consultants' brief therefore includes a further requirement to identify and evaluate further transshipment opportunities for the port.

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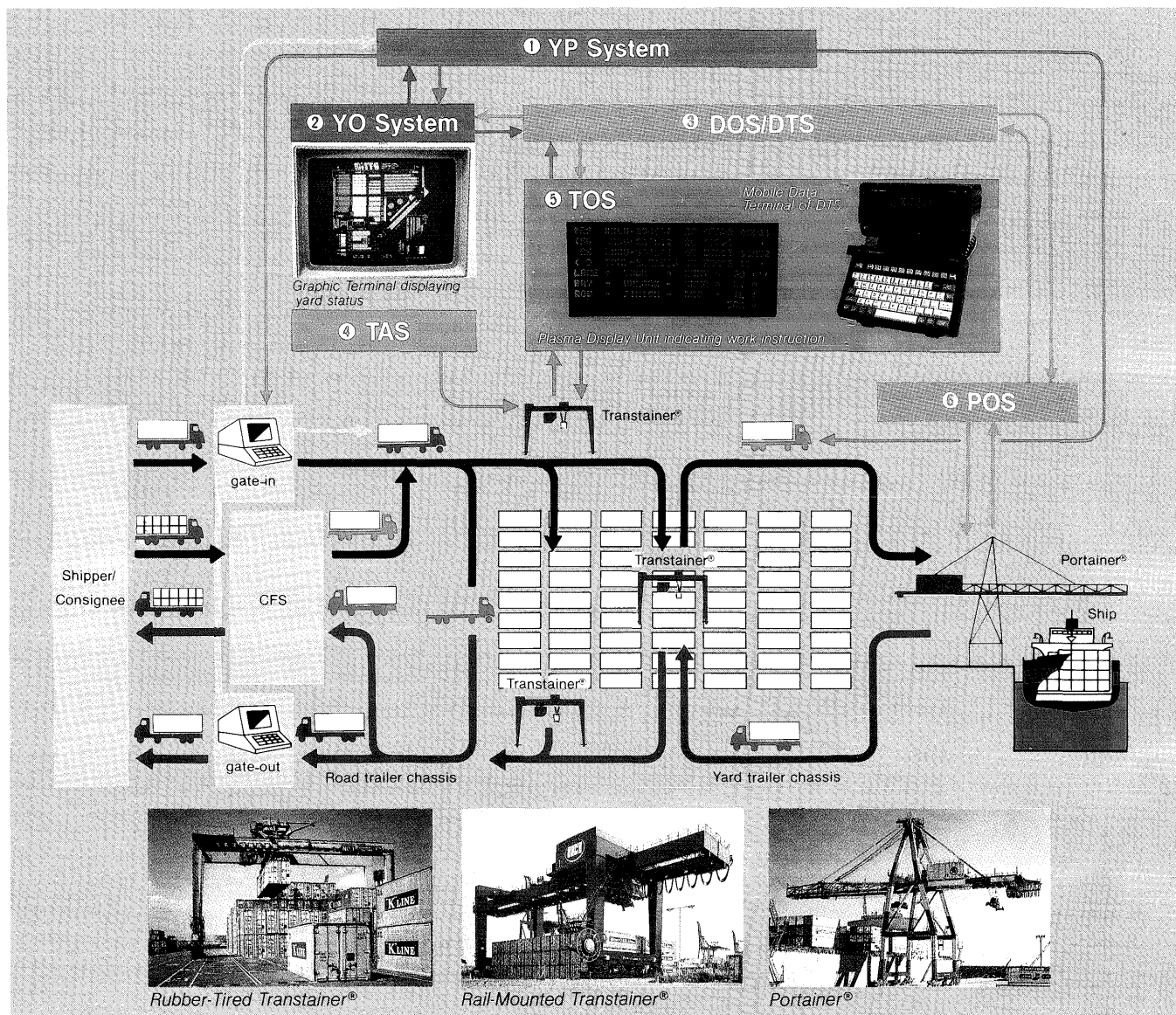
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