

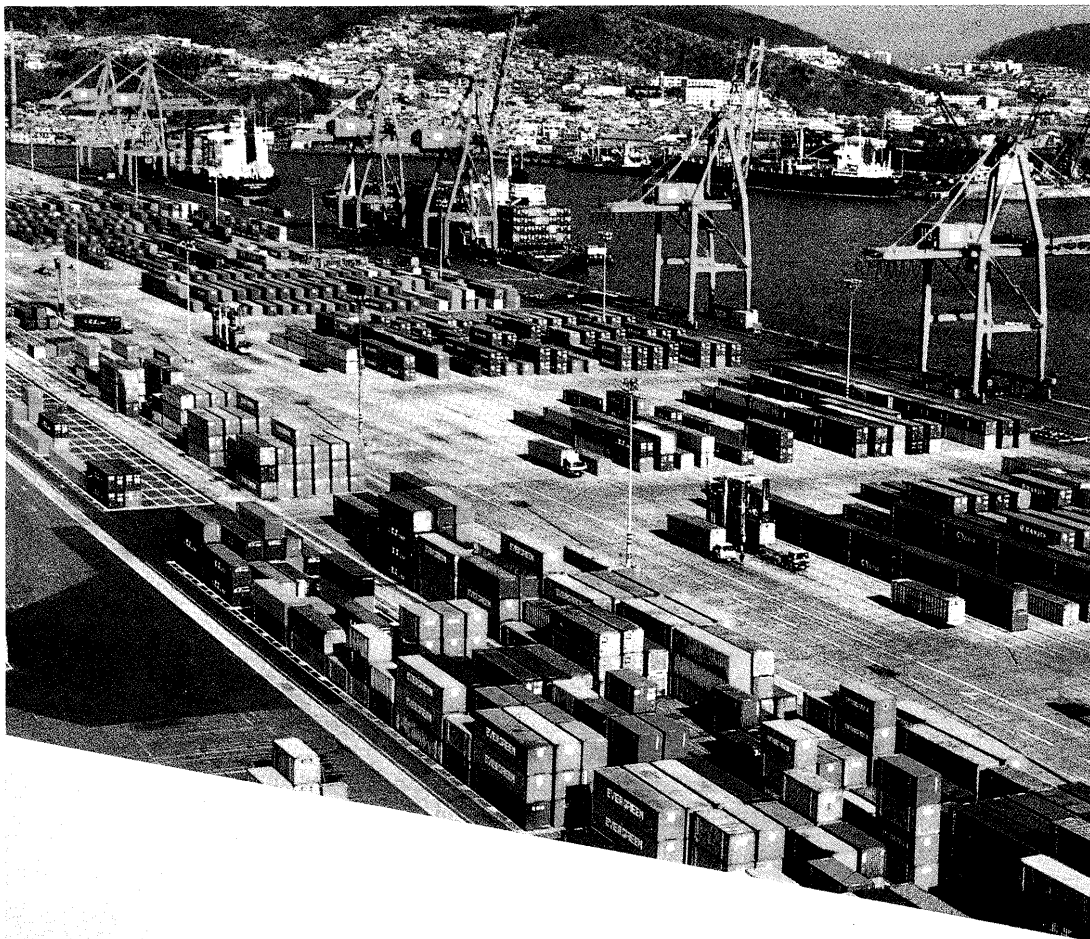
# Ports & Harbors

**July-August, 1987**  
**Vol. 32, No. 7-8**



*The Publisher*

**The International  
Association of  
Ports and Harbors**

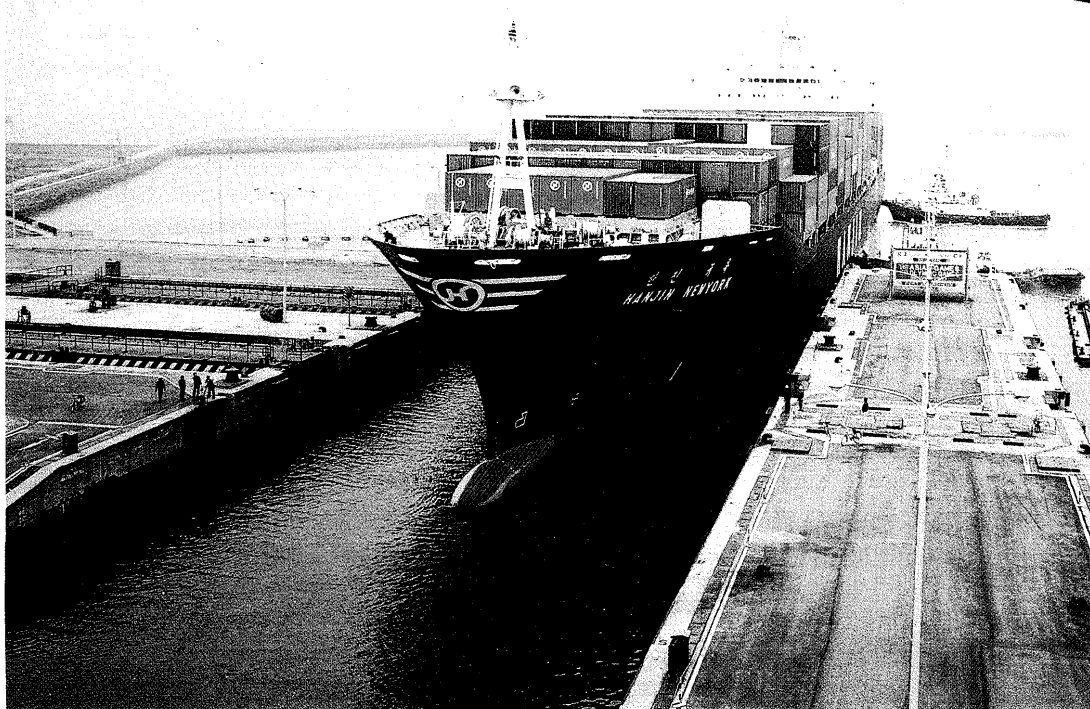


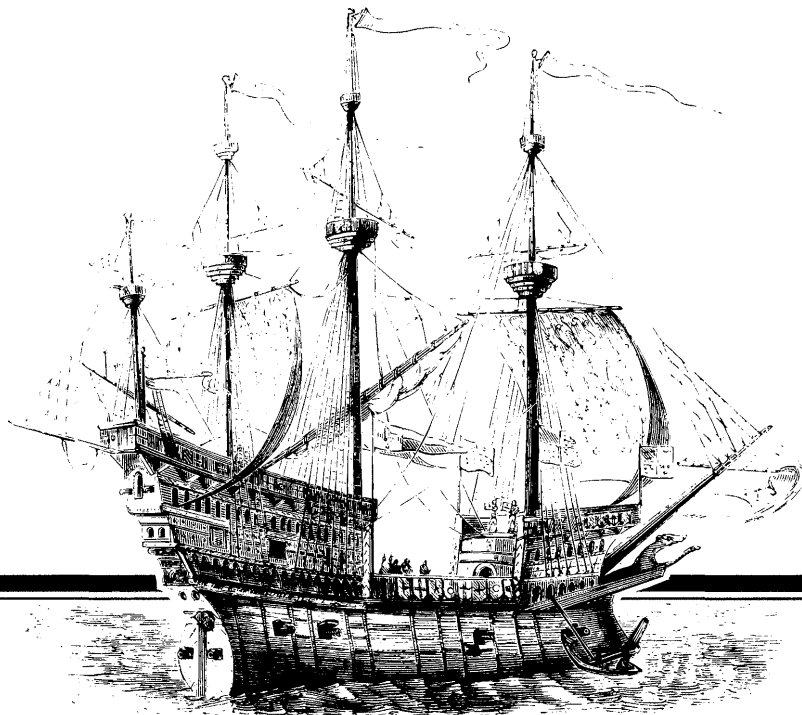
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## Berth of a nation...

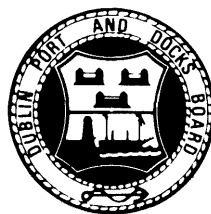
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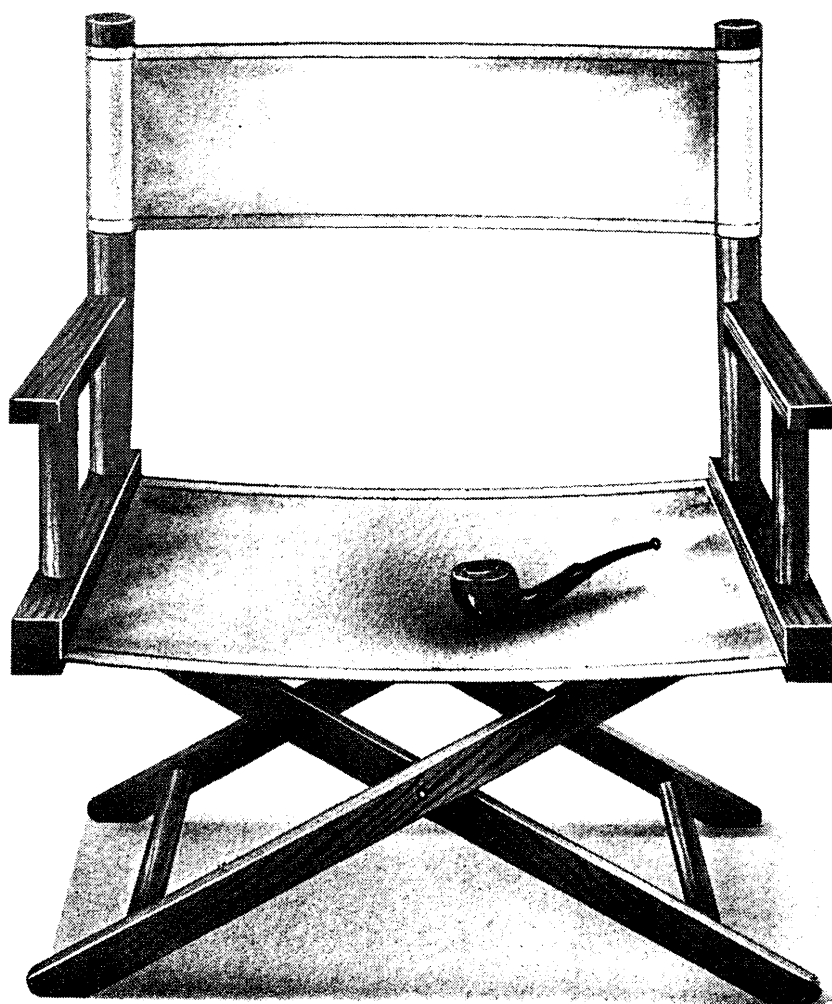
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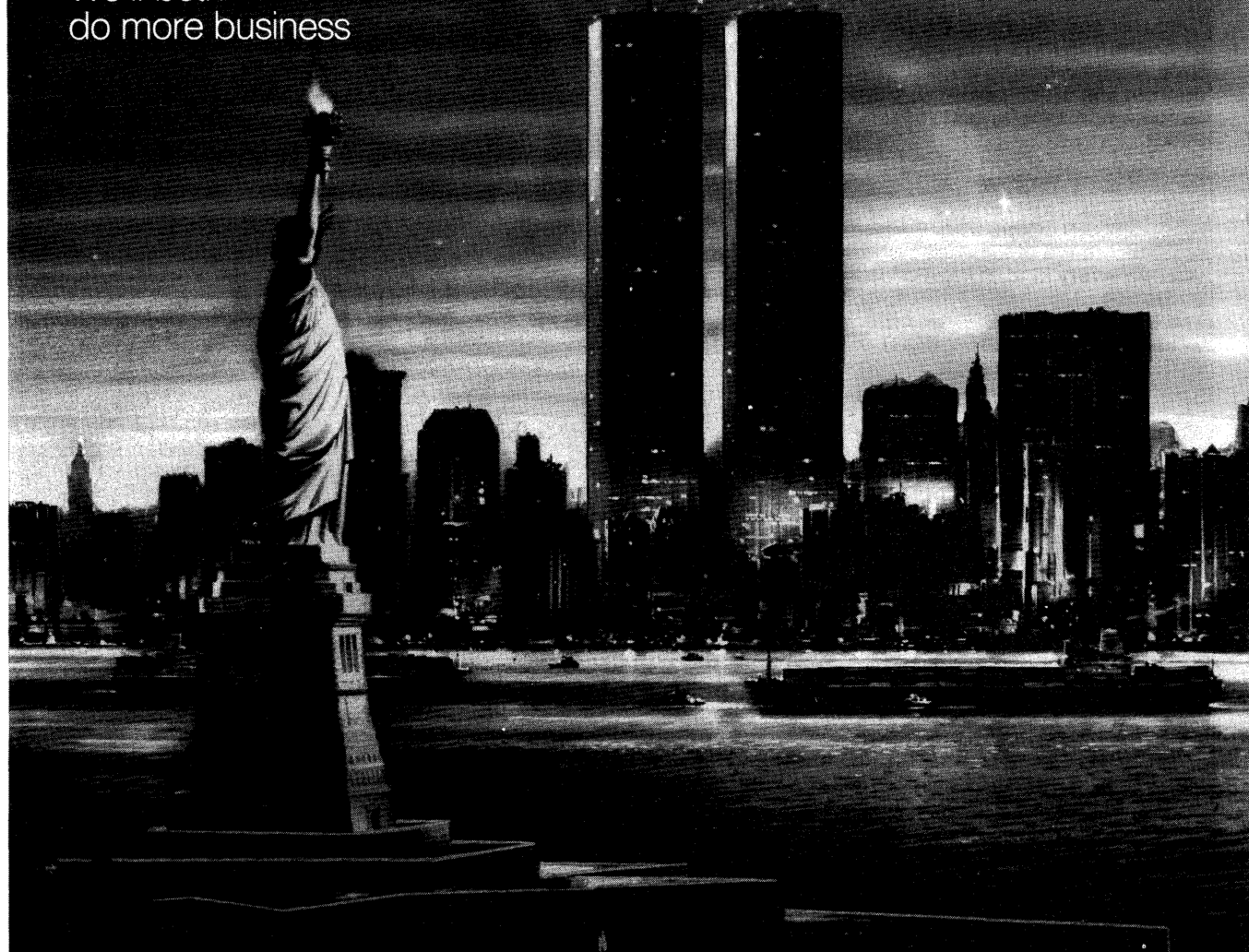
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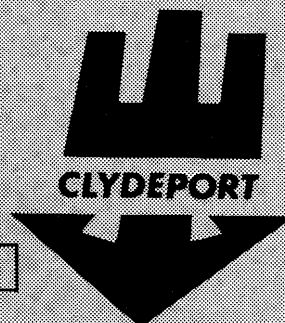
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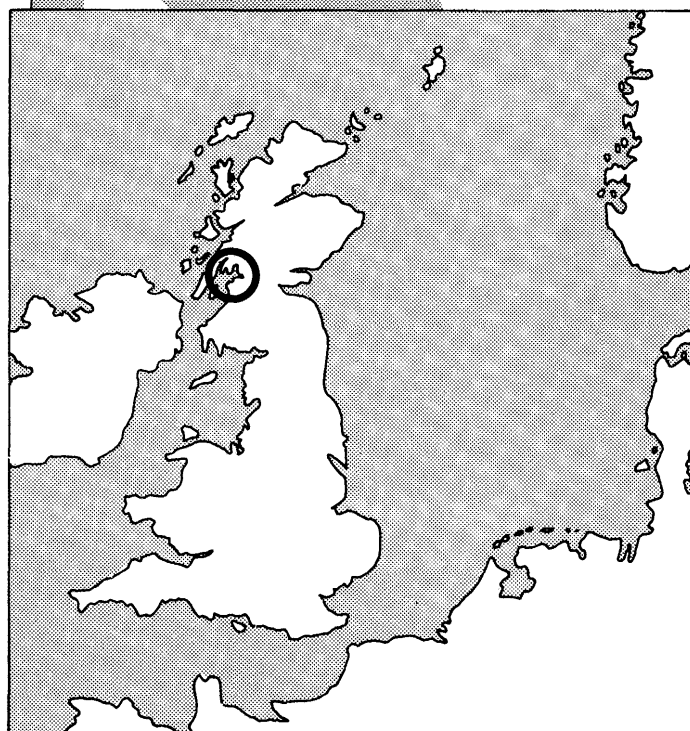
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# IAPH ANNOUNCEMENTS AND NEWS



*The First Plenary Session of the 15th IAPH Conference in Seoul*

## Fresh Start Charted at 15th Conference in Seoul

**By Kimiko Takeda**

For many IAPH members the biennial Conference of the Association was a sort of milestone which prompted them to reflect on what has happened in both their business and personal lives. As a matter of fact, we often hear IAPH

members refer to a particular IAPH conference in recalling events from the past, saying things like, "My daughter was born in the year of the Singapore Conference" or "It was the year I became Port Director that the IAPH conference was held in Deauville, France."

Indeed, it would not be exaggerating to say that the progress IAPH has made from its inaugural Conference in Los Angeles in 1955 to this year's Seoul Conference has contributed to making the backgrounds of many IAPH members more colorful and stimulating as a result of their participation in the various activities of this international organization. We trust that the Seoul Conference was no exception and that it did indeed add some more pages to the personal histories of the respective participants.

No doubt all of them will look back on the exciting days they had in Seoul in 1987 with feelings of pleasure and satisfaction. At the same time we believe that this gathering of world port communities will play no small role in contributing to a prosperity shared by all world ports and to the enhancement of world peace, both of which were our original objectives.

# Business Sessions Lead to Forward- looking Resolutions

During the Seoul Conference a number of important decisions were made. Since its establishment in 1955, IAPH has constantly strived for ways to contribute to the development of world ports and port-related industries. Year after year the Association has expanded the scope of its activities to cope with the changing structure of the world economy.

It is at the biennial Conference that the Association makes a total evaluation of the work done by its members through their committee activities and decides on the work schedule for the next two years, based on the lively discussions at the sessions or through personal contacts at social functions.

As the volume of work covered by the IAPH committees and members has expanded, the issues to be discussed at the conferences have increased enormously, while the time available for meetings at each conference has remained severely limited.

Because of this tendency, all those who take part in our conference find themselves intensively involved and appreciate the contributions of each participant as a vital part of these international gatherings. Everyone naturally feels a responsibility to make each meeting as fruitful as possible so as to justify the considerable time and expense involved in attending the event.

## Expansion of the IAPH/BPA Agreement of 1981

One of the most significant achievements for the future development of IAPH resulting from the Seoul Conference was the resolution to amend the IAPH/BPA Agreement on Representation which was enacted in 1981. The resolution was aimed at the expansion of the 1981 Agreement, with the intention of improving IAPH's presence in the international maritime scene in Europe.

The matter had been examined by the five-man ad hoc committee (Messrs. Dubois, Mather, Kruk, Valls and Smith) appointed by the President at the Auckland Exco meeting in 1986 with the goal of reporting to the Seoul Conference on the result of the study. This issue, temporarily referred to as the "IAPH International Cooperation Initiative," was thoroughly studied by the ad hoc committee under the guidance of Ir. J. den Toom, and in cooperation with other Exco members in Europe.

As the ad hoc group advanced their studies, they came to realize that the issue should be dealt with in relation to the IAPH/BPA Agreement rather than in an independent framework. The final recommendation with which the ad hoc group came to the Seoul Conference was that the overall scale and scope of the arrangement with the BPA should be expanded and developed.

The essence of the agreement between the BPA and IAPH was that Mr. A.J. Smith should be available to IAPH on a full-time basis, while in the past his services as IAPH Liaison officer with IMO had been provided within his capacity as

Secretary of the BPA. In accepting Mr. Smith's secondment, the Seoul Conference approved an increase in the budget from 6 million yen in 1986 to 10.3 million in 1987 and 14.7 million in 1988 respectively. This development was received by all concerned as a most welcome step for IAPH, as Mr. Smith in his new position will be able to do a lot for the Association.

## IAPH Positions toward Maritime Issues

At the recommendation of the Committee on the Legal Protection of Port Interests, a resolution was adopted setting out goals which IAPH members should be encouraged to pursue, namely:

- a) an improvement in the level of compensation recoverable by ports for their costs in dealing with wrecked or disabled vessels;
- b) the priority of ports' claims for port charges and other proper cost recovery items over maritime liens and mortgages against ships; and
- c) additional measures by all national governments to counter terrorist threats which impair port operations and place port facilities in peril.

## Adoption of a memorandum of understanding between CCC and IAPH

It was agreed between the CCC (Customs Cooperation Council) and IAPH that increased co-operation between port operators and Customs authorities could significantly assist those authorities in the gathering of information and other aspects of combating Customs fraud, in particular drug smuggling, and that such co-operation would be of benefit to all parties in legitimate trade including port operators and their users and customers.

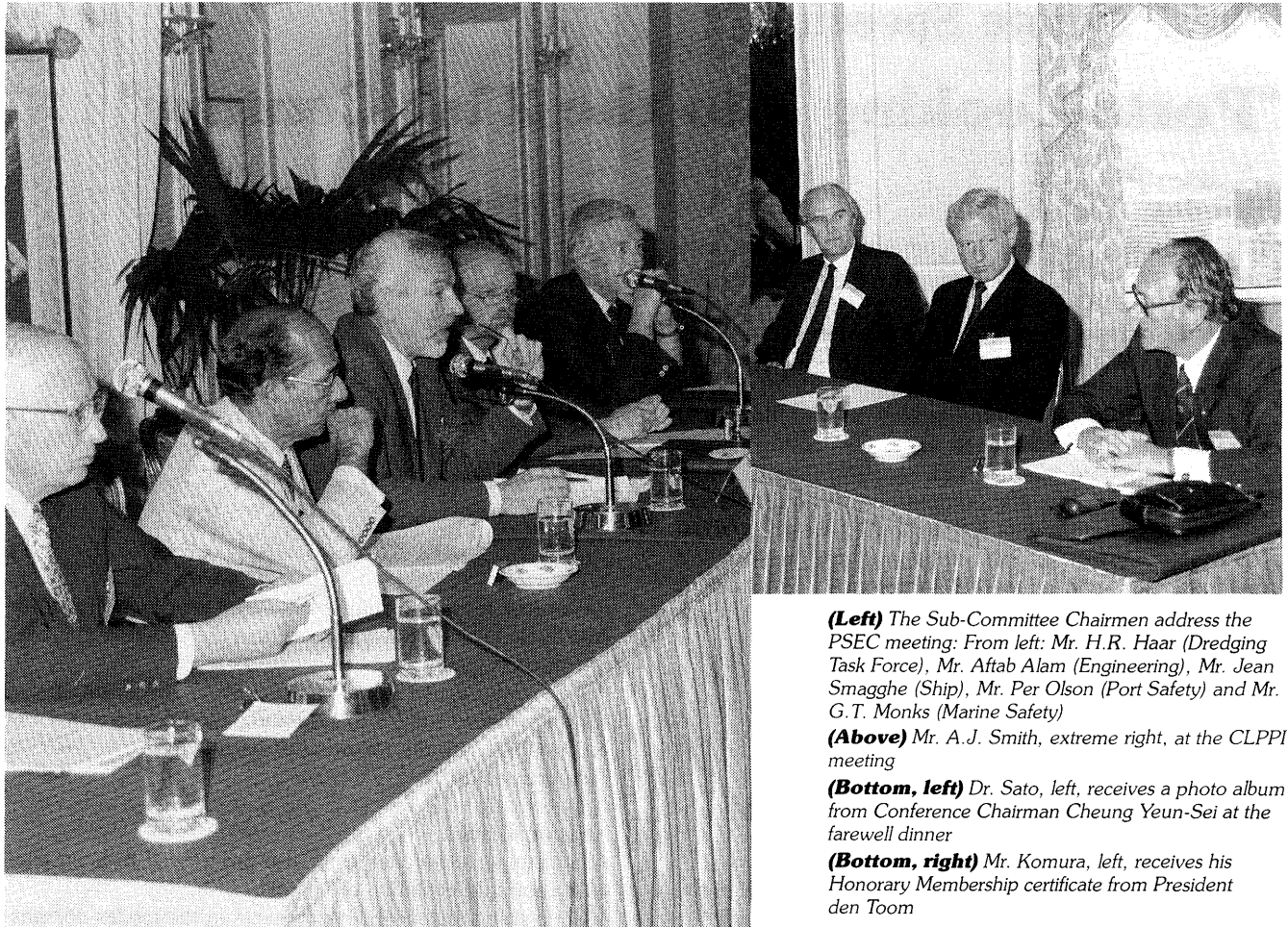
## Budget for 1987/88 and financial prospects

In order to meet the requirements connected with the expansion of the Association's activities, an increased fund was allocated to back up the new work areas, including the BPA/IAPH Agreement and the technical committee activities.

IAPH has long felt that the workload for individuals who serve the Association as Chairmen of the Technical Committees, as well as the financial burden on the member ports—particularly those activist ports located in Europe—has been exceeding a reasonable level.

In view of this, the Association created in its budgets for 1987 and 1988 a new item known as "Technical Committee Financial Support." Amounts of 2.8 million yen for 1987 and 4.2 million yen for 1988 have been allocated respectively.

The rules for the utilization of this fund are now being drafted by the Finance Committee Chairman for recommendation to Exco members, whereupon the actual disbursements will be made in accordance with the newly-established rules.

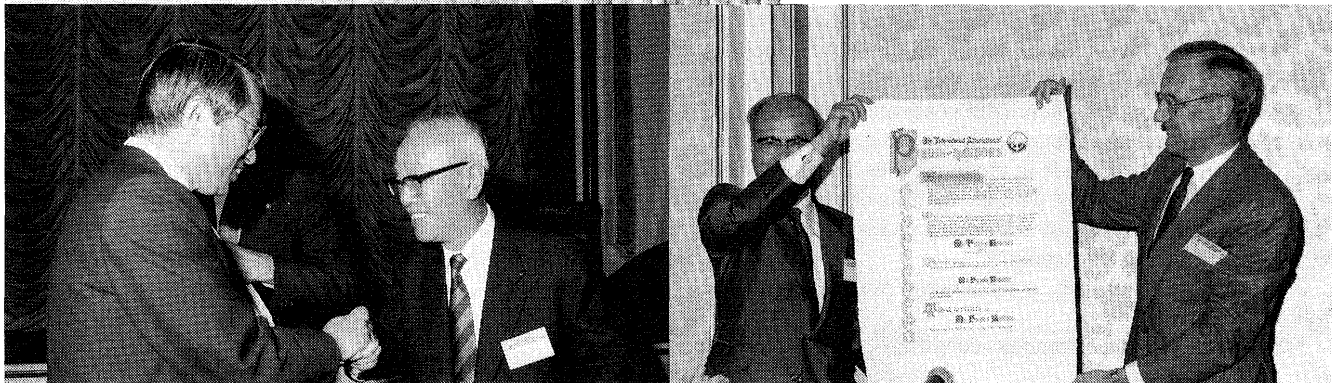


**(Left)** The Sub-Committee Chairmen address the PSEC meeting: From left: Mr. H.R. Haar (Dredging Task Force), Mr. Aftab Alam (Engineering), Mr. Jean Smagghe (Ship), Mr. Per Olson (Port Safety) and Mr. G.T. Monks (Marine Safety)

**(Above)** Mr. A.J. Smith, extreme right, at the CLPPI meeting

**(Bottom, left)** Dr. Sato, left, receives a photo album from Conference Chairman Cheung Yeun-Sei at the farewell dinner

**(Bottom, right)** Mr. Komura, left, receives his Honorary Membership certificate from President den Toom



## New format for "Ports and Harbors"

The Ad Hoc Group of Experts for the Improvement of the Journal (chaired by Mr. McJunkin, Port of Long Beach, U.S.A.), after giving extensive deliberations to the suggested new look and style prepared by the Head Office, recommended to the Board that the new arrangement be employed with the situation being constantly reviewed.

It was noted by the Board and Executive Committee members that the Head Office was seeking the continued support and cooperation of all the members in sending the Tokyo office articles and pictures illustrating the latest situations concerning their ports for inclusion in the journal.

## Honorary Members

At the Second Plenary Session, the following two individuals were elected Honorary Members of IAPH for their meritorious services for IAPH.

**Dr. Hajime Sato**, making the Seoul Conference his final one, has retired as Secretary General, and Mr. Hiroshi Kusaka has succeeded him. Dr. Sato was also awarded the title of Secretary General Emeritus of IAPH in recognition of his meritorious services during the last 14 years.

**Mr. Fumio Komura**, President, Nagoya Container Berth Co. Ltd., has been serving on the Exco for 14 years since 1973. He represented the host and was the Chairman for the 12th Conference held in Nagoya, Japan in 1981. He was the 3rd Vice-President for the term commencing in 1981.



# The Keynote Speech

## “Ports Looking into the 21st Century”

(Monday, April 27)

The keynote speech on the conference theme “Ports Looking into the 21st Century” was presented by Mr. Lamine Fadika, Marine Minister of the Ivory Coast. The speech was made in the French language, with simultaneous interpretation into English, Korean and Japanese respectively being provided.

Mr. Fadika commenced his speech with some words of gratitude to the conference hosts for inviting him to deliver the keynote speech. Commenting that the subject was very rich, vast and complex while the time available for presentation was rather limited, he offered an abbreviated version of his 30-page paper, which had previously been printed by the Conference hosts both in French and English and had been made available to all the participants. The summary is as follows:

### SUMMARY

#### Review of Historical and Current Situation

Firstly, comments were made on the historical aspects of the matter, focussing on how the concept of ports has changed in the passage of time into the contemporary image of the Modern Port. In this connection, he examined the functions and roles played by ports in world trade, regional and industrial developments, and eventually confirmed the important role and position that ports and harbors occupy at the global, regional and national levels in modern times. Having linked the historical development with an analysis of today's ports, the speaker tried to give the audience a picture of what ports will look like in the 21st century.

For the above purpose, consideration was given to the following aspects:

1. the political and economic conditions that led to the creation of ports
2. ports confronted with new technological developments
3. the concept of modern ports
4. current trends in port evolution

Particular reference was made to the Hanseatic League as a model when we reflect on the role of modern ports, which are engaged in an ongoing revolution. Mr. Fadika said, “The League was the brainchild of free, dynamic men of goodwill.” He further commented, “It was a center of flourishing trade and a contributor to peace, creativity and industry.” He also mentioned Bruges in similar terms, citing its spectacular development into a modern port owing to:

- its geographical location
- the enlightened trade and port management policy practiced there, based on the free port concept
- the absence of discrimination against foreign traders
- its rich and dynamic hinterland

As seen in the evolution of ports over the last few decades,



Mr. Lamine Fadika, the keynote speaker

the outlook for the beginning of the 21st century is characterized by technological developments in the vessels and modes of transportation.

As for the *evolution of vessels*, Mr. Fadika stated that ships have been subject to substantial modifications that can be classified into the following three categories:

- increases in size
- automation
- specialization

Packaging techniques have also progressed to keep pace with the rapid evolution of vessels.

Concerning technical developments in the *modes of transportation*, his view is that unitization is the main technical change affecting the transportation of goods. Palletization and containerization have altered the conditions affecting shipping and packaging.

As far as port layout is concerned, the general trend has been, and still is, to move traffic into deeper water. This trend has also affected sea ports, which have to look for deep water areas as well as sufficient land support areas for maritime industrial developments in their topographical environments.

#### Outlook for the Year 2000

##### TECHNICAL EVOLUTION

By the year 2000, the management of ports and their facilities will reflect the evolution of goods and vessels.

The technical aspects of sea transport will be affected by the volume, size and nature of cargoes.

As for volume, the general view seems to be that the growth in the total tonnages handled in ports will slowdown.

In terms of commodity type and the mode of packaging, no major change will occur over the next few years, at least concerning bulk cargoes. However, the changes involving general cargoes will be subject to the progress made in the unitization of loads, containerization and palletization. The potential for containerization is great.

As a result of developments in mechanical and electrical techniques, ports will find themselves in a position to introduce robotics for cargo handling.

Ship sizes will continue to increase, especially as regards Ro/Ro and container ships.

Ports in general will take on more diverse functions and occupy more space, thereby creating huge integrated complexes in industrial and urban areas. Infrastructures will be modified to accommodate the big container ships of tomorrow (5th and 6th generations) of over 4,000 TEU. More back-up space will become necessary for handling unitized loads. Ports in the year 2000 will see changes in facilities in parallel with the evolution of ships.

However, technical evolution is not the sole aspect of future port development: this evolution entails considerable problems as far as the management and operations are concerned.

## MANAGEMENT AND OPERATIONS

Every port operated and managed on an autonomous basis has the common objective of accommodating ships and allowing goods to pass through at the lowest cost and in optimum safety conditions.

The determination to meet these objectives has resulted in increasingly fierce competition among different ports, and in the implementation of more modern managerial systems to raise efficiency.

Therefore, the future of ports must be analyzed with these two requirements in mind and with reference to the need for ports to continually adapt to technological developments in maritime transportation.

## Competition

Presently, competition is one of the main characteristics of port operations, particularly in the ports of developed countries. However, ports of the South will also become more and more involved in what are being called "Port Wars."

Among other factors, there will be two distinct forms of competition. One will be that among ports vying for the same hinterland, either in one country or in different countries. The second will be the competition over transshipment operations. The increase in the use of containers has undoubtedly intensified this type of competition, which is also observed in the heavy investments made by port authorities in order to facilitate transshipment operations.

Competition for commercial traffic increases between ports trying to become either commercial centers for goods intensifying this type of competition, which is also observed in centers by providing warehouses where foreign industrial goods can be stored or sold, thus reducing the distances between markets. In order to be successful, ports implement a wide range of competitive strategies. In this type of competition, ports employ a combination of competitive techniques, such as:

- improving the quality of port facilities and services
- minimizing tariffs
- focussing attention on the conditions and quality of inland road services
- coordinating national and sub-regional regulations
- pursuing sales promotion policies
- setting pricing policies

These different actions are usually taken in conjunction with measures promoting more rational management thanks to the development of modern managerial strategies such as computerization and analytical accounting.

## Prospects

All the ports throughout the world are striving for the same objectives: a constant improvement in port facilities and equipment in accordance with the growth of traffic (vessels and cargoes), a better quality of services through the increased efficiency of operations and increasingly rationalized management systems. However, port prospects in the fields of operations and management differ according to the ports' respective levels of development. In this respect, we have to distinguish between the concerns of port authorities of developed countries and those of developing countries.

### 1) Ports in developed countries

Competition will become sharper in coming years, and particularly for transshipment traffic. This trend will accelerate the race toward better quality and efficiency, based on improved facilities which can handle a larger capacity, and will bring about the advent of the robotization of port operations. Computerization will be the target of port management. Newly developed computer systems could assist the managements of specialized terminals, particularly as regards container handling. Technical developments will be characterized by the automation of port operations, mainly the use of robotization in the handling of goods.

### 2) Ports in developing countries

For ports in the developing countries, the main concern will be to accommodate ships in the best possible conditions. The problems of port access for different types of vessels as well as the speed of operations and degree of safety will give rise to an increase in port facilities and equipment as well as more rational management methods.

In order to increase the quality of services, the local conditions covering such criteria as those indicated below should be taken into consideration:

- the dredging of ports to accommodate larger ships
- training of personnel to ensure more efficient operations
- more rational management stressing the implementation of new computerized techniques to reach the level of advanced ports, in particular in the management of container terminals
- the rapid growth of competition, stimulated by improving hinterland road infrastructures on the one hand and by the increasingly regional dispersion of traffic routes on the other

## Port Security

For ports both in the developed and developing countries, the most strenuous efforts to improve port organizational set-ups and facilities will have to be made.

Due to the ever-increasing development of industrial activities within port areas, as their activities increase ports will inevitably suffer a rise in serious security problems. In line with the surge in traffic involving dangerous cargo and oil products, the risk of explosions has increased and will continue to increase.

It will become more and more imperative for port authorities not only to adjust the capacity of storage areas but also to remain informed on changes in classification standards. Sustained attention will also have to be paid to the evolution in oil traffic due to the fact that oil tankers expose ports to potential dangers.

## Computerization

It is particularly at the level of managerial techniques that

these trends, although less visible, will be decisive. The transformations will include computerization and the prospective applications of telecomputers as well as computing and programming methods with respect to their possible development in ships, fleets, ports and container control systems.

## Training

To this end, stress will be placed particularly on the professional training of employees responsible for this type of equipment together with the utilization of the data provided thereby and its maintenance.

It appears that professional training and re-training which requires, and will continue to require, even more financial resources, will be highly significant for our ports due to the importance of the human element in raising productivity.

## CONCLUSION

Mr. Fadika ended up his speech with the following remarks:

"In the 21st century, the outstanding feature will be the very high level of managerial tools and state-of-the-art facilities. Notable progress will have been made in the field of professional training, staff expertise and efficiency.

"If ports of tomorrow are to survive, they will have to be administered by highly proficient technicians and managers whose performance will be backed by highly skilled manpower.

"The ports of the world, epicenters and powerless witnesses of the cyclical waves of technological transformations, under the sweeping dynamism of reinforced, harmonious and fruitful solidarity forged among themselves, including those from both the North and the South, will become shelters for giant ships, products of man's intelligence carrying in their holds mankind's industrial treasures."

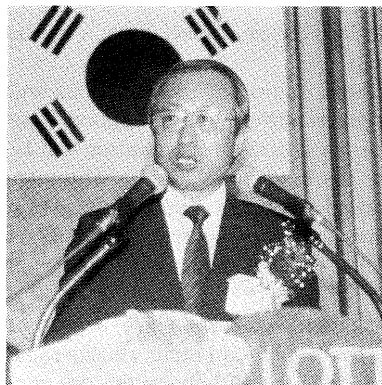
# Addresses at Opening Ceremony

**(Monday, April 27)**

## By Cheung Yeun-Sei, Chairman of the 15th Conference of IAPH

Your excellencies, Deputy Prime Minister, Chairman of the Transportation and Communication Committee of the National Assembly, Minister of Transportation, Mayor of Seoul City, President and Secretary General of the International Association of Ports and Harbors, and Distinguished Delegates,

Ladies and Gentlemen:



*Mr. Cheung Yeun-Sei,  
Administrator, KMPA  
and Conference  
Chairman*

In my capacity as Chairman of the 15th IAPH Conference, I would like to extend my heartfelt welcome to all delegates and staff members of the different port and harbor agencies the world over. I am deeply grateful for the presence of Deputy Prime Minister Kim, Man-Je, Chairman of the Transportation and Communication Committee of the National Assembly Mr. Yang, Chang-sik, Minister of Transportation Mr. Cha, Kyu-Hun, and Mayor of Seoul City, Mr. Yum, Bo-Hyun.

I am also grateful to the Minister of Marine Affairs from the Ivory Coast, Mr. Fadika, for his presence to deliver his keynote speech.

I would also like to express my sincere appreciation to the IAPH President, Mr. J. den Toom, and Secretary General, Dr. Hajime Sato, and other preparation committee members who have made the excellent arrangements for the successful hosting of the 15th IAPH Conference.

Over the past 32 years, since its establishment in 1955, the IAPH has played a great role in expanding world trade through close cooperation among ports, and has developed into a worldwide organization with 364 members from 81 countries. Its conference has become a big festival of IAPH members.

This conference will provide an important opportunity for an exchange of opinions among ports, especially under the theme "Ports Looking into the 21st Century." I trust this conference will aid us all in meeting the demands of the times through the exchange of opinions on matters of common concern and through the close cooperation of our member countries.

As you are well aware, ports today cannot promote their development and prosperity without the improvement of relationships with other ports, because ports are shared by nearly all the countries of the world and are interdependent on one another in the age of "the global village."

In recognition of the importance of cooperation among ports, Korea joined the IAPH in 1976 and has implemented its founding spirit of "world trade through world ports—world peace through world trade." Korea will also play its role as a member in expanding friendly and cooperative relations with all the countries of the world. I am confident that this conference will mark an important turning point in the development of ports toward the 21st century, since the IAPH plays a pivotal role as a driving force for international cooperation among ports. This is well demonstrated by the fact that delegates from many countries are present at this conference to render their support and show their interest.

The Seoul Conference will hold 6 working sessions relat-

ing to the theme of the conference, and problems facing world ports will be discussed at each session. I believe the various programs prepared by the 15th IAPH Conference Seoul Preparation Committee will be interesting and useful. I hope the spouses of our delegates will enjoy participation in the programs. I also hope that you will spare time available during your stay in Korea to see the many beautiful sights of our country and meet our people.

In closing, I wish to express my ardent hope that the 15th Conference will be fruitful and rewarding in every respect. Once again, I would like to send my warmest welcome to the delegates. I hope you will enjoy a most pleasant and memorable time during your stay in Seoul so that you may find Korea to be a country you want to visit again.

Thank you.

### **By H.E. Kim Man-Je, Deputy Prime Minister**

Distinguished Delegates, Ladies and Gentlemen:

I wish to extend my warmest congratulations on the 15th IAPH Conference held in Seoul, and I am greatly honored to attend its opening ceremony.

As you are well aware, ports have been increasingly playing an important role as the center of international trade, the engine of a country's industrial and economic development rather than mere links between sea and land transportation. Moreover, they are required to play a new role in parallel with rapidly changing economic and social conditions and environments.

In this context, it is very meaningful to have the excellent opportunity of exchanging our opinions on the future role of the port under the theme of "Ports Looking into the 21st Century" in Korea, which has faithfully adhered to the principle of free trade as an advocate of the economic development of the world through the expansion of free trade among countries.

I am confident that you will have very productive discussions during the academic seminars which will be held as part of the conference, strengthen close cooperation and ties among ports in the world, and ultimately contribute to the establishment of a new image of ports looking into the 21st century.

I sincerely hope you will enjoy a most pleasant time during your stay in Korea. On the occasion of the 32nd anniversary of the IAPH, I would like to declare the 15th IAPH Conference open.

Thank you.

### **By Cha Kyu-Hun, Minister of Transportation**

Mr. President of IAPH, J. den Toom, Distinguished Delegates,

Ladies and Gentlemen:

I am greatly honored to extend my warmest welcome to the distinguished delegates from all over the world on the occasion of the 15th IAPH Conference.

I would like to take this opportunity to remind you that IAPH has greatly contributed to worldwide port development and thus to world peace through the promotion of friendship among the world ports and their mutual coopera-

tion for the past 32 years since its inception in 1955. I would also like to express my highest admiration for such outstanding contributions and achievements of IAPH and for your strenuous efforts to enable IAPH to have developed into a worldwide organization.

As you are well aware, the shipping and port industry is confronted with many difficult problems as a result of the rapidly changing environment in the international shipping market. Therefore, the nations of the world are more strongly called upon than before to promote mutual cooperation aimed at developing not only their own ports but also ports of other nations from a new perspective of international collaboration.

I firmly believe that the future ports should go beyond their traditional passive role as the links between sea and land transportation so that they may develop into centers of an international network linking all the nations of the world into one unit.

In this regard, I sincerely hope that all of you engaged in the port industry as a member of IAPH will play a leading role in promoting closer mutual cooperation and more productive exchange of information and technology among the world ports than any other international organization.

It is my conviction that the Seoul Conference will provide an important forum for active discussions among participants under the theme of "Ports Looking into the 21st Century" and turn out more productive and rewarding than any other IAPH conferences ever held, thereby further strengthening the close ties of trust and cooperation already existing among people working for the ports. This will certainly mark a new milestone in port development.

Distinguished Delegates,

Korea's history spans 5,000 years, and our country is called the "Land of the Morning Calm." Famous for its beautiful scenery, our country is also renowned for the traditional hospitality and courtesy the Korean people show to their guests.

As you are well aware, our country successfully hosted the 10th Asian Games in 1986, which provided an excellent forum for the promotion of friendship among Asian nations amidst grand festivities.

We are now making our best efforts to prepare for the successful hosting of the '88 Olympic Games, the festival of all mankind. Your kind cooperation and assistance will be most appreciated in this regard.

It is my ardent hope that this Conference will provide an important opportunity to arouse the spirit of international cooperation and an excellent forum for dialogue for the everlasting progress and prosperity of IAPH.

In closing, I would like to join the entire Korean people in wishing you a most pleasant and memorable stay in Korea.

Thank you very much.

### **By Yum Bo-Hyun, Mayor of Seoul Metropolitan Government**

I wish to warmly welcome you all to Seoul this spring, the most beautiful season of the year full of rejuvenation and vitality.

It is my great pleasure and privilege to participate in the Official Opening Ceremony of the IAPH Conference with the presence of the Honorable IAPH President and distin-



Mayor of Seoul Yum Bo-Hyun, center, hosts a dinner (April 28)

Mr. T.A. Mensa,  
Assistant Secretary-  
General of IMO

guished delegates and guests from all over the world.

Geographically, Korea has occupied a central position as a link connecting the three countries in East Asia—China, Japan and Korea—with their identical cultural background and common use of Chinese characters.

From ancient times, seaborne transportation carrying with it the civilizations of different regions gave birth to the development of waterways around the Korean peninsula and the opening of estuaries serving as gateways for the vessels which used to sail to and from Korea. All these estuaries are prototypes of today's ports.

Against this historical background, Incheon Port has developed into a modernized port after it had tided over all difficulties and accommodated advanced western civilization introduced to the Oriental world in a wise and peaceful manner. Seoul is located 41 km from the Incheon Port, and the Han river running through the middle of Seoul flows to Incheon Port. As is the case with most of the big cities of the world, Seoul has developed into a large city thanks to the port's development.

In this context, I think it is particularly meaningful and appropriate to hold the 15th IAPH Conference in Seoul under the theme of "Ports Looking into the 21st Century" for the purpose of promoting friendship among the world ports and their mutual cooperation.

Now the Pacific rim countries are emerging as the central stage of modern world history and Korea will surely be one of the most important countries of the world. In this regard, the geopolitical meaning of the ports in the Korean peninsula takes on even greater significance.

As the center of Korea, Seoul is a beautiful and historic city where traditional beauty and our cultural heritage can be seen in every corner of the city. On the other hand, Seoul is also a modern city which will host the Olympic Games next year while numerous international meetings are already being held in Seoul. It is my ardent hope the 15th IAPH Conference will be a forerunner of the Olympic Games, burning the sacred flame symbolizing the peace of mankind. I am convinced that this Conference will serve the Olympic Games in its own way.

I would like to present to you the beauty of Spring in Seoul, showing the well balanced harmony between the graceful traditional culture and the vitality of the modern city.

I hope your stay in Seoul will be a most rewarding and memorable one, and I assure you that I will do my best to make your stay in Korea pleasant and comfortable.

I wish you good health and everlasting happiness.  
Thank you very much.

### **By T.A. Mensa, Assistant Secretary-General, International Maritime Organization (IMO)**

Mr. Chairman, Distinguished Delegates, Ladies and Gentlemen:

It is my great honour and pleasure to bring to you and the 15th IAPH Conference greetings and good wishes from the International Maritime Organisation and its Secretary General, Mr. C.P. Srivastava. The Secretary-General deeply regrets that heavy commitments at IMO Headquarters at this time have prevented him from being here in person. He has asked me to convey to all participants and to the IAPH his best wishes for a most successful conference this week, and for success in all your future endeavours.

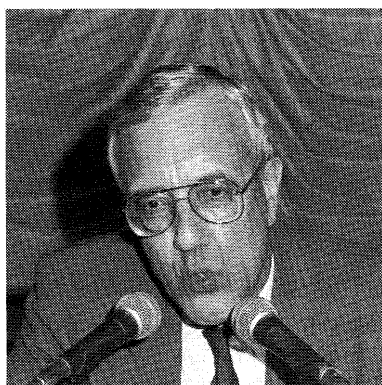
The IAPH has been closely associated with IMO for a very long time. This is natural and logical, since the aims and objectives of our two organizations are largely identical and mutually complementary. IMO seeks to promote safety and efficiency in shipping and the prevention of pollution: the ports and harbours are indispensable for safety and efficiency, not only because they are the origins and destinations of ship movements, but also because they provide the facilities and services without which ships cannot expect to set to sea adequately prepared to face the perils of the sea voyage.

IMO has always acknowledged the unique and unavoidable role of ports and harbours in shipping; and it fully recognizes the crucial position of the IAPH as the only global forum for ensuring and enhancing the co-operation of the ports and harbours of all nations, developed as well as developing. Accordingly we in IMO have at all times welcomed and valued the views and comments of the IAPH on aspects of our work which are of interest to the IAPH and its members. Our Secretariat and the inter-governmental bodies have been greatly assisted by the expert contributions of your observers at our meetings, and we have appreciated most highly the very constructive approach which your representatives and your distinguished Secretary-General, Dr. Sato, have shown in all aspects of the collaboration between our two organizations. We are most sincerely grateful for the kind and helpful co-operation of the past and we are very hopeful of continued fruitful collaboration in the future in all areas of common concern. We look forward to

increased co-operation in such important areas as the provision of safe and efficient navigational aids for ports, the improvement of handling and storage techniques in respect of dangerous goods, the development of better procedures for facilitating the admission into ports and the quick turn around of ships, the legal protection of ports and harbours' interests and the prevention of unlawful acts against ships, port installations and port personnel, to name but some of the areas of mutual interest to IMO and the IAPH.

The theme of your conference, "Ports Looking into the 21st Century," is both timely and pertinent. World shipping and international trade in general must seriously look to the 21st century, and be prepared for the challenges which will be presented by the new demands and developments. The contribution of the ports and harbours will be vital for the success of the global efforts, and the role of the IAPH and this Conference, in co-ordinating and focussing that contribution, will be of the greatest importance. It is the hope of IMO and its Member States that your efforts will be crowned with success world-wide; and it is my great pleasure and privilege to be able, on this occasion, to pledge to the IAPH and all its Members the continued co-operation and good will of IMO in the years to come.

Thank you.



*Ir. J. den Toom, IAPH  
President*

## **By J. den Toom, IAPH President**

Your excellencies, distinguished guests, fellow delegates, ladies and gentlemen.

As President of the International Association of Ports and Harbors, I am privileged and honoured to express on behalf of all our delegates and their ladies our deepest gratitude and appreciation to our hosts in Korea. Looking at the list of names of the Conference Organizing Committee, I am impressed that in this Committee so many maritime organisations on a national level are united for the benefit of our Conference.

We are particularly appreciative that his Excellency, the Deputy Prime Minister, has honoured us by giving his Opening and Welcoming Address and that we are also being addressed by the Minister of Transportation and the Mayor of the Seoul Metropolitan Government.

With your Keynote speech, Mr. Fadika, we have arrived already at one of the important items to deal with during our conference. What you in your responsible position as Minister of Marine of the Ivory Coast have offered up so much time to come to Seoul and to deliver your outstanding

speech is a great tribute to IAPH, for which we owe you a lot of thanks.

I also want to take this opportunity to thank the representatives from the other international organisations for joining our conference.

For many of us, this will be our first visit to one of the most dynamic countries of the world. As we will see, our hosts have spared no effort in providing us with the opportunity to experience its charm and the friendliness of its people. We are very grateful to our Conference Chairman, Mr. Cheung Yeun-Sei, for all the work he and the members of SEPRECO have done for us. We will most certainly respond to their enthusiasm.

The excitement and challenge of preparing for this 15th Biennial Conference has also spilled over into the Conference theme and work programme.

The imaginative concept of "Ports Looking into the 21st Century" is wholly in accord with the dynamic outlook of our hosts. It is visionary and thought-provoking. We will recognize, however, that it is vital for the present generation of port managers to have such a perspective if we are to secure the future of our ports.

We can also expect that our look into the future will give us fresh insight into many of the issues to which we must currently have regard. There are many of these, as our work programme shows.

Our hosts and the presenters are to be congratulated for their decision to address the subjects listed. Each of the topics will, in its way, challenge our perceptions and predictions.

We should listen to the presentations with open minds; the more so because of the immense changes in port management and operations which we have already experienced in our working lifetimes.

We need to reflect, for example, on the massive changes brought about by containerisation.

In the span of 30 years, we have seen a C2 ship with 450 TEU transformed into an Econship carrying 4,400 TEU.

Support space requirements have escalated from 12 acres per ship in 1960 to the present requirement for 50-plus acres.

Our thinking and our decision-making must take account of a predicted volume of container traffic for the year 2000 of double the present 56 million TEUs.

We cannot fail to be excited by the challenges we set ourselves: by our need to assess and determine such matters as land availability, including the resolution of socio/economic conflicts; depth alongside; costs and efficiency norms; job generation; revenue creation; faster turn-arounds; paperless trading; and many more.

We, as members of the IAPH fraternity, are particularly fortunate in that the ground which I have covered in these brief remarks is even now under intense cultivation by our dedicated Technical Committees.

They too play an essential and important role at this Conference.

We would be wise—certainly we will find it of value—to attend sessions of the Technical Committees. It must be helpful for us to have their explanation of conclusions reached by them on the many issues which have featured on their agendas.

The Committees will, in turn—I know—be encouraged and heartened by your presence and by your contributions to their continuing debates. Your starting-point for these dis-



cussions should, of course, be the extensive reports which the Committees have prepared and circulated for this Conference, and those which have appeared regularly in the "Ports and Harbors" magazine.

Expansion, development, change are well understood concepts when considered in the context of our ports. They are not less valid when related to IAPH, the organisation under whose auspices we are here today.

We are members of a dynamic association. We are receptive to new ideas. We know where we want to go and are exploring the ways and means of getting there.

We are gearing ourselves up to ensure that within, and through the medium of IAPH, we can make an authoritative contribution to the resolution of an ever-increasing number of international maritime-related problems. We are ready and able, through IAPH, to make our expertise available to the facilitation of international maritime trade.

To paraphrase the theme of this Conference, we can confidently speak of IAPH looking into the 21st Century and meeting the challenges which come our way.

I think that IAPH is at a crossroads. We have a sound foundation which now enables us to extend and expand the influence of IAPH around the world.

During the meeting of the Executive Committee in Auckland last year, we discussed this item to a great extent.

Thanks to our efforts in the past, the success of the formal agreement of representation in Europe with the British Ports Association (BPA) on 25th May, 1981 and the voluntary efforts of many members, we are recognized by the very important international organisations as the voice of the world's ports.

In turn this means that these international organisations and our IAPH members have more expectations. This means that more is demanded of the IAPH organisation.

The study-group which was nominated during the Executive Committee meeting in Auckland under the chairmanship of Jacques Dubois of France has formulated recommendations to reinforce IAPH's role in the international organisations.

During this Conference decisions on these very important items will be taken.

In acknowledging the debt we as present members of IAPH owe to those who founded and built up our organisation in earlier years, we know we have a responsibility to them to continue to build on that foundation and further extend IAPH's role in maritime world affairs in the years immediately ahead.

In this spirit we are together during this week. I wish you all a very good conference.

# Address to First Plenary Session

(Monday, April 27)

## By Dr. Hajime Sato, Secretary General of IAPH

Mr. President and Fellow Members:

It is indeed a great pleasure for me to be able to meet you again here after an interval of two years since we were together in Hamburg. Firstly, I would like to express my gratitude to all of you for the way you have supported and cooperated with our organization in every facet of its activities.

I find it a source of great satisfaction when I reflect upon how active IAPH has been in a wide variety of international maritime issues. I refer to these endeavors in detail in my report. As the report makes clear, our Association has made some most notable achievements during the past two years. This is a genuine reflection of the keen and committed participation of our members.

Today, our Association has 231 Regular and 123 Associate members in 77 countries—not counting 3 Temporary members. Under the Board of Directors, the Association has a 21-member Executive Committee, 3 Internal Committees, 6 Technical Committees and a Committee of Legal Counselors. The efficiency with which these bodies function is testimony to the dedication of the people serving on them.

For those who may not stay with us until the last day of the Conference, I think I should say that this will be the last report to the Conference that I will make as Secretary General of your Association. Following the last conference, I had been feeling that the time had come for me to step down from the post of the Secretary General after my 14 years' service since I was appointed to this position at the 8th Conference held in Amsterdam in 1973. Yesterday at the



*Dr. Hajime Sato, center, with Mr. Lim Kwang-Soo, President of the Korea Port and Harbor Association, left, and Mr. Howe Yoon Chong, former President of IAPH*

Board meeting my retirement was accepted.

In this connection, I feel extremely gratified to announce that the Board has appointed Mr. Hiroshi Kusaka, Deputy Secretary General, to take over from me as Secretary General of your Association after the close of this Conference. Mr. Kusaka has been serving as my deputy since 1977, and has virtually been the chief of our secretariat in Tokyo. You can rest assured that all the people at the Head Office headed by the new Secretary General will spare no effort to meet the fresh demands of a new age. They will be constantly striving to expand the services offered by our organization to fit the requirements of world ports in the 21st century. Your continued guidance and assistance will be highly appreciated.

Nevertheless, until the end of this Conference, I am your Secretary General and it is my duty to make the best use of this conference of our Association, where we meet once every two years for an exchange of information and views on issues we as the Association or as individual ports or organizations, are facing.

I have no doubt that the 15th Conference will provide a forum for us all to work together for our common objectives and thus to maximize the benefits we can provide to the ports of the world. I trust the future will show our efforts to have been worthwhile.

Thank you!





*Working Sessions chairmen, panelists and group leaders get together for a preliminary meeting*

## Working Sessions

The world economy, with its constantly changing industrial structure, has certainly reached a critical stage in its development. There have also been correspondingly great changes in the international division of labor. Thus ports, as the gateways to international trade, are facing a variety of issues which must be tackled as they look into the 21st century. In this tough situation most ports throughout the world are striving to identify a viable course for the future and are trying hard to establish effective policies and to improve their organizational setups. In order to approach the question of what changes will be forthcoming in the world economic and social conditions in the 21st century and the question of how these changes will affect the ports, including proper ways to cope with such developments, altogether six working sessions were organized under the conference theme. These sessions dealt with topics of major importance in all their varied aspects.

### Sessions 1 (Monday, April 27) and 2 (Tuesday, April 28)

Chairman: Sir Keith Stuart, Associated British Ports  
Presentations:

- Management and Finance in Ports—Today's Issues (C.L. Jordan, Port of Melbourne)
- On Operation, Labour and Logistics (W.A. Abernathy, Port of Oakland)
- An Informatics Network for Ports Worldwide (Dr. Elisabeth Muller, Lloyd's of London Press Ltd.)
- Competition and Coordination among Ports (F.L.H. Suykens, Port of Antwerp)
- Community Affairs, Preservation of the Environment (D. Taddeo, Port of Montreal)

### Session 3 (Tuesday, April 28)

Theme: "Korean Port Development"

Chairman: Dr. Hahn Tae-Youl, Korea Maritime and Port Administration (KMPA)

Presentations:

- Future of Korean Port Development (Son Soon-Ryong, KMPA)
- The Development of the Korean Merchant Fleet and its Prospects (Kim Sung-Soo, KMPA)
- Towards Better Management of the Ports in Korea (Dr. Bang Hee-Seok, Korea Maritime Institute)

### Session 4 (Thursday, April 30)

Theme: "International Port Development"

Chairman: C.B. Kruk, Port of Rotterdam

Presentations:

- Regional Port Development Co-operation (Barry Cable, ESCAP)
- Developments and Effectiveness of Regional Port Cooperation in Africa (T.W. Seyoum, Port Management Association of Eastern/Southern Africa)

### Session 5 (Thursday, April 30)

"Bull Session"—an informal get-together for port managers, chairmen and members of the IAPH Technical Committees.

### Session 6 (Friday, May 1)

Theme: "World Business Perspectives"

Chairman: Dr. Hahn Tae-Youl, KMPA

Presentations:

- ICC (International Chamber of Commerce)—Sidney Golt
- ICS (International Chamber of Shipping)—Michael Graham
- FIATA (International Federation of Freight Forwarders Associations)—Bernhardt Bünck

## Synthesis Session (Friday, May 1)

Before publishing the official proceedings recording the full contents of these sessions, which will be based on verbatim records to be provided by our Korean hosts, we are including in this issue a summary of the synthesis session covering Working Sessions 1 and 2, which were chaired by Sir Keith Stuart, and Session 4, led by C.B. Kruk, so that members and readers who were unable to attend the Seoul Conference will be able to get some idea of the discussions which took place at our meetings. The papers for the Working Sessions had previously been printed by the Conference hosts and had been distributed to all the participants in Seoul and later to those who were unable to attend the Conference from the Tokyo Head Office. The summary is as follows:

### SUMMARY OF SYNTHESIS SESSION

At the Synthesis Session, Sir Keith Stuart summarized the presentations and discussions that had taken place at Working Sessions 1 and 2, while Mr. Bert Kruk outlined the main points covered in Working Session 4. The session finished with a few comments and suggestions from the audience concerning, among other topics, how the working sessions had been organized and what improvements might be incorporated into future conferences.

At the beginning of his summary, Sir Keith remarked that, though the main working session themes were ostensibly quite separate, they did in fact overlap in many ways. "The end result of these two sessions," he said, "was that all these subjects became enmeshed in each other and helped to establish a number of common themes."

The first of these themes Sir Keith addressed was that of technological change. Just as the last twenty years has witnessed developments of immense significance, the same will be true of the next 15–20 years. Sir Keith referred to Mr. Abernathy's description of trends in the port and shipping industries involved in the U.S. West Coast Trans-Pacific trades, particularly concerning advances in the use of rail transport and containers. However, Mr. Abernathy had stressed that the main challenges facing ports from technological changes would be port management problems rather than difficulties in coping with the technical developments themselves.

The role of competition in the future was seen by Sir Keith as a topic requiring serious attention. He found Mr. Suykens' paper useful in this regard, with the discussions it generated concerning how a balance can be made between the desirability of ports competing among themselves and the need for them to cooperate and exchange information that will enable them to maintain an appropriate level of bargaining power with their increasingly powerful customers, who are these days "not just shipping companies" but "transportation companies involved in inland transportation and distribution as well as in shipping." Such companies have already achieved enough power in the market place to "divide and rule" the ports.

The need for ports to publicize themselves and their activities in their communities was also mentioned, particularly by Mr. Taddeo. It was pointed out that many citizens of port communities know little of what goes on in their ports and



Working Session I: (From left) Mr. W.A. Abernathy (at podium), Dr. E. Muller, Sir Keith Stuart and Mr. C.L. Jordan



Working Session II: Mr. D.J. Taddeo speaking on Community Affairs and Preservation of the Environment; on the stage are Sir Keith, left, and Mr. F. Suykens

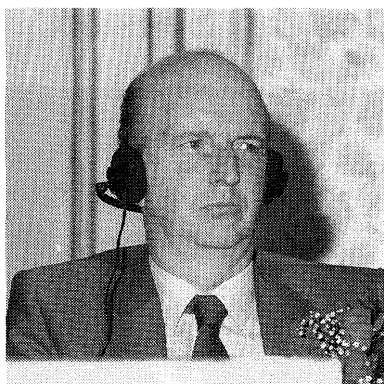


Session III: (From left) Mr. Son Soon-Ryong (at podium), Dr. Bang Hee-Seok, Dr. Hahn Tae-Youl and Mr. Kim Sung-Soo



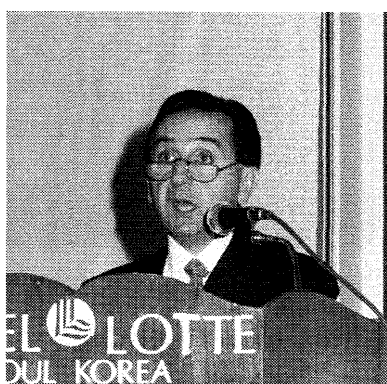
Mr. C. Burt Kruk, leads the Synthesis Session

*Sir. Keith Stuart*



*Mr. W.A. Abernathy*

*Mr. F. Suykens*



*Mr. D. Taddeo*

that this problem is worsening as a result of such factors as containerization where, as Mr. Taddeo said, "the center of activity has moved away from the old city centers out to sites which are very rarely seen by the general public."

It seemed to be felt that ports ought to do more to help each other and that cooperation on a regional basis would be most effective. The point was also made that it should not just be a case of "the developed ports pouring out their

accumulated wisdom...to the developing ports" but that "each type of port has something to offer to the other."

For Working Session 4 on "International Port Development" with the sub-theme of "International Port Cooperation," Mr. Kruk had invited Mr. Barry Cable from ESCAP in Bangkok and Mr. T.W. Seyoum of the Port Management Association of Eastern/Southern Africa. While only the former had actually been able to attend, Mr. Moulod of the Port Management Association of West and Central Africa had been present and had agreed to join the panel.

Mr. Cable outlined the work of ESCAP, giving special emphasis to programs such as tariff studies, port needs and the ESCAP computer club. He concluded: "Improvements in information technology will bring ports closer together. Regional port cooperation will be vital and there will be opportunities for increased cooperation, for instance in the fields of hosting seminars and meetings, providing training fellowships or attachments, tariff and productivity comparisons and the port computer club."

Mr. Seyoum's paper explaining the East African situation was read. His conclusion was: "National governments should take up their responsibilities to secure their ports' basic financial requirements. The assistance of the international community is essential to solve the financial requirements and the technical and operational problems. Ports in sub-regions can certainly cooperate, preferably via the North, East and West African Port Management Association."

Mr. Moulod stressed the need for regional cooperation and the desirability of inter-linking the regional associations with the international community. He underscored the importance of organizations such as IAPH in this regard.

In the ensuing discussion, two main points emerged. The first was that developing ports should not just "blindly follow the recommendations of the developed ports" but that they should "try to make the best use of the experience of the developed ports, taking into consideration the local circumstances." The second conclusion was that, in the relations between the shipowners, the shippers, the receivers and the ports, the ports "should first of all look after themselves and try to form a common front." In this context it was important for the ports to ensure that their views were clearly stated at the international level. IAPH's role, especially the organization's European representations, would be crucial in achieving this goal. Moreover, Mr. Kruk assured everyone present that IAPH and the Committee on International Port Development would do their utmost to further regional port cooperation.

A variety of matters were touched upon in the questions following the summaries from Sir Keith Stuart and Mr. Burt Kruk. One from a representative of the Port of Gladstone in Australia concerned the subject of future methods of port pricing, in particular "what part of port costs should be borne by the shipowner and what part should be borne by the shipper." In fact Mr. Cable's work in Bangkok was addressing this matter to a certain extent. It was agreed that the question would be considered within the appropriate forum of the Association in the future.

Mr. Kruk finished by referring to remarks he and Mr. Pages had heard to the effect that, besides the discussions on the sub-themes under the main conference theme "Ports Looking into the 21st Century," more time should have been allocated for discussions on the results of the work done by the respective technical committees during the last two years.

# Addresses at Second Plenary (Closing) Session

**(Friday, May 1)**

## **By J. den Toom, Outgoing President**

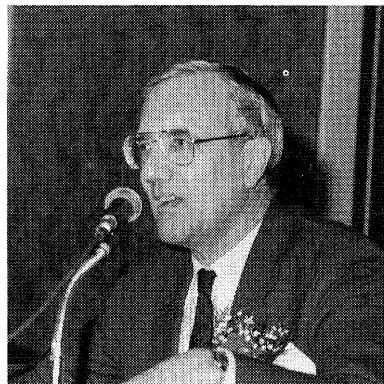
It is now my turn to give what is called an "Address by the Outgoing President." For the past two years, I have had the honour of serving as President of IAPH. For me, these two years have been the pinnacle of my 22 years' association with the IAPH.

Thanks to the help of many people, I was able to discharge my duty as President. It takes too much time to mention all their names. But I have to mention in the first place the very devoted service of our Secretary General Emeritus Toru Akiyama, our retiring Secretary General Dr. Sato and all the people of our Head Office in Tokyo. Without their help, it would have been impossible for me to do my job. Likewise, without the help of the vice-presidents, the members of the Executive Committee and the chairmen and members of all the IAPH committees, my job would have been impossible. Special words of thanks go to several European members, who made useful suggestions regarding the future of IAPH, especially in regard to the role of IAPH in international organizations. Nobody will blame me when I especially mention the name of Alex Smith. And last but not least, it would have been impossible for me to hold the office of IAPH President without the great help of my secretary in Amsterdam, Marjon van Dompsele and the daily support of my wife.

At a moment like this, we can look back and look forward. There is no future when there is no link with the good things of the past. Our past forms the foundation on which we build our future.

The past has created an IAPH which has grown to be an adult and real worldwide organisation of ports on an independent non-governmental basis. We have made great strides in paying more attention to the developing ports. There is also more awareness of the fact that we need in our organisation more languages than English. We have made progress with French. The Executive Committee is pleased with the invitation to hold its mid-term meeting in the French-speaking city of Abidjan. We are still weak in our Spanish-speaking membership. But I am confident that our host for the next conference, our friend Lunetta from Miami, will do his utmost to arrange facilities for the Spanish-speaking ports and will promote the Miami Conference in the Spanish-speaking world.

The backbone of our Association is the work done by our Technical Committees. Accordingly, I feel somewhat dissatisfied that the heavy time pressure of a Conference does not always permit a careful reading of and discussion on Committee reports. A far greater amount of work must be performed by IAPH in order to give the IAPH a voice and a face at the right time at the right spot. The right spot may be the IMO where an expert of a member port will speak for our IAPH in close cooperation with the Chairman of a technical committee and Alex Smith. Being a member of a technical committee is a serious undertaking. The Committee chairman cannot work with members who promote themselves as committee members only in a biennial conference but who do not do anything for their committees in the following two



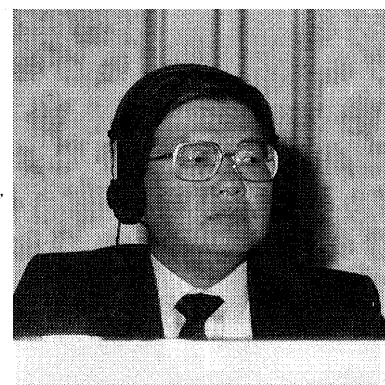
*Ir. J. den Toom, the outgoing president, addressing the Closing Session*

years. I ask that all members of the committees become aware of the seriousness of the committees' work to the IAPH.

At the end of my term as President and also facing retirement from my office in Amsterdam, I look back to the job of port manager with great satisfaction. In my opinion, being a port manager is one of the most exciting jobs in the world. We work in the centre of transportation, we feel the heartbeat of the economy. We are in contact with citizens, companies, we experience the ups and downs of politics. We also have a lot of difficulties, but can we live without them? Every job is a balance with positive and negative aspects. But I believe in the final reckoning the sum is very positive.

We, the port people who hold crucial positions in our respective ports and countries, must be aware that together we can do a lot of good things for the world. I have no doubt that with your active participation IAPH will plan an even more important role in shaping the world for tomorrow.

I thank you all for your support and wish you peace and happiness.



*Mr. Wong Hung Khim, the new President*

## **By Wong Hung Khim, New President**

Mr. Chairman, Ladies and Gentlemen:

When I attended my first IAPH meeting at Le Havre in 1979, I had just been introduced to the port industry after spending 5 years running and managing the Singapore Bus Service. I then had only a faint idea of what the IAPH as an organization was all about. However at that time, I was already struck by the vibrancy and vitality of the organization and the close camaraderie among all its members, directors and executive officers. It was indeed very easy to make



friends and exchange views with like-minded people from ports around the world.

At this meeting at Le Havre, I of course had no idea that I would one day be entrusted with the presidency of the IAPH. To me, this honor has come sooner than expected, even for an out-and-out optimist. Nevertheless, over the years, I have learnt a great deal about our world community of ports, or as it is sometimes called, the "United Nations of Ports." But we would not have grown to our current stature had it not been for the hard work and dedication of successive IAPH presidents, vice-presidents, members of the Executive Committee as well as chairmen and members of the various internal and technical committees. Needless to say, they were supported very ably and strongly by the Secretary General and his staff in the Head Office in Tokyo.

Hence I must add my personal thanks to Dr. Hajime Sato who has served IAPH so well since taking up his appointment as Secretary General in 1973 and who will now be stepping down. In true Japanese fashion, he has personally brought up his successor, Mr. Hiroshi Kusaka who I am sure, being hand-picked and groomed by Dr. Sato since 1977, is eminently qualified for the post. Dr. Sato has assured us that he will continue to keep in close touch with IAPH matters and we all look forward to meeting Dr. Sato at future IAPH forums.

My immediate predecessor, President den Toom, has put in a lot of hard work to further the aims and ideals of our organization. He has made an invaluable contribution to IAPH. I would like you to join me in saying a big "thank you" to Han in the usual way by giving him a large round of applause.

With your contributed assistance and support, I hope to be able to contribute to the further development of IAPH and to implementing the various decisions that you, the members, the Board of Directors and the Executive Committee have made at this meeting.

I do not intend to take up much more of your time as we have spent a long day here already and there are a few more items and announcements to be made. Indeed, the host of our next IAPH Conference in 1989 is eagerly waiting to deliver his invitation address. However, before I resume my seat, on behalf of all delegates, participants and their spouses, I would like to thank our Conference Chairman, Mr. Cheung, Yeun-Sei and his supporting staff for the excellent arrangements made towards hosting this IAPH meeting. We have had a very successful conference and really enjoyed ourselves here.

Thank you once again.

## **By Dr. Hajime Sato, Retiring Secretary General**

Thank you, Mr. President.

First of all, I would like to express my heartfelt thanks and appreciation for the great honor that your Association has conferred on me by electing me an Honorary Member of IAPH. It is indeed very generous of your Association, too, to award me the status of Secretary General Emeritus of IAPH.

I have been privileged to serve as Secretary General of IAPH for the past fourteen years, throughout which I have been able to enjoy genuine support from people the world over that I have met in the course of my duties. The people

I have had the pleasure of working with at IAPH, including those who have left our world, have made my job both a pleasure and a stimulating experience. I have been spurred on by their dedication to the ideals of IAPH and by the enthusiasm with which they have carried out their work in the Association.

At this point, perhaps you would forgive me if I reflect upon the past for a while.

The first IAPH conference I attended was the one held in London in 1965. I was attending this conference as a delegate from Japan's Ministry of Transport, and was carrying an official message from the Prime Minister inviting our Association to hold its next conference in Tokyo in 1967. During the 22 years from the London Conference, I have been able to participate in all the ensuing biennial conferences of our Association held in various places throughout the world from London to Seoul.

Nothing has been more fortunate for me, as one of the world's "port people," than the opportunity to become



*Dr. Sato, right, delivering his farewell speech at the Closing Session*

involved in IAPH activities over many years. During this period, I have been able to participate in IAPH conferences regularly and have been able to make a great number of friends in numerous ports. Through the meetings I have attended and from the people I have met, I have always been the privileged recipient of valuable information and knowledge about the latest trends occurring in ports and harbors throughout the world. These experiences have certainly been among the greatest gifts that destiny could have presented me with. Thus I would like to say once again that, while my contribution to IAPH as Secretary General in the past 14 years has been only too small, the joy that I have been given by so many good friends the world over has been so great that I do not have sufficient words to express the depth of my gratitude.

As I look back at the growth of our Association, I feel the important role of the various Committees is worthy of mention. As far as I know, the first Special Committee established by the Association was the Committee on International Port Development resulting from the London Conference resolution. As all of you recall, the Committee, which is generally known as the IPD Committee, has since made numerous achievements with the enthusiastic support given by the Association's members.

In the spirit of the work of the IPD Committee, let me stress my sincere hope that ports in both developed and developing countries will endeavor, through their close cooperation with one another, to achieve the further growth and

prosperity of ports the world over.

As I said in my address at the First Plenary Session, the Board has appointed Mr. Hiroshi Kusaka, who has been serving as Deputy Secretary General since 1977, to succeed me as Secretary General. It is most gratifying that the Association's Head Office is to be headed by this magnificent person, whose dedication to the Association in the past has proven his unquestionable competence for the position. I have every confidence that all of you will continue to help our Secretariat staff headed by Mr. Kusaka and will give them the same support that you afforded me in my term so as to enable them to serve your Association, not only to ensure its survival but to enable it to expand its services to fit the requirements of world ports in the 21st century.

In closing, I would like to reiterate my heartfelt thanks to all of you and to extend the same sentiment to my younger colleagues in the Association for making my term of office such a proud and positive experience. Finally, I would like to thank our Korean friends, particularly Mr. Cheung Yeun-Sei, Dr. Hahn Tae-Yol, Mr. Jong Soon-Lee of KMPA and Mr. Lim Kwang-Soo, President of the Korea Port and Harbor Association, for hosting the 15th Conference, which has certainly been one of the most memorable ones for me. Kamusahamunida!

I will now give the microphone to Mr. Hiroshi Kusaka—Mr. Kusaka, please.

### **By Hiroshi Kusaka, New Secretary General**

Mr. President and all the delegates:

I feel extremely honored that I have been appointed by the Board members to succeed Dr. Hajime Sato to carry out the responsibilities of Secretary General of your Association. I am grateful for the recommendation which was earlier made by Dr. Sato himself, whom I have always held in the highest esteem.

To respond to the trust that your Association has placed in me, I would like to pledge here that I, together with our new Deputy Secretary General Mr. Kondoh and all the other staff members at the Head Office, will spare no efforts to faithfully carry out all our work in accordance with the policies of the Association, with the guidance and cooperation of the Board members, Executive Committee members and all the Association's members as well, in order to achieve further development of our Association and ensure that it functions as a truly international association of world ports.

Let me take this opportunity to emphasize that it would have been difficult for us, the Head Office staff to fulfill our responsibilities without the perfect and most efficient cooperation that our hosts, KMPA and in particular SEPRECO, have given us throughout the preparation period over the past three years leading up to this final day. On behalf of all my colleagues, I would like to express my heartfelt thanks and appreciation to all our hard-working Korean friends for their outstanding efforts in making the Conference such a successful one as we have been able to witness.

Finally, I wish all of you here and your ports ever-increasing prosperity and at the same time I seek your continued cooperation and increased participation in the activities of this Association.

Thank you very much! Kamusahamunida!

### **By Mr. Carmen J. Lunetta Director, Port of Miami Host for Next Conference of IAPH**

Mr. President, Members of the Executive Committee: I want to thank you for this opportunity to briefly present Miami's progress for hosting the 16th IAPH Conference. Mark in your calendars April 22-29, 1989!

First let me say it's going to be a tough task to follow this year's Conference Chairman, Mr. Cheung Yeun-Sei.

Our Mayor of Miami has asked me to send his welcome. He is pleased that you have accepted our invitation to discover the "New" Miami, a city filled with exciting events and new facilities designed for the modern visitor.

Miami has quickly grown from a regional center to a global city, yet it maintains the comfortable tropical ambiance which has attracted millions of return visitors, world class hotels with modern meeting facilities, the latest in rapid transit including a metrorail and inner-city "people mover" providing excellent transportation and the means to see our city—a truly cosmopolitan area.

The Port of Miami, as you may know, is the "Cruise Capital" of the world, with more than 2.6 million passengers in 1986, representing approximately 70 percent of all cruise passengers in the U.S.

The Port of Miami is really getting into the convention business. Recently we have hosted a number of extremely successful conventions, such as:

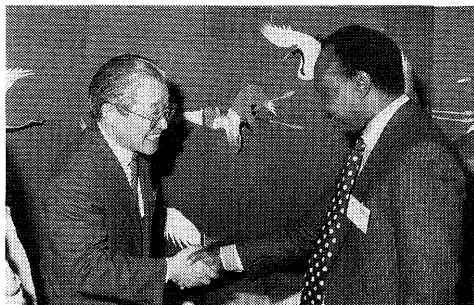
- (A) the ASTA Convention with some 5,000 plus travel agents from the U.S.;
- (B) 1,800 Delegates from ARTA—the American Retail Travel Agents;
- (C) 2,000 Delegates from COTAL—travel agents from South America; and
- (D) most recently, the American Association of Port Authorities, a sister-organization to IAPH in the U.S. with 1,000 participants.

Allow me to mention some important decisions that have already been made regarding the 1989 Conference.

- (A) The hotel that has been chosen is the world-famous Fontainebleau Hilton on beautiful Miami Beach. Currently the Fontainebleau is involved in a 35 million dollar expansion and restoration program. The hotel has a full range of meeting space including a new 23,040 sq.ft ballroom. The Port of Miami intends to negotiate a very competitive room rate.
- (B) Northwest Orient Airlines will be the official airline of the 16th IAPH Conference. Already their convention division is working closely with us to provide easy reservations, reduced airfares and the best possible service.
- (C) For shipping of materials, Danzas International will be the official freight carrier. This is a worldwide company with offices in five continents.

As promised in Hamburg, the Miami Conference will have the following highlights:

- (A) A five-hour "Cruise to nowhere" aboard one of the beautiful cruiseships based in Miami. The evening will include open bars, full dinner, shows, dancing and, yes, casino action! We promise smooth seas and balmy weather.
- (B) A trip to the Florida Everglades complete with authentic naturalist guides. There you will see alligators,



Mr. Hiroshi Kusaka, left, at the IAPH reception



Mrs. den Toom, second from-left, with (from left) Mrs. Cheung, Mr. Mather, Mrs. Wong and Mrs. McJunkin at the farewell dinner

exotic birds and other wildlife in their natural habitat. This trip will feature an airboat ride on the "River of grass."

- (C) A wild hog Bar-B-Que at the Miami Seaquarium. Our group will have run of-the-house at this popular attraction for its marine life show, great food and country-western style music and dancing.

- (D) A complete program for the spouses featuring a visit to the beautiful Vizcaya Museum and gardens.

Pre-and post-convention packages will offer trips to:

- (A) Walt Disney World and the Epcot Center, both located in Orlando, Florida, just four hours from Miami.  
(B) Cape Canaveral Space Center, only three hours from

Miami.

- (C) A three- or four-day Caribbean cruise which the Port of Miami will arrange at a very affordable price. Finally, Miami and its business community understand the capital investment that is required for a successful conference, and to that end we have prepared the necessary community commitment to make this 1989 IAPH Conference successful.

We are delighted you will be coming to Miami, and I am honored to serve as your official host. Here is a little preview of what will be in store for you. See you in '89.

Thank you.

### **Message from Wayne Mixson, Lieutenant Governor, Secretary of Commerce, State of Florida**

On behalf of the people of Florida, we are pleased to extend a cordial invitation to the International Association of Ports and Harbors to hold its 1989 conference in Miami, Fla., to be hosted by the Port of Miami.

The same attractions—both natural and man-made—that bring millions of visitors to Florida yearly await your delegates. You can be assured of a record attendance.

All of Florida is readily accessible from any part of the world. Our international airports, superhighways, seaports, and rail and bus terminals are designed to handle your transportation needs.

Florida enjoys the enviable distinction of being the ideal destination for meetings and conventions. Friendly Floridians are experienced and willing hosts, and the success of PORTEX will be assured by our modern convention facilities, accommodations, fine restaurants, recreational and wonderful year-round climate.

Florida will be proud to play host to the International Association of Ports and Harbors, and we look forward to your visit.

### **Address by Mrs. den Toom delivered at the Farewell Dinner**

Dear Mrs. Cheung, ladies and gentlemen,

Thank you for your nice words and the beautiful present you gave me. The English say "A thing of beauty is a joy forever" and that is how I feel about this gift, but moreover it has another value to me, because it will keep alive the remembrance of a wonderful stay in Korea.

I think all the ladies will agree with me that our hosts here in Seoul arranged for us a magnificent programme. We enjoyed it very much.

It is told to us that the sense of the word Choson is "morning calmness," but that it also can be translated as "morning freshness."

Thinking of all the work our hosts must have got through, they must have been busy from sunrise to sunset; there must have been little time for calmness; they needed to make a fresh start every morning. So in this case "morning freshness" seems to me the better translation.

I hope, however, that you all will look back at this week with satisfaction and joy. For you, Mrs. Cheung, I hope this gift I brought with me from the Netherlands will be a reminder of a busy, but valuable week.

While standing here and having the opportunity to speak, I like would to say a few words to all of you. The Amsterdam Conference in 1973 was the first IAPH conference I attended. Since then I have been to several conventions all over the world. I am thankful that Han's position gave me the opportunity to do so. Not only because it is exciting to be in so many countries and cultures, but especially because I have got so many friends via IAPH.

All those pleasant contacts and conversations I have had all over the world. They have meant a lot to me. I know by experience that it was not only friendship in joyful, but also in serious matters. Thank you for that.

Of course not all those who I hoped to see here again were able to come to Seoul. That is why I will ask the men who know that I have met their wives, when you come home, please give her my best regards and tell her I (and not I alone) missed her.

We look forward to seeing you and them again in Miami. Thank you.





*Finance Committee (Chairman: Mr. F. Gingell)*

## **Chairmen of Conference Committees for the Seoul Conference**

**Nominating:** J. den Toom, Port Management of Amsterdam, the Netherlands

**Budget:** F. Gingell, Fraser River Harbour Commission, Canada

**Credentials:** S. Beevor, the Maritime Services Board of N.S.W., Australia

**Honorary Membership:** H.K. Wong, Port of Singapore Authority, Singapore

**Resolutions & Bills:** Mr. P.J. Falvey, Port Authority of New York & New Jersey, U.S.A.

## **Chairmen of the Internal and Technical Committees / Sub-Committees for 1987 – 1989**

**Constitution & By-Laws:** J.H. McJunkin, Port of Long Beach, U.S.A.

**Finance:** F. Gingell, Fraser River Harbour Commission, Canada

**Membership:** J. Mather, Clyde Port Authority, U.K.

**Cargo Handling Operations:** C.J. Lunetta, Port of Miami, U.S.A.

**Port Safety, Environment & Construction:** J. Dubois, Ministry of the Sea, France

—**Marine Safety Sub-Com.:** Capt. J.J.H. van der Schaaf, Port of Rotterdam, Netherlands

—**Port Safety Sub-Com.:** Per H. Olson, Port of Gothenburg AB, Sweden

—**Engineering Sub-Com.:** A. Alam, Karachi Port Trust, Pakistan

—**Ship Sub-Com.:** J. Smagghe, Port Autonome du Havre, France

—**Dredging Task Force:** H.R. Haar, Jr., Port of New Orleans, U.S.A.

**International Port Development:** C.B. Kruk, Port of Rotterdam, Netherlands

**Legal Protection of Port Interests:** P. Valls, Port Autonome de Bordeaux, France

**Public Affairs:** R.N. Hayes, Dublin Port and Docks Board, Ireland

**Trade Facilitation:** F.L.H. Suykens, Port of Antwerp,



*International Port Development Committee (Mr. C.B. Kruk, chairman, center; Mr. J. Bayada, vice-chairman, left; and Mrs. Groot, Mr. Kruk's secretary)*

Belgium

**Chairman of Legal Counselors:**

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

## **Reports and Papers Sent to Members**

1. A report entitled "General Report on the 15th Conference in Seoul", describing the overall course of the Conference and its outcome, together with copies of the resolutions and bills adopted at the Conference, was airmailed to all IAPH members from the Head Office in the third week of May.

2. A set of the reports and papers presented to the 15th Conference was sent by surface mail to those Regular and Associate members who could not attend the Seoul Conference.

3. An English version of the UNCTAD/IAPH Monograph No. 5 entitled "Container Terminal Pavement Management", as supplied from the UNCTAD Ports Section (Section Chief: Mr. E. Williamson), was sent by surface mail to all IAPH members. The monograph was co-authored by Mr. Marios Meletiou, Cyprus Ports Authority, Mr. John Knapton and Mr. Nigel Nixon of Knapton and Partners.

4. Revised chapters of the IAPH "Guidelines on Port Safety and Environmental Protection" (red book) were sent by surface mail to all members and the concerned parties from the Head Office.

5. A copy of the up-dated version of the "Constitution and the By-Laws of IAPH" was airmailed to all members.

## **The 16th Conference in 1989 in Miami**

Mr. Carmen Lunetta, at the Second Plenary Session held on May 1, 1987, formally presented the invitation to the 16th Conference in 1989 to be held in Miami, Florida, U.S.A. The dates for the Conference are 22 to 29 April, 1989.

## **The Mid-term Meetings of Exco and Other Committees in Abidjan**

Mr. J.M. Moulod, General Manager, Port Autonome d'Abidjan, the Ivory Coast, at the Farewell Dinner, present-



*Resolutions and Bills Committee (Chairman: Mr. P. Falvey)*



*Public Affairs Committee (Chairman: Mr. R. Hayes)*

ed an invitation to the IAPH Exco and other committees to meet in Abidjan for their mid-term meetings. The suggested dates for the Abidjan Meetings are April 26 (Tue) to 29 (Fri), 1988.

## **The 17th Conference in 1991 in Spain**

At the post-conference joint meeting of the Board and Exco held on May 1, 1987, Mr. Fernando Palao Toboada, Director General, Direccion General de Puertos Costas, the Government of Spain, presented an invitation to IAPH to hold its 17th Conference, scheduled to take place in 1991 in the African/European Region in Spain. It was with the highest appreciation that the Board accepted the invitation. The dates and venue for the 1991 Conference will be confirmed at the Miami Conference.

### **Note:**

In connection with sites of the Biennial Conferences and Exco meetings, the Board adopted a resolution to the effect that:

Consideration, in selecting the site for each Conference or Exco meeting, shall be given to the desirability of holding meetings at a broader range of ports which have not theretofore acted as host for IAPH Conferences and preference shall be given for Exco meetings to be held at those ports which lack the capacity to act as hosts for IAPH Conferences. (Board Resolution 1)

## **Contribution to CIPD Fund**

With thanks, this is to announce the receipt of a contribution to the CIPD Fund in the amount of US\$300 from the Thunder Bay Harbour Commission, Ontario, Canada (Mr. P.R. Cook, General Manager). As of the time of the Seoul Conference, as mentioned in the April issue of the journal "Ports and Harbors" the target amount of US\$ 70,000 had been nearly reached, leaving an amount of \$825. The contribution newly made by the Thunder Bay Harbour Commission has narrowed the gap still further. However, this office still hopes that this small shortfall will be turned into a small surplus, or—even better—a large surplus!! In other words, the account is still wide open.



*Mr. J.M. Moulod, Director General, Port of Abidjan, host for the 1988 EXCO meeting, addressing delegates at the farewell dinner*

## **Regular Members Requested to Notify Tonnage Handled**

### **For the 1988/89 dues assessment**

Pursuant to the provisions of Section 5 of the By-Laws of IAPH, a request for the notification of tonnage handled by the IAPH Regular Members was circulated to all IAPH Regular Members. The pertinent paragraphs read:

"Each Regular Member shall file with the Secretary General, on the first day of July in each odd numbered year commencing with the year 1979, a report of the tonnage handled during the calendar year immediately preceding the filing of such report.

"For the purposes of this Section the term "tonnage handled" shall be deemed to mean the cargo tonnage in metric tons which passed in and out of the member's port or the port's boundaries, whether ocean going, coastwise, or by lake, river or canal. Such tonnage shall be calculated on the weighted formula of 100% for general cargo and 20% for dry and liquid bulk cargo.

"Such tonnage reports shall be used for the purpose of calculating the number of membership units which that Regular Member shall subscribe until the succeeding tonnage report is filed as herein required, irrespective of any fluctuations in the volume of tonnage handled in the

meantime."

The deadline for receipt of this information has been set at the end of August. The data will be carried in the Membership Directory 1988, which will be published towards the latter part of this year. Members' cooperation will be highly appreciated.

## **Members' Cooperation Requested for Two International Surveys by IAPH**

### **1. Questionnaire on marine accidents/incidents in ports**

A questionnaire on Marine Accidents/Incidents in Port Areas/Channels and Approaches was circulated to all IAPH Regular Members from the Head Office. This is based upon Resolution No. 3, which was adopted at the 15th Conference in Seoul at the request of the Committee on Legal Protection of Port Interests. Paragraph 2 of the resolution reads as follows:

"That the Secretary General be instructed to circulate the regular members of the Association again in appropriate form requesting the provision of data in respect of incidents/accidents in port areas involving hazardous and noxious substances as recommended in paragraph 2.2 of the Committee's report."

The aim of this survey is to collect data on marine accidents/incidents occurring in port areas/channels and approaches involving hazardous and noxious cargoes and to have the findings reflected in future discussion of the draft Convention on Hazardous and Noxious Substances.

The deadline for the return of the questionnaire was set at the end of August. Member Ports' cooperation in this matter will be highly appreciated.

### **2. Questionnaire on Sister Ports Affiliation Arrangement**

A questionnaire on the Sister Ports Affiliation Arrangement was sent to all IAPH Regular Members from the Head Office, setting the closing date for entries at the end of August. In his request to members, Mr. H. Kusaka, Secretary General, says:

"Many ports today are affiliated with other ports, thereby promoting international understanding, friendly cooperation, bilateral or multilateral technical assistance, the promotion and development of international seaborne trade and even of cultural exchanges, sporting events and tourism. Also, the matter is an important subject when issues of international collaboration and cooperation are discussed, not only as they involve IAPH but also as they concern varied aspects of inter-port communications.

"We have heard many port managers engaged in bilateral or multilateral collaboration activities saying that they have gained a lot from such arrangements. Furthermore, we have witnessed a good many cases of sister ports affiliations being launched and steadily enhanced, involving ever more people and bearing truly substantial results.

"The data supplied to the Head Office will be compiled and fed back to the members so that people who have such programs can learn more and work for the betterment of their plans, and that those considering such schemes can visualize possible course of action."

# **Visitors to the**

On the evening of Wednesday 12 May, at a reception for trade promotion organized by the Port of Baltimore and held at the Tokyo Foreign Correspondents' Club, **Mr. David A. Wagner**, Port Administrator, met Mr. R. Kondoh, Dy. Secretary General and received a brief report on the 15th Conference. Expressing his pleasure at the successful conclusion of the Conference, he indicated that his Administration would be prepared to continue playing a positive part in IAPH activities, while remarking that it was a pity he had been unable to attend the Seoul Conference due to particularly pressing business constraints at that time. He was visiting Japan as the head of the Port of Baltimore Trade Promotion Mission consisting of eleven members.

On Wednesday 12 May, **Mr. Andre Pages**, Honorary Member of IAPH and the former Chairman of the Committee on Legal Protection of Port Interests, together with **Mrs. Pages** visited the Head Office and met Mr. Hiroshi Kusaka, Secretary General, and his staff. Mr. Pages had come to Japan after the Seoul Conference for a ten-day visit. While in Japan he was to spend some time with a member of his family who was stationed in Tokyo. At a welcome gathering attended by Dr. Hajime Sato, Mr. Pages noted that the visit was a great pleasure for him as it was the first time he had visited the Head Office even though he had visited Japan several times since 1967. Later in his stay, on May 20, he visited the Port of Tokyo and inspected the port facilities there, escorted by an official of the Port and Mr. R. Kondoh of IAPH.

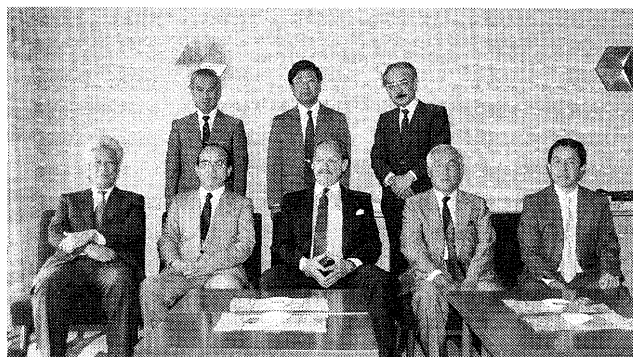
On Friday 15 May, **Mr. Fred Gingell**, Chairman of the IAPH Finance Committee (Chairman: Fraser River Harbour Commission), visited the Head Office and met Mr. Hiroshi Kusaka, Secretary General, and his staff. A welcome gathering was organized by Dr. Hajime Sato in the evening.

On the previous evening of 14 May, at the residence of the **Hon. R.D. Merner**, Minister-Counsellor, Canadian Embassy, **Mr. Fred Gingell**, Chairman of the Fraser River Harbour Commission, had organized a trade promotion reception to which varied local business interests were invited.

On Saturday, May 23, **Mr. John T. Warburton**, the ICHCA Secretary General, visited the Head Office and was received by Mr. Hiroshi Kusaka, Secretary General, and his staff. Mr. Warburton, after concluding the ICHCA's 19th Conference in Brisbane, Australia, was visiting Japan for three days for the purpose of promoting ICHCA's activities. On May 21 he visited the Port of Yokohama and met Mr. Kiyoshi Kojima, Director General, Bureau of Port & Harbour, Yokohama City. On May 22, he visited Mr. Shingo Fujino, Director General, Bureau of Ports and Harbours, Ministry of Transport, and further paid a courtesy visit to Mr. Toru Akiyama, who was one of the architects for the establishment of ICHCA Japan in the early 1950s.

On the afternoon of Friday, May 22, he gave a speech on the current situation of ICHCA and its activities to a group of experts, including MOT officials, Mr. Y. Haraguchi of Nagoya Port, Mr. K. Kojima of Yokohama Port and representatives of major port-related equipment manufacturers.

# Head Office



L to R: Front row, Mr. Nishimura, ICHCA Japan, Mr. F. Fujino, MOT, Mr. J. Warburton, ICHCA London, Mr. T. Hida, ICHCA Japan, Mr. M. Sakurai, MOT, Rear row, Mr. Nishino, ICHCA Japan, Mr. Inoue, MOT and Mr. R. Kondoh, IAPH

On Tuesday May 26, **Mr. Richard G. Peckham**, Editorial Director, International Bulk Journal (Surrey, U.K.), visited the Head Office and was received by Mr. R. Kondoh, Dy. Secretary General. They then discussed the systems of port management and operations in Japan. Mr. Peckham was visiting Tokyo for the purpose of featuring the current situations and future perspectives for bulk cargo movement in the Far East as well as the business prospects perceived by the local manufacturers of related equipment. On 3 June he visited Mr. T. Nishimura, Managing Director, Japan Cargo Handling Mechanization Association & Director of ICHCA, Japan, and discussed the current activities of the Association.

On Tuesday May 28, **Mr. Peter Willis**, serving the office of the Harbour Master, Auckland Harbour Board, visited the Head Office and was received by Mr. R. Kondoh and Miss Kimiko Takeda of the Head Office. He was visiting Japan on a private trip.

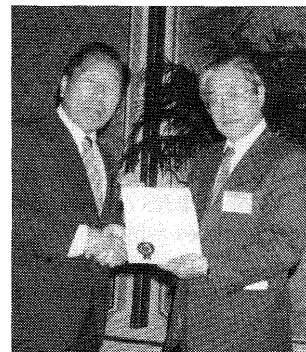
On the morning of Wednesday June 3, **Mr. Thomas F. Moakley**, Commissioner, Federal Maritime Commission, Washington, U.S.A., accompanied by **Mrs. Moakley** and **Mr. Herman Matsui**, the representative of Jacksonville Port Authority, visited the Head Office and met Mr. R. Kondoh, Dy. Secretary General. Mr. Moakley has been serving on the FMC for the last decade, as the first FMC Commissioner from the port authority industry. He had served the Massachusetts Port Authority before joining the FMC. Mr. Moakley was visiting Japan on a private basis.

On the afternoon of June 2 and 3, **Mr. Jong-Soon, Lee**, Executive Managing Director of the Seoul Conference Preparation Committee, visited the Head Office and was received by Mr. Hiroshi Kusaka, Secretary General, and his staff. On his way back to Seoul after having completed an official trip to Washington, D.C., he was visiting the Head Office to discuss matters still requiring concerted joint work between the Host and the Head Office after the Seoul Conference, including the materials for the Conference records.

On the evening of June 5, **Mr. Wataru Kitamura**, the newly appointed Director General, Bureau of Port and

Harbour, City of Yokohama, together with his predecessor **Mr. Kiyoshi Kojima**, visited the Head Office and was received by Mr. Hiroshi Kusaka, Secretary General, and his staff. Mr. Kitamura commented that he would be prepared to continue supporting IAPH activities as his predecessor had done. Mr. Kojima, soon after attending the Seoul Conference, had been promoted to Chief Executive Officer of Totsuka Ward of the City.

## Membership Notes



Mr. Jae Ha Kim, left, receives his IAPH membership certificate from Mr. Hiroshi Kusaka, the new Secretary General

### New Members

#### Temporary Member

##### Red Sea Ports Authority (Egypt)

Address: P.B. 1, Port Tewfik, Suez  
Office Phone: 765121 Cairo  
Telex Number: 66692 RSPAS UN  
Chairman: Abd. El Aziz Soliman

#### Associate Members

##### D.H.V. Consulting Engineers [A-3-1] (The Netherlands)

Address: P.O. Box 85, 3800 AB Amersfoort  
Office Phone: (0)33-689111  
Telex Number: 79348  
Director, Port & Waterways and Coastal Development:  
Mr. L. Visser

##### Mr. Jae Ha Kim [Class E] (Korea)

Address: 119 Jukhang-dong, Namwon-City, Cholla-bukdo  
Phone Number: (0671) 2-2945

### Changes

##### Port of Bordeaux Authority (France)

Office Phone: +33.56.90.58.00  
Fax Number: +33.56.90.58.77

##### Mongla Port Authority (Bangladesh)

The Port of Chalna Authority has been changed its name to the above recently by Government Notification.

# Reports on the Business of IMO

By A.J. Smith

## —Sub-committee on Containers and Cargoes—

The twenty-eighth session of the Sub-Committee on Containers and Cargoes was held from 23–27 March 1987 under the Chairmanship of Mr. G.C. Edelmann (Finland). The session was attended by thirty-five Member States, one observer from an inter-governmental organisation and five non-governmental organisations, including IAPH.

The major issues considered by the Sub-Committee included:

- the preparation of a document for inclusion in Chapter VI of SOLAS of basic regulations for the safe carriage of cargoes which owing to their particular hazards to ships or persons may require special precautions ("cargoes" does not include liquids, gases and those aspects otherwise covered by the Convention);
- code of safe practice for stowage and securing of cargo, cargo units and vehicles;
- code of safe practice for Solid Bulk Cargoes, including the development of new criteria in respect of liquefaction and sliding failures in bulk cargoes; materials possessing chemical hazards, segregation and classification; requirements for new cargoes and entry into enclosed spaces;
- carriage of grain;
- revision of the code of safe practice for Ships Carrying Timber Deck Cargoes;
- measures to be taken against overloaded containers.

It will be noted from the list of headings quoted that much of the content of the meeting related to the shipborne carriage of differing cargoes, and associated safety practices and therefore in general did not relate directly to ports, except inasmuch as a particular port might be the loading terminal and hence as "shipper" have responsibility for providing information concerning details and/or properties thereof (see 2 below). The following points are of general interest:

1. Under the first subject of major subjects considered, as detailed above, (inclusion of addition to SOLAS Chapter VI), there was lengthy discussion as to whether the regulations being proposed should be made applicable to ships of less than 500 tonnes—the conflict of views was such that it was decided not to make any recommendation at this stage.

2. The draft of the proposed regulations prepared under 1 above, as well as the discussions relating to the carriage of bulk cargoes took the line of placing the onus for providing information about the cargo on the shipper, and this suggested responsibility might be of significance to some members of IAPH.

3. Also discussed under the item on solid bulk cargoes was

the continuing lack of detailed information about the angles of repose and properties of liquefaction of some materials carried in bulk. The Sub-Committee emphasised that the practice of trimming bulk cargoes reasonably level was an effective way of reducing the risk of shifting. Although the subject has been under consideration for seven years, the Sub-Committee were unable to reach any conclusion on how the current advice in the code might be made less misleading, and decided to consider the matter at their twenty-ninth session.

4. The Sub-Committee considered suggestions for posters prepared by the Secretariat, based on suggestions by ICS and ICHCA, to publicise the hazards associated with entry into enclosed spaces. They prepared a draft MSC circular and recommended that Governments and other interested parties should reproduce their choice of poster in their national language for display on board ship and in other appropriate locations. (BC 28/WP.8)

5. To comply with a request by the Maritime Safety Committee, the Sub-Committee asked that the Secretariat obtain from Member Governments up-to-date information on the extent to which certain instruments have been implemented. Included in the list of instruments is "Recommendations on the safe transport, handling and storage of dangerous substances in port areas". (BC 28/WP.11)

### Measures to Be Taken Against Overloaded Containers

Whilst overloaded containers represent only a very small percentage of the overall movement, accidents have occurred, and the extent of these were outlined in a paper prepared by ICHCA. (BC 28/INF. 6) The Sub-Committee agreed a draft circular on measures to prevent the overloading of containers for circulation by the Maritime Safety Committee. As it is possible that this will not be considered by that Committee until 1988, a copy is attached as an Annex hereto. (BC 28/WP.3)

The Sub-Committee noted a report of a meeting of ISO/TC 104/SC 1 in September 1986, which referred to the handling of nonstandard containers and the desirability of assimilating such containers with those in ISO Standards. Also that some containers were in use with an ISO aspect, but not in compliance with ISO Standards, which created a problem of safety. (BC 28/9—Annex)

The Sub-Committee noted that a seminar on repair and safety of containers would be held in Korea from 15 to 24 June 1987.

### Draft MSC Circular Recommended measures to prevent overloading of containers

### Note by an informal drafting group consisting of Australia and the United States

The Committee at its [fifty-fifth] session decided to draw the attention of [Member] Governments to the occupational safety hazards posed by overweight containers throughout



the multimodal transport chain. These hazards include:

1. Risks to ship and shoreside handlers in the event of structural failure of the container; and
2. Risks to container handlers and plant operators, particularly fork lift truck drivers whose vehicles may be damaged or may become unstable.

The principle hazard is due to accidents involving loading or unloading a container on or off a ship and container handling equipment in the terminal area, especially when containers are to be stacked for storage pending shipment or dispatch to consignees.

It is not customary for weighing to be required prior to shipment of containers and in most cases routine weighing of containers is unnecessary, bearing in mind the variety of commodities packed. In many cases the low density of the goods precludes the possibility of containers being overweight. However, when high density goods, such as heavy machinery or metal ingots, are shipped in containers, the selection of the type and capacity of the container must be taken into account to prevent overloading.

Most cranes can be expected to have weight limit controls, but as these are designed to prevent overstressing of the crane, they will not assist in the detection of overweight containers.

When an overweight container is off loaded from a ship, its condition may only be discovered upon being removed for stacking in the terminal area and the handling equipment is of inadequate lifting capacity. In addition, in some ports container handling equipment may not be available for handling high capacity containers.

The problem of overweight containers should be properly addressed at the initial phase of packing the container. Packing of cargo freight containers either at the manufacturing or producing premises, consolidation depots, or consignee's warehouse should be under the supervision of trained operatives who are provided with adequate information on the cargo to be packed and who possess sufficient authority to control the operation to prevent overweight containers.

Packing should be carried out in accordance with procedures established by the management of the packing firm or organization which should address all relevant aspects of the operation including container selection, inspection and preparation, stowage, segregation and distribution, bracing and securing, and documentation. Appropriate procedures and guidelines are set out in MSC/Circ.383—IMO/ILO Guidelines for the Packing of Cargo in Freight Containers and Vehicles, published by IMO. Another relevant document is published by the Maritime Administration of the United States Department of Transportation entitled, "A Shipper's Guide to Storage of Cargo in Marine Containers."

In view of the above, a number of steps can be taken to prevent the overloading of containers. These include:

1. Taking proper measures to ensure that:
  - 1.1 the cargo in the container has been properly packed and secured;
  - 1.2 the distribution of cargo within the container has been arranged so that the center of gravity is reasonably central with regard to length and breadth of the container; and
  - 1.3 the maximum gross weight of the container has not been exceeded.
2. Where possible, a weight declaration or weightbridge certificate should be included on or with the container

documentation.

3. Where practicable, load detection devices should be fitted to container handling equipment, in particular to fork lift trucks and side loaders used to transport containers.

By taking these steps, the problems associated with overloading of containers should be prevented. However, if a container is still found to be overloaded, it should be removed from service until it can be restored to safe handling condition.

Member Governments are urged to:

1. bring the information in this Circular to the attention of container owners, packers, and handlers; and
2. take the necessary steps to ensure that overloaded containers are removed from service until restored to safe handling condition.

## **—Sub-committee on the Carriage of Dangerous Goods—**

The thirty-ninth session of the Sub-Committee on the Carriage of Dangerous Goods was held from 6–10 April 1987 under the Chairmanship of Dr. Antonio Basso (Italy). The session was attended by thirty-nine Member States, the Associate Member from Hong-Kong, two observers from United Nations and Specialized Agencies, two observers from an inter-governmental organisation and ten non-governmental organisations, including IAPH.

[Since it was referred to by the Secretary General in opening the meeting, it may be appropriate to mention that there was a record number of papers presented at the meeting, and by the finish, when laid one on top of the other, they reached a height of 10 centimetres (4.3 inches).]

In opening the meeting, the Secretary-General drew the attention of the Sub-Committee to the fact that on that day (6th April), not only did Annex II of Marpol 73/78 enter into force, but also Amendment NO. 23-86 to the IMDG Code, covering the marine pollution aspect of dangerous goods in packaged form concurrently with the revised Protocol I to the Marpol 73/78 Convention.

The significance of this amendment is that it requires masters of ships to report any incident of loss or likely loss overboard of those dangerous goods which have been identified as marine pollutants in the IMDG Code. This results in the work in this area, which is also closely connected with the implementation of optional Annex III, becoming a matter of high priority since MEPC have agreed that 1988 should be the target completion date for the work on Annex III of Marpol.

The Secretary-General advised that, although the date of this Annex coming into force remains uncertain, all possible action should be taken to ensure that the amendments to the IMDG Code will be completed so that the MEPC and MSC Committees are then free to decide on implementation of the Annex. Much of the meeting was therefore devoted to progressing this aim, but because of its technical aspects, is likely to have little direct impact on port procedures or operations.

## **Review of Technical Details of the Implementation of the IMDG Code**

The Sub-Committee were given details of the list of codes, guidelines and recommendations relating to dangerous goods relevant to the work of the Sub-Committee, but for which IMO had incomplete information on the adoption or implementation. Included in the list provided was "Recommendations on the safe transport, handling and storage of dangerous substances in port areas (1983)." The delegation of the Federal Republic of Germany informed the Sub-Committee that the IMDG Code had been transformed into an annex to the new revised edition of their national "Code on the sea-transport and port handling of dangerous goods", which would be published in the near future. The Sub-Committee agreed that information on the adoption and implementation should be collected, together with that relating to "Emergency procedures for ships carrying dangerous goods (EmS) (1985)" and "Medical first aid for use in accidents involving dangerous goods (MFAG) (1985)".

## **Development of Guidelines to Ensure the Reporting to the Organization of Incidents Involving Dangerous Goods on Board Ship or in a Port Area**

The Sub-Committee resumed its discussion on the development of appropriate guidelines for reporting incidents, and had before them a proposal first put forward by the Federal Republic of Germany. The proposal is based on the format used for reporting incidents involving dangerous goods in packaged form (CDG 38/9, annex) on MSC/Circ. 433. Several delegations stressed that a form for reporting such incidents should be developed; that of China recommended the creation of a unified multi-purpose form to allow a more harmonised system of reporting incidents in the various areas of maritime safety.

The delegation of the Federal Republic of Germany undertook to review its first draft during the intersessional period, but invited comments thereon (CDG 38/9, annex). Members are invited to send comments direct to:

Dr. J. Engeland  
c/o Der Bundesminister für Verkehr  
Referat A 13  
Postfach 200100  
D-5300 BONN 2  
Federal Republic of Germany

The revised format will be circulated for comment as soon as possible.

## **Intermediate Bulk Containers (IBCs) for Dangerous Goods**

Following consideration of this subject at its 37th and 38th sessions, the Sub-Committee agreed to give priority to:

- the development of the general provisions and the specific provisions for flexible intermediate bulk containers (FIBCs) on the basis of the revised chapter 16 of the UN Recommendations;
- the development of a list of substances suitable for carriage of FIBCs;
- to progress work on metallic FIBCs.

In addition, some delegations stressed the importance of developing provisions for multimodal IBCs and to follow the

UN Recommendations as far as possible, since otherwise there will be 2 different IBCs for each mode of transport.

A working party was established to undertake the work outlined above. The Sub-Committee subsequently approved the report of the Working Group, but raised a number of points which were not able to be resolved at the time and, in consequence, concluded that the matter should be taken forward to the next session of the Sub-Committee.

## **Inclusion of Provisions on Marine Pollutants in the International Maritime Dangerous Goods (IMDG) CODE**

At the request of the Marine Environmental Protection Committee, the Sub-Committee progressed work on the following main tasks in respect of marine pollutants, noting that items 1 to 6 should be completed by the end of 1988 in anticipation of the entry into force of Annex III.

- (1) Revision of the individual schedules of the IMDG Code to cover the marine pollution aspect.
- (2) Development of new schedules for marine pollutants for inclusion in the IMDG Code.
- (3) Amendments to the existing provisions of the IMDG Code to cover the marine pollution aspect.
- (4) Development of new provisions necessary for inclusion in the IMDG Code to cover the marine pollution aspect.
- (5) Development of a marine pollution mark.
- (6) Development of selection criteria for solutions and mixtures.
- (7) Establishment of criteria for immersion testing of packages containing marine pollutants.
- (8) Revision of the list of substances annexed to the Protocol relating to Intervention on the High Seas in Cases of Pollution by Substances other than oil, 1973.

The Working Group established to progress the above items made a report of the work they had completed, but also have further work to do, and this is to be undertaken at an intersessional meeting in November and during the next session of the Sub-Committee.

## **—Maritime Safety Committee—**

The Maritime Safety Committee of IMO met from the 27th April to the 1st May under the Chairmanship of Mr. Emil Jansen (Norway). The session was attended by fifty-nine Member States, the Associate Member from Hong-Kong, two observers from United Nations and Specialized Agencies, four observers from inter-governmental organisations and observers from twenty-one non-governmental organisations, including IAPH.

The agenda was a particularly full one, and some of the items generated lengthy discussion, with the result that the Committee was unable to complete all the items. Those items not considered were deferred to the 55th session of the Maritime Safety Committee, and are detailed below.

Most of the items discussed had little or no bearing on port activities, but a number were of current interest and are summarised below.



## Measures to Prevent Unlawful Acts Against Passengers and Crews on Board Ships

The Committee noted with appreciation the paper on this subject prepared by the US, and the oral information on the subject, which referred in particular to the arrangements for anti-terrorist training which they have introduced and which are available to other nations. Courses on this subject are:

Port security	2 weeks;
Vessel security	2 weeks;
Port/Vessel security	3 weeks.

Because of their commitment to implementing the IMO measures to prevent unlawful acts against passengers and crews on board ships, the aim of the US is to offer these courses at minimum cost.

## Global Maritime Distress and Safety System (GMDSS)

The different facets of the introduction of this satellite based system considered were:

- draft carriage requirements;
- guidelines for non-convention ships;
- status of the COSPOS-SARSAT system;
- its consideration at the ITU convened World Administrative Radio Conference for Mobile Services (MWARC-87);
- shore-based facilities;
- homing capability;
- performance standards for GMDSS equipment;
- operator function;
- INMARSAT matters;
- legal procedures for its introduction.

The operator function discussion related to the need for provision of on board maintenance, and there were conflicting views about such a requirement, with those not in favour of the proposal stressing the reliability of modern electronic equipment and the constant need to keep manning levels down. There is concern among the less wealthy nations of the possible cost element of introducing the scheme, although the US reaffirmed that, in connection with the COSPAS-SARSAT system, there will be no charge to a user and States not wishing to become parties to the agreement will not be charged for the space segment of the system.

## Investigations into Serious Casualties

This was the first meeting of the Committee since the recent tragic ferry disaster. The UK delegation made a statement on the accident, and in this they noted that the Committee had already proposed that there should be a further requirement that cargo ships should have warning lights fitted on the bridge to indicate that carloading doors are properly closed. The UK would be submitting a paper recommending that the same requirement should be extended to passenger ro-ro ships.

In connection with the accident, when considering the work programme of the Committee, and associated Sub-Committees, a paper presented by the US was noted. The paper made proposals for work in various aspects of the safety of passenger and dry cargo ships, including ro-ro

ships. The US were supported in their view that high priority should be given to the development of requirements for subdivision and damage stability of dry cargo ships including ro-ro vessels.

## Relations with Other Organisations

The Committee considered applications for consultative status from the European Boatmen's Association (EBA) and Greenpeace International, referred to the Committee by the Council at their fifty-seventh session. The Committee noted the views of the Legal Committee on the application by Greenpeace International and agreed to recommend to Council that neither organisation should be accorded consultative status.

## Implementation of Instruments and Related Matters

### Future Amendments to Solas 74

The Committee considered a paper by the Secretariat (MSC 54/19), the annex of which contained details of amendments to SOLAS 74, which had either been approved, or were expected to be approved in the near future, by the Committee. They were invited to decide when these amendments should be formally adopted. There was a conflict of views on the choice of date, with some delegations pressing for immediate implementation and others wishing to defer any decision until the Committee's fifty-fifth session. The latter view prevailed, and a more detailed paper on the subject will be prepared by the Secretariat.

The above paragraph is included particularly because it is indicative of the complexity of matters under consideration by IMO, and the difficulties of making very rapid progress in decision making.

### Items Deferred

The following items were deferred:

item no.	subject
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- |      |                                                                                                                                                               |
|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7.   | Safety of fishing vessels, including possible revision of the Torremolinos International Convention for the Safety of Fishing Vessel, 1977.                   |
| 8.   | Safety of towed ships and craft.                                                                                                                              |
| 12.  | Deficiency reports.                                                                                                                                           |
| 13.  | Piracy and armed robbery against ships.                                                                                                                       |
| 14.  | Authorization of surveys to classification societies and other organizations, including possible guidelines for quality assurance and maintenance programmes. |
| 15.  | Control of ships under the Standards of Training and Watchkeeping (STCW) Convention.                                                                          |
| 22.  | Any other business                                                                                                                                            |
| (i)  | Rectification of errors in the 1983 SOLAS Amendments;                                                                                                         |
| (ii) | Revision of SOLAS, chapter VI.                                                                                                                                |

### Date of Next Meeting

The 55th Session of the Maritime Safety Committee is to be held 11–20 April 1988. The length of this meeting has been extended to 10 days, the additional days being from the Monday to Wednesday of the week following the first full week. This is so that the Committee can consider its routine business as well as the matters deferred.

# Report on the Tenth Meeting of the Scientific Group on Dumping of the London Dumping Convention

April 6 to 10, 1987

By Herbert R. Haar, Jr.

Deputy Executive Port Director  
Board of Commissioners of the Port of  
New Orleans  
Chairman, IAPH Dredging Task Force

Although it had been expected a few months back that the 10th Meeting of the Scientific Group on Dumping would be quite routine and have little in it of importance to those of us concerned with disposal of dredged material into the marine environment, it turned out in actuality to be of considerable importance when the discussion of several items brought forth divergent opinions that were not supportive of the IAPH position favoring ocean dumping as a viable disposal alternative. Reference is made to items of continuing interest to IAPH that should be closely monitored and headed off in early stages of discussion so that they do not reach the voting stage. For example, although the Tenth Consultative Meeting agreed not to transfer lead and lead compounds from Annex II to Annex I, the Contracting Parties asked their membership to submit to the Scientific Group any new information on the effects of lead on the marine environment. This was emphasized in the present meeting. Clearly, a shift of lead to Annex I could be a major blow to dredging of harbours even though in our opinion lead is not a serious environmental threat in dredged material.

Prior to mentioning other issues in greater detail, it should be pointed out that the attitude of the Scientific Group toward dredged material has become a much more friendly one than we experienced at the beginning of this decade. IAPH is generally well received in part because we have made substantial contributions to the body of scientific information that the Group has used in its debates and in reaching important decisions. However, as will be pointed out below, there are several issues being considered by the International Council for the Exploration of the Sea (ICES) through its advisory Committee on Marine Pollution, that prompt me to advise that our groups should maintain an alert stance. Some countries have stated with force that if they can't ban all ocean disposal, they at least want to "make it much harder to get permits." Two countries that come to mind are, of course among others, the Federal Republic of Germany and Norway.

One of the important issues alluded to above is one that IAPH introduced years ago, namely, the value of the concept of bioavailability. It is now an essential factor in the assessment of the impacts (or lack of) of wastes under Annex III of the LDC. Unfortunately, ICES has just caught up with the idea and is examining ways of determining bioavailability and, in so doing, is essentially "reinventing the wheel." Worse than that, ICES is calling for more research on the

subject. Some of us expressed dissatisfaction with this position and supported the bioassay system used in the USA, making it clear that not all dredged material by any means needs to be bioassayed. Still, if we are not vigilant, much more elaborate tests may be recommended or even required. We must accept the fact that IMO holds ICES in high regard. Nevertheless, IAPH should reject this requirement by citing data derived from work done in the USA.

The Federal Republic of Germany expressed dissatisfaction with an extant definition of pollution circulated by GESAMP (a group of experts on marine pollution from various countries). That group draws a sharp distinction between contamination and pollution by making it clear that pollution but not contamination will "result in such deleterious effects as harm to living sources, hazards to human health, and other amenities." FRG wants to replace the above with the idea that any substance will be classed as a pollutant if it is liable to create hazards to human health, etc. This would obviously open up a major management problem and should be opposed by IAPH. So far it has not gained much support.

The next issue of importance centered in discussion of the concept of the assimilative capacity of the sea to receive wastes and other matter. The idea here is that the sea can take in a certain amount of waste material before it shows any sign of deterioration. Obviously, this is a very nice philosophical concept, but it would create headaches unless it is used judiciously. Nevertheless, as we might expect, both ICES and GESAMP embrace the idea. However, both the USA and IAPH argued against application of the idea in a regulatory mode except when dealing with a specific and limited disposal site and its environs. It was argued that the marine ecosystem is too complex to deal with the concept scientifically. It seems to be more of a social issue, involving setting realistic limits to ecosystem damage that society is willing to tolerate.

The USA discussed its Field Verification Program that is being conducted in Connecticut by the Corps of Engineers and EPA. Basically it consists of testing the impacts of highly toxic dredged material from Black Rock Harbor in the laboratory by employing a suite for laboratory techniques and then trying to verify the laboratory results in the field following disposal. Disposal sites are located in the open ocean, in the nearshore wetland, and in upland areas. Upland disposal was found to be the least desirable alternative because of salt conditions and the development of acidic conditions upon drying. This, of course, mobilizes toxicants,

freeing them from clay micelles and humic acids, as IAPH has discussed before in several papers.

Another issue on the agenda of potential interest to IAPH dealt with the normalization of the concentrations of metallic contaminants in sediments with respect to natural levels for similar non-contaminated sediments. Although at first glance this appears to be a routine matter searching only for anomalous concentrations (hot spots) relative to those "normally expected" in marine sediments, it may have some troublesome consequences. For instance, the idea of "normally expected" will require establishing standards that can only be numerical. Thus, we could find ourselves dealing with numbers that will inevitably be somewhat arbitrary. Moreover, the tests required to acquire these numbers can be quite involved and onerous (not to mention costly). In general, IAPH probably should not oppose the concept of normalization, but it should see to it that the use of simple numbers in the regulatory arena is carefully controlled. This gets back to our concept of bioavailability. Let's keep in mind that an inexperienced regulator can cause havoc when projects are stopped because numerical standards are employed without ascertaining other relevant factors.

The topic of monitoring (a word that has many connotations) was explored from several points of view, among them being (a) assimilative capacity, (b) normalization, as noted above, and (c) possible links between fish diseases and dumping activities in particular areas. The latter is an extremely controversial issue, especially in the North Sea. The proponents argue that fish diseases are more prevalent where pollutants are present in the water than where they are not. But the opponents say that the diseases studied by the proponents were extant before anthropogenic inputs reached today's levels, and they also argue that although the proponents assay the contaminants in the water or sediments they do not do so in the organisms. Thus, they fail to establish even a tenuous cause-and-effect linkage. Nevertheless, we can expect to hear much more about this issue in ensuing months. It will not go away, because too many people demand clean sea food in their diets. Right now, however, the burden of proof seems to rest upon the proponents. Cause and effect problems of this sort are hard to solve because a disease may have manifold causes. IAPH argues that the proponents must demonstrate that a suspected cause is both sufficient and necessary before it can be designated as "the cause".

The Belgian Delegation presented the details of a dispersion model for predicting the fate of (and thus the effects of) industrial wastes when dumped into specific areas of the sea. The presenter also discussed an ecological model which can be used to evaluate the significance of the effects upon the ecosystem of a departure from the norm of a given parameter, including persisting levels of pollutants. These models are far less applicable to dredged material than to long-term effects in the wateinancial burden on the member ports—particularly those activist ports located in Europe—has been exceeding a reasonable level.

In view of this, the Association created in its budgets for 1987 and 1988 a new item known as "Technicutants in the future.

The Intergovernmental Oceanographic Commission (IOC) presented some results of the IOC Workshop on Biological Effects Measurements that was held in Oslo from 11 through 29 August 1986. As IOC reported, 31 scientists from 12

countries (NOAA of the USA provided support) participated in this practical workshop. The aim was to evaluate various techniques for measuring the effects of pollutants in the sea by applying the laboratory procedures to sediments and water collected along a contamination gradient in Frierfjord. Scientists approached the problem from one of several disciplines, biochemistry, cellular biology, physiology, or techniques appropriate to the analyses of structure within benthic faunal communities. The report was roundly criticized by several delegations notably members of the UK Delegation. IAPH expressed the opinion that some of the sophisticated techniques employed at the workshop were far from being ready for use by waste disposal managers. This came as a surprise to IOC! Moreover, IAPH stated categorically that the practical use of benthic community analysis to establish a link between dumping and community change would probably never come to pass. AS IAPH noted, there are just too many variables (season, depth, to mention but a few) that can cause community change so that the regulatory would be denied the privilege of making defensible decisions that a particular dumping activity had caused any change in the community being monitored.

IAPH prepared a special report for the March 1985 meeting of the Scientific Group entitled "Some Suggested New Annex Allocation Criteria of LDC Related to the Toxicant Binding Properties of Dredged Material." On pages 2 and 3 of that document, IAPH pointed out the inconsistencies in the Convention of the use of the words substance and waste. The title of the Convention uses the word wastes, but the Annexes deal only with substances. When IAPH first brought this subject up, the issue was said to be only academic by several delegations and was passed over, but now in 1987 its relevance is very much in the forefront of discussions on alternatives to the so-called black/gray list approach to the management of wastes. The Tenth Consultative Meeting (October 1986) adopted a resolution inviting the Scientific Group to review the structure of the Annexes (black list of substances, Annex I; and grey list of substances, Annex II) and determine whether a more effective approach to the problem could be devised. In essence they expect the Scientific Group on Dumping to make recommendations as to alternative procedures for the classification of waste which would afford more effective protection of the total environment against the adverse impacts of waste disposal.

Alternatives to the list of substances approach are sought which will take into account that a given substance can have one impact when it exists alone in the environment and can be innocuous when it is simply a component of a waste such as dredged material. Moreover, its effects can be ameliorated by the scientific nature of the receiving environment. Unfortunately, the Annex list approach implies that the substances comprising it are always harmful. Obviously, we need an allocation approach that deals with waste categories and is fine tuned to the various subcategories under each type of waste, such as dredged material. We must admit, however, that not all dredged materials have equal abilities to immobilize harmful substances. Hence this topic will have to be built into the approach. The issue turned out to be too complicated to deal with in the full session. Accordingly, it is anticipated that a special intersessional working group will be convened to draft alternatives for the consideration of the Scientific Group at its next regular meeting.

# Bills and Resolutions

The following bills and resolutions were passed at the Seoul Conference, either at a Plenary Session or meeting of the Board of Directors.

## BILL NO. 1

### TO AMEND THE BY-LAWS IN RELATION TO QUORUM AND ACTION BY BOARD OF DIRECTORS

BE IT ENACTED by the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS in Plenary Session convened on the 27th day of April, 1987 THAT

Sec. 1 Section 14 of the By-Laws is amended to read as follows:

#### Quorum and Action by Board of Directors

Section 14. Each member of the Board of Directors shall be entitled to one vote at any meeting of the Board. A majority of the total number of votes of the members of the Board of Directors, present either in person or by proxy at any regular meeting, shall constitute a quorum for the transaction of business except that the quorum of a meeting immediately following a Conference shall be one-third of the total number of such members. The Board of Directors shall exercise its powers and duties by resolution adopted by at least two-thirds of the votes present in person or by proxy at a regular meeting, or in the case of meeting by correspondence, by at least two-thirds of the votes of all the Directors corresponding either personally or by proxy. In the absence of the President at any regular meeting the three Vice-Presidents may preside as and exercise the powers and duties of the Chairman of the Board of Directors in the order of precedence described in Section 22 of these By-Laws. In the absence of the President and of the three Vice-Presidents at any regular meeting, the Board may elect a chairman pro tempore to preside at such meeting.

Sec.2 This BILL shall be effective upon ENACTMENT.

## BILL NO. 2

BE IT ENACTED by the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS in Plenary Session convened on the 27th day of April, 1987 THAT

Sec. 1: Sections 40, 47 and 48 of the By-Laws are amended to read as follows:

#### Meeting and Voting by Correspondence

Section 40. For the purpose of transacting business, the members of this Association, the Board of Directors, the Executive Committee, the Legal Counselors, the Internal Committees and the Technical Committees may meet, act and vote at regular meetings and in addition may meet, act and vote by correspondence, e.g. by mail, telegram, radiogram, telex, cablegram or by facsimile or by other means of written data transmission acceptable to the Secretary General or any combination thereof.

#### Notices of Formal Meetings and Votes by Correspondence

Section 47. Notices of the call of any formal meeting or vote by correspondence of the members of this Association, of the Board of Directors, of the Executive Committee, of any Internal or Technical Committee or of the Legal Council, shall be given by the Secretary General in writing by airmail or by telegram, radiogram or cablegram or by facsimile or by other means of written data transmission acceptable to the Secretary General to each member of this Association, of said Board, of said Executive Committee, or of any of said Committees or of the Legal Council, as the case may be, and shall be postmarked or filed for transmission by telegram, radiogram or cablegram or by facsimile or by other means of written data transmission acceptable to the Secretary General, not less than thirty (30) days prior to the date fixed for any such meeting by correspondence, which said notice shall (a) state the manner of call of said meeting by correspondence, (b) state the date fixed for said meeting by correspondence, (c) contain an agenda of consecutively numbered subjects to be voted upon at such meeting, together with the text of any resolutions or any other actions proposed for vote, and (d) contain a ballot form of consecutively numbered subjects, corresponding to the agenda, by which or in accordance with which the members of this Association, said Board, Executive Committee, or any Internal or Technical Committee or of the Legal Council, as the case may be, may register their votes upon any or all of the subjects set forth in the agenda for such meeting by correspondence.

#### Voting at Meetings by Correspondence

Section 48. A member of this Association, a Director or a member of the Executive Committee or of any Internal or Technical Committee or of the Legal Council shall be deemed to have voted on a subject at a formal meeting by correspondence, (a) if he shall have communicated his vote, in the affirmative or in the negative, on such subject to the Secretary General, either by marking and mailing a ballot or by sending a telegram, radiogram or cablegram or by facsimile or by other means of written data transmission acceptable to the Secretary General, with his vote, in the affirmative or in the negative, indicated in conjunction with the appropriate numbered subject corresponding to the numbered subject on the agenda or ballot, and if such mailing is postmarked, or such telegram, radiogram or cablegram or by facsimile or by other means of written data transmission acceptable to the Secretary General, is filed for transmission prior to midnight of the date fixed for such meeting by correspondence, or (b) if he shall have failed to communicate his vote on such subject to the Secretary General in the manner and within the time specified in subsection (a) of this section, in which event his vote on such subject shall be deemed to be and shall be entered as in the affirmative.

Sec. 2 This BILL shall be effective upon ENACTMENT.

## BILL NO. 3

### TO AMEND THE BY-LAWS IN RELATION TO SUBJECTS FOR CONFERENCE AGENDA

BE IT ENACTED by the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS in PLENARY

SESSION convened on the 27th day of April, 1987 THAT

Sec. 1

Section 29 of the By-Laws is hereby amended by striking the words "for discussion, drafts of or subjects" in line two thereof and by inserting the words "or matters" in substitution for "discussion, drafts or or subjects" therein.

Sec. 2

This BILL shall take effect upon ENACTMENT.

## **BILL NO. 4**

### **TO AMEND THE BY-LAWS IN RELATION TO CONFERENCE COMMITTEES— APPOINTMENT, DUTIES AND POWERS**

BE IT ENACTED by the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS in PLENARY SESSION convened on the 27th day of April, 1987 THAT

Sec. 1

The second paragraph of 2. in Section 38 of the By-Laws is amended to read as follows:

A meeting of the Resolutions and Bills Committee shall be held on the day prior to that on which the Conference is convened or on the day upon which it is convened, at such time and place as may be designated by the President or Chairman of the Committee. Notice of the time and place of the committee meeting shall be given to the members of the Association or to their delegates or proxies, by mail or by posting of a notice in the hotel or other place in which the Conference is to be held or in such other manner as may be practicable, but the failure of a member, its delegate or proxy holder to receive actual notice of the meeting of the committee shall not invalidate the committee meeting or any action taken thereat.

Sec. 2 This BILL shall take effect upon ENACTMENT.

## **RESOLUTION NO. 1**

### **RESOLUTION OF CONDOLENCE**

WHEREAS, the 15th Conference of the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS notes with sadness the passing of certain colleagues during the past two years, including among whom are H.I.H. Prince Nobuhito Takamatsu, Honorary Member of IAPH, Almirante C.G. Zermeno Araico, Honorary Member of IAPH, Dr. Shizuo Kuroda, Founder Honorary Member of IAPH, Mr. Sven Ullman, Honorary Member of IAPH and Ir. Frans Posthuma, Rotterdam,

WHEREAS, the said persons were sincere friends and staunch supporters of the Association, and

WHEREAS, the members of this Association desire to record and cherish the memories of the deceased colleagues and pay tribute to their dedication to the common cause of the Association,

NOW, THEREFORE, BE IT RESOLVED that the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS hereby testifies to its deep sorrow upon their

untimely deaths and expresses its profound sense of loss, and that this Conference be adjourned for a moment of silent prayer in memory of the friendship and affection its members bore for them.

## **RESOLUTION NO. 2**

### **TO AMEND THE IAPH/BPA AGREEMENT ON REPRESENTATION**

WHEREAS, IAPH continues to have a high regard for, and supports the British Ports Association's efforts to meet the commitment of the IAPH/BPA Agreement on Representation, entered into on 25 May, 1981;

WHEREAS, increasing demands are expected and made of IAPH by other international organisations located in the European area, particularly in the contribution of authoritative international port views to the discussion and resolution of immediate and longer-term concerns of the world's maritime states;

WHEREAS, these demands are at a level beyond that which might reasonably be expected to be met from present IAPH structural arrangements, including the assistance freely given by Member ports;

NOW, THEREFORE, BE IT RESOLVED by the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS at its Second Plenary Session held on Friday, May 1, 1987, in Seoul, Korea, that the Secretary General of this Association with the British Ports Association concerning the representation of this Association by the said British Ports Association before international organisations located in Europe on the terms and conditions which the said Secretary General deems appropriate and are consistent with the report heretofore made to the Board of Directors and with the provision made in the Budget for this matter.

## **RESOLUTION NO. 3**

WHEREAS, the COMMITTEE ON LEGAL PROTECTION OF PORT INTERESTS has reported to the Board of Directors and to the First Plenary Meeting of the 15th Conference of the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS held on Monday, 27, April, 1987 in Seoul, Korea on its studies and other activities during the period since the preceding Conference, and;

WHEREAS, the Board of Directors have approved the Committee's report;

NOW, THEREFORE, BE IT RESOLVED by the Association at its Second Plenary Meeting held during the 15th Conference on Friday, 1 May, 1987, that it approves the recommendations of the Committee on Legal Protection of Port Interests, as follows:

1. That the members of the Association be enjoined and/or encouraged to pursue:
  - (a) The revision of the 1910 Salvage Convention to improve the level of compensation recoverable by ports for their costs in dealing with wrecked or disabled vessels;
  - (b) The priority of ports' claims for port charges and other proper cost recovery items over maritime liens and mortgages against ships;



- (c) Additional measures by all national governments to counter terrorist threats which impair port operations and place port facilities in peril.
- 2. That the Secretary General be instructed to circulate the regular members of the Association again in appropriate form requesting the provision of data in respect of incidents/accidents in port areas involving hazardous and noxious substances as recommended in paragraph 2.2 of the Committee's report.
- 3. That appropriate steps be taken by the Secretary General to separately print and disseminate to Regular Members and other suitable persons or bodies the memorandum entitled "Recovering Port Authority Claims against Ships" as an aide memoir for Regular Members and as may assist in the international harmonisation of the claims process.

## RESOLUTION NO. 4

Adopted at the General Assembly of the 15th Conference of the International Association of Ports and Harbors convened on May 1, 1987, at Seoul, Korea

### MEMORANDUM OF UNDERSTANDING BETWEEN THE CUSTOMS COOPERATION COUNCIL AND THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS

RECOGNIZING that offences against Customs laws, particularly drug smuggling, are prejudicial to the economic, social, fiscal and security interests of States and to the interests of all parties involved in legitimate international trade, and that such offences may involve the use of a variety of transport modes and handling facilities,

NOTING that the escalation in drug trafficking has caused Customs authorities to increase their surveillance and controls,

AWARE that such increased controls could result in additional expense and costly delays to port operators, and port customers engaged in legitimate trade,

BELIEVING that increased co-operation between port operators and Customs authorities could significantly assist those authorities in the gathering of information and other aspects of combating Customs fraud, in particular drug smuggling,

BELIEVING ALSO that such co-operation would be of benefit to all parties in legitimate trade including port operators and their users and customers,

THE CUSTOMS CO-OPERATION COUNCIL and THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS have agreed as follows:—

- (i) To strengthen further the co-operation between the two organisations,
- (ii) To examine and develop together ways in which co-operation and consultation between ports and Customs authorities could be improved with a view to combating Customs fraud, in particular drug smuggling,
- (iii) To seek to ensure a better understanding by ports of Customs authorities' tasks and problems and vice versa, thereby facilitating a productive exchange of information between the two parties,

- (iv) To consider practical ways in which the ports' personnel and their agents might assist Customs authorities in the detection of Customs offences, in particular, those relating to drug smuggling.

Hajime Sato  
Secretary General  
The International Association of  
Ports and Harbors

G.R. Rickerson  
Secretary General  
The Customs Cooperation  
Council

## RESOLUTION NO. 5

### RESOLUTION EXPRESSING APPRECIATION

RESOLVED that the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS does express its deep appreciation to

Mr Kim, Mahn-Je, Deputy Prime Minister of Korea  
Mr Cha, Kyu-Hun, Minister of Transportation  
Mr Yum, Bo-Hyun, Mayor of Seoul City

Mr Cheung, Yeun-Sei, Conference Chairman &  
Administrator of KMPA and his staff  
Incheon District Maritime and Port Authority

Dr Hahn, Tae-Youl, President of Seoul Preparation  
Committee and Deputy Administrator of KMPA  
Mr Lee, Hang-Kyu of KMPA  
Mr Lee, Jong-Soon, Executive Managing Director of  
SEPRECO and his staff

Our thanks go to the Speakers, Leader and Co-Leaders of Working Sessions, Luncheon Speakers and others who took part in the Session, to the Sponsors, Exhibitors to the Photo Exhibition and the media for their respective contribution to the success and enjoyment of the Conference.

Last but not least, our gratitude goes to

Little Angeles  
Hotel Lotte  
Korea Folk Village  
Korea Travel Bureau  
Ye Ji Won

and those other people who in various capacities have the support of the Fifteenth Conference, without their help, the Conference would not have been a success.

## RESOLUTION NO. 6

### RESOLUTION ON CONFERENCE VICE-PRESIDENT

BE IT RESOLVED by the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS at a Plenary Meeting of its 15th Conference assembled at Seoul, Korea on the First day of May, 1987 that

Mr. Carmen Lunetta is hereby elected as the Conference Vice-President of the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS (and therefore, an ex-officio



*Seoul Olympic Stadium's electric signboard projecting a welcoming message for IAPH delegates*

member of the Executive Committee and of the Board of Directors), during the term commencing on the closing day of the Fifteenth Conference to do the work specially assigned by the President, consistent with the Constitution and By-Laws, including arranging for the conduct of the forthcoming 16th Conference.

## **BOARD RESOLUTION NO. 1**

### **RESOLUTION PERTAINING TO THE ROTATION OF THE SITES OF THE BIENNIAL CONFERENCES AND THE INTERIM MEETING OF THE EXECUTIVE COMMITTEE**

WHEREAS, the biennial Conferences of IAPH and the interim meetings of the Executive Committee represent significant events in the affairs of IAPH,

WHEREAS, such meetings serve a number of important purposes including the promotion of regional interest in IAPH membership and the opportunity to share information and advice with the lesser developed ports; and

WHEREAS, the Board of Directors and the Executive Committee designate the sites of the Conferences and Executive Committee meetings, respectively, and in doing so wish to recognize the purposes which are served as aforesaid,

NOW THEREFORE BE IT RESOLVED that the Conferences and Executive Committee meetings be scheduled if possible so as to achieve a meeting of the Association or its Executive Committee in each one of the three IAPH regions at least once in every three year period: BE IT FURTHER

RESOLVED that in selecting the site for each Conference or Executive Committee meeting, consideration shall be given to the desirability of meetings at a broader range of ports and a preference shall be given to hosting offers from ports which have not theretofore acted as host for in IAPH Conference and a preference shall be given for Executive Committee meeting at those ports which lack the ability to act as host for a conference: and BE IT FURTHER

RESOLVED that the Secretary General shall prepare and circulate to the members guidelines to be observed by ports as they prepare proposals to act as host for an IAPH Conference or Executive Committee meeting including logistical and fiscal standards which have been observed by the IAPH.

## **BOARD RESOLUTION NO. 2**

### **BOARD RESOLUTION TO REAFFIRM THE CONDITIONS FOR THE IAPH TEMPORARY MEMBERSHIP**

WHEREAS, at a regular meeting held during the Fifteenth Conference of the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS, the Membership Committee, resolved to recommend to the Board of Directors and the Executive Committee to continue the Temporary Membership Scheme which has been in effect since 1980,

WHEREAS, the said Board of Directors and Executive Committee at their joint meeting held on the Twenty Sixth day of April 1987 in Seoul, Korea, concurred with the Membership Committee,

WHEREAS, the Budget Committee, a Conference Committee, at its meeting held on the Twenty Sixth day of April 1987 in Seoul, Korea, expressed its support for the continuance of the Temporary Membership Scheme,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors that the Temporary Membership Scheme shall be continued on the following conditions:—

- (1) The temporary membership may be granted to non-member ports for one period only as hereinafter specified and may not be granted to prior Temporary Members.
- (2) Temporary Members shall be admitted to the Association for twelve (12) months from the date of their application or until the end of the Conference following the date of their application, whichever is longer.
- (3) After expiration of one of the above mentioned periods, the temporary members shall either join the Association as a Regular Member and fully comply with the Constitution and By-Laws of the Association, otherwise the temporary membership will lapse.
- (4) Temporary Members shall pay membership dues of SDR 500 at the time of submission of the application.
- (5) Temporary Members shall be privileged to receive publications of the Association as all Regular Members.
- (6) Temporary Members shall be eligible to attend the 16th Biennial Conference to be held at Miami, U.S.A., with full privileges of a Regular Member except the right to vote during the Conference.



Delegates from France arrive at the airport



carving of IAPH symbol on display at the reception held by P&H on the eve of the opening day (April 26)



Accompanying ladies visiting Jindo Fur Factory

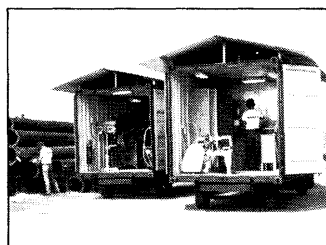


Participants enjoy farewell dance

# Budget for 1987 and 1988

(Unit: 1,000 Yen)

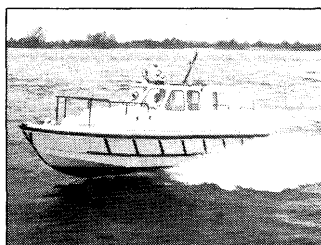
Items	1987	1988
<b>REVENUES</b>	<u>363,598</u>	<u>328,977</u>
1. Carried over from the previous term .....	230,935	197,988
2. Revenues in the term .....	131,663	130,989
1) Membership dues .....	114,887	114,887
(1) Regular Members .....	103,059	103,059
(2) Associate Members .....	11,828	11,828
(3) Temporary Members .....	0	0
2) Contribution and donation .....	0	0
3) Interest receivable .....	6,496	5,822
4) Other incomes .....	10,280	10,280
(1) Advertisement .....	9,040	9,040
a: Ports & Harbors .....	6,570	6,570
b: Membership Directory .....	2,470	2,470
(2) Publications .....	1,240	1,240
5) Miscellaneous .....	0	0
<b>EXPENSES</b>	<u>164,610</u>	<u>151,854</u>
1. Personnel Expenses .....	55,561	52,104
1) Wages and allowances .....	40,547	35,800
2) Retirement allowance fund reserve .....	5,084	5,319
3) Social insurance and welfare .....	5,339	4,662
4) Commuting remuneration .....	1,049	1,100
5) Professional services .....	2,542	5,223
6) Reserve .....	1,000	1,000
2. Non-Personnel Expenses .....	85,259	66,710
1) Office expenses .....	16,150	15,254
(1) Office rents .....	8,347	8,347
(2) Office utilities .....	691	691
(3) Equipment and supplies .....	6,072	5,167
(4) Traffic expenses .....	1,040	1,040
2) Correspondence .....	5,337	3,605
3) Publications .....	36,075	33,894
(1) Ports and Harbors .....	24,866	26,250
(2) Membership Directory .....	4,568	4,614
(3) Committee reports & others .....	6,641	3,030
4) Overseas travel expenses .....	7,561	6,430
5) Data collection .....	400	400
6) Social expenses .....	1,936	1,936
7) Conference expenses .....	14,800	2,200
8) Miscellaneous .....	1,000	1,000
9) Reserve .....	2,000	2,000
3. IAPH Liaison Work .....	10,360	14,710
4. Special Projects .....	13,430	18,330
1) French version of P&H .....	6,000	6,000
2) Dredging Task Force .....	1,130	1,130
3) Technical Committee		
Financial Support .....	2,800	4,200
4) Yet to be determined .....	3,500	7,000
(BALANCE FOR THE YEAR) .....	(-32,947)	(-20,865)
<b>BALANCE</b> (To be carried over to the next term) .....	<u>197,988</u>	<u>177,123</u>



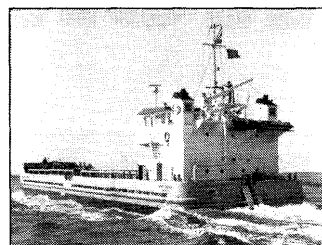
*Damen workshop containers*



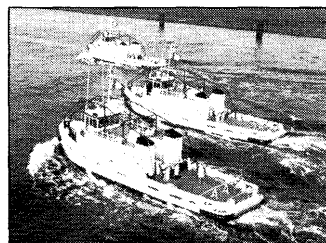
*Buoy Maintenance Vessel*



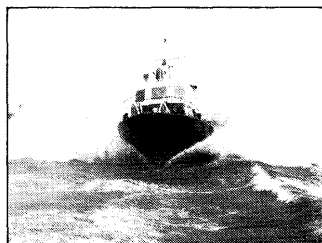
*Poly Cat 990*



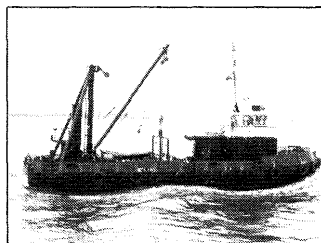
*Stan Supplier*



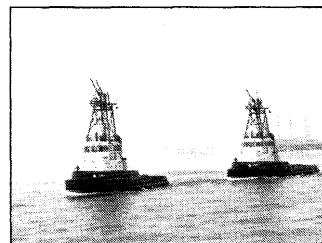
*Stan Tug IV - L*



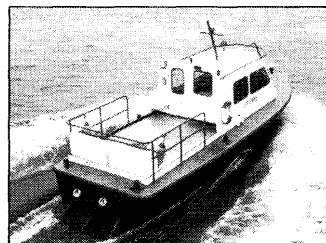
*Stan Tender 1450*



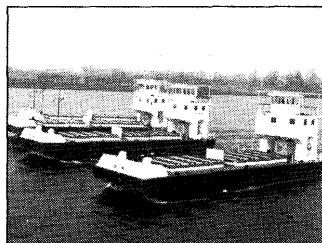
*Stan Carrier*



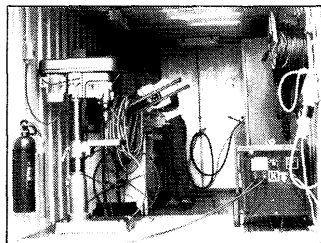
*Stan Tug 2600*



*Stan Tender 950*



*Stan Barges*



*Workshop container*



*Stan Patrol 2600*

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# *International Maritime Information* **WORLD PORT NEWS**

## **PACT Regular Training Courses in Rotterdam**

The Technical and Managerial Port Assistance Office (TEMPO) of the Rotterdam Municipal Port Management has recently launched a system of regular courses in the field of port related matters for middle management of ports in developing countries.

The next PACT programme will be executed from September 28 to October 23, 1987. This PACT programme is PACT 02 (Container Terminal Operations).

The tuition fee for the PACT 02 programme has been set at Dutch florins 3,400, covering lecturing fees, technical visits, lunches during lecture periods and excursions, health insurance, and study material.

In case your employer/organization cannot fully meet the financial involvement we suggest you to contact the nearest Royal Netherlands Embassy or apply for sponsorships of organizations such as those of the United Nations, IAPH, etc.

For further information please write to:

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

## **Sir Brian Shaw Elected Chairman of ICS**

At the Annual Meeting of the International Chamber of Shipping held in London 30th April 1987 Sir Brian Shaw was elected Chairman of ICS (International Chamber of Shipping) in succession to Sir Adrian Swire, Chairman since 1982.

## **Int'l Program for Port Planning, Management**

The Fourth Annual International Program for Port Planning and Management (IPPPM), February 10-24, 1988 at the World Trade Center in New Orleans, Louisiana, will provide intensive training in port planning and management for foreign and domestic maritime industry personnel. Taught in English by a variety of public and private-sector maritime experts from throughout the United States, personnel from the Port of New Orleans, and practitioners from the local maritime community, the program promotes international trade, increases maritime expertise, and fosters international relations. Over 651 IPPPM participants from countries worldwide have been awarded diplomas from past sessions. The \$1,500 tuition fee covers all materials, and multiple registration discounts are available. Local accom-

modations are arranged for all participants.

Sponsors: Board of Commissioners of the Port of New Orleans, American Association of Port Authorities, University of New Orleans, Louisiana State University Ports and Waterways Institute, World Trade Center of New Orleans

IPPPM

Louisiana Urban Technical Assistance Center

School of Urban and Regional Studies  
University of New Orleans

New Orleans, LA 70148

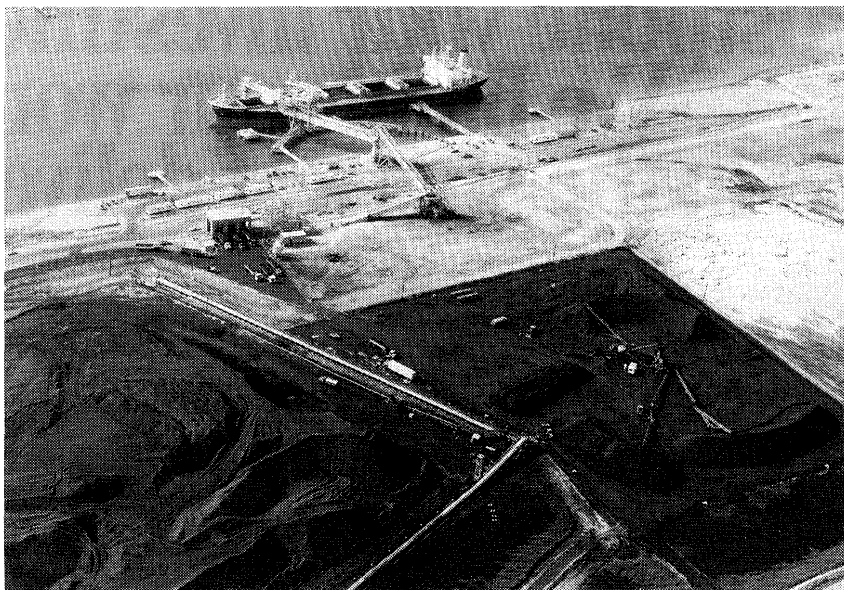
(504) 286-6519

Cable: CENTROPOR

Telex: 587496

## **IADC Annual Award on Dredging Instituted**

To promote new ideas and to encourage the younger men or women working in the dredging industry, the International Association of Dredging



## **Award-winning Multi-product Terminal**

Soros Associates won First Prize for the Corpus Christi Multi-Product Port in the New York Association of Consulting Engineers Annual Engineering Excellence Competition. The four-million-ton-per-year terminal for 100,000 DWT ships was planned, permitted and built for the record low cost of \$10.6 million (photo), in the record time of 21 months, from beginning of feasibility study to loading the first ship.



Companies (IADC) has instituted an Annual Award for the best paper presented at selected dredging conferences.

#### Terms of reference

1. The papers will be judged by the Paper Committee of the Dredging Conference selected by the IADC Board.
2. The Paper Committee is under no obligation to nominate an author for an award if the standard of entries is considered too low.
3. The subject matter must be connected with dredging and/or reclamation in its widest sense, including operations, management, finance, production control and equipment design.
4. At the final date of submission, the author(s) shall not be more than 35 years of age.
5. The award will consist of a sum of US\$1,000. The amount may be divided among winning papers at the discretion of the Paper Committee.
6. The IADC reserves the right for the first publication without payment of authorship fees of any awarded paper. The paper can be published in full, in summary or in condensed form in any publication the IADC should select.
7. The IADC cannot be held responsible or liable for infringement by the authors of the relevant papers of copyrights of third parties or any such use by the authors of restricted material or information.

#### ICHCA Conference Papers Now Available

Bound copies of the papers presented at the XVIIIth Biennial Conference and General Assembly of the International Cargo Handling Co-ordination Association (ICHCA) held at the Sheraton-Brisbane, Brisbane, Australia, 11-15 May 1987, are now available.

The theme of the conference was "Trade and Transport Integration—The Global Challenge" and the range of technical papers presented were discussed under the following topics:

- a) Transport and handling of bulk products;
- b) Air/road transport integration;
- c) Ethiopia transport case study;
- d) Antarctic service;

## IMO Program of Meetings

May 18-22	Sub-Committee on Bulk Chemicals—17th session
May 18-22	Ad Hoc Preparatory Committee for a Draft Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation
June 1-5	Sub-Committee on Ship Design and Equipment—30th session
June 15-19	Council—58th session
June 18	Technical Co-operation Committee—29th session
June 22-26	Sub-Committee on Life-Saving, Search and Rescue—19th session
July 13-17	Sub-Committee on Radiocommunications—33rd session
September 2-11	Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety—32nd session
September 14-18	Facilitation Committee—17th session
October 5-9	International Oil Pollution Compensation Fund—Assembly—10th session
October 12-16	Legal Committee—58th session
October 19-20	Legal Committee—Extraordinary session
October 19-23	Intergovernmental Panel of Experts on Radioactive Waste Disposal at Sea
November 6	*Council—14th Extraordinary session
November 9-20	*Assembly—15th session
November 20	*Council—59th session
November 30-December 4	Marine Environment Protection Committee—25th session

#### Program of Intersessional Meetings of Working Groups for 1987 As Approved by the Council\*\*

October 19-23	Ad Hoc Group of Legal Experts on Waste Disposal at Sea
November 2-6	Intersessional Meeting of the Working Group on Marine Pollutants

\* Tentative

\*\* Working groups held without interpretation and with documentation in English only

- e) Airship transport development;
- f) Shore-based shipping costs;
- g) Logistics of the tourism industry;
- h) Community attitudes to industrial development.

Price of conference papers (in Australian Dollars):

ICHCA members, \$A45.00. Non-members, \$A55.00. (Postage & packing extra. Surface mail \$A5.00. Airmail \$A10.00.) Rush deliveries by courier at additional cost to purchaser.

Video tapes and audio tapes of each speaker are also available:

Price: Video tapes \$A35.00. Audio tapes \$A10.00.

Available from:

ICHCA Australia Secretariat,  
PO Box 400, Balwyn North, Victoria,  
Australia 3105

For further information contact:

Roy D Johnson  
ICHCA Information Officer  
01 828 3611

## New Publications

### Lloyd's Maritime Directory

Over 20,000 revisions and additions have been made to the 1987 edition of *Lloyd's Maritime Directory* published in May by Lloyd's of London Press.

The reference work on ships and shipping now covers nearly 5,500 shipowners and managers worldwide, and some 34,000 vessels.

An editorial overview, successfully introduced for the first time last year, is continued this year and provides an analysis of the main trends and changes in ship ownership and management, and the underlying causes.

Besides the main listing of shipowners and managers worldwide, the directory includes invaluable quick reference sections on Shipbuilders/Repairers, Port Authorities, Banks and Financial Institutions as well as a comprehensive listing of over 3,000 Towing, Salvage and Offshore vessels.

*Lloyd's Maritime Directory 1987* is available from booksellers or from the Book Sales Department, Lloyd's of London Press Limited, Sheepen Place, Colchester, Essex CO3 3LP, England. Telephone: (0206) 772590. Price £85 including postage and packing. (North America US\$160. Airmail rates on application.) ISBN 1 85044 119 7. ISSN 0268 327 X.

### Container Crime—Special Report

A new report by the ICC International Maritime Bureau (IMB) warns that port security and a lack of international coordination in the handling of cargo containers has triggered a rise in fraud and theft from containers worldwide. "It's a serious problem," IMB Director Eric Ellen says. "Insurers are the worst hit, although they aren't the only ones."

"Container Crime—Special Report" examines seven separate case-histories and proposes a number of preventive measures.

Cargo containerization offers considerable savings in time and manpower, the report says, but these savings have not been matched by improvements in security. Thieves and fraud-

sters are thus exploiting both the new technology and lax surveillance in a variety of ways.

In the U.S., for example, crooked consignees avoid the payment of customs duties on goods they have ordered by leaving containers unclaimed until they are put up for auction by port authorities, then successfully bidding for them at prices far below their actual value. In countries as diverse as Italy and Nigeria, armed gangs have attacked containers in transit or in terminals and looted the contents, often cigarettes and spirits.

Other forms of fraud and deceit can be due to negligence. Too often, the report says, container owners are content to purchase a cheap and poor quality container seal—a crucially important piece of equipment — that thieves can easily tamper with. The report tells how good security measures can affect insurance premiums and urges careful selection and application of high quality seals, tighter documentary systems, better selection and supervision of employees and trans-industry information sharing to reduce losses.

Precise figures on the extent of the problem are unknown. But the IMB report is one of the first serious attempts to collate the variety of criminal incidents against containers, and advise business how to combat them.

The IMB's Technical Services Division (TSD) was set up recently to address all aspects of transportation security, including the safe handling of containers. The TSD's consultancy package includes advice on available equipment, surveillance systems, and management.

It also conducts commissioned surveys on security conditions aboard vessels and in port areas.

"CONTAINER CRIME—SPECIAL REPORT"; 56 pages; 15 Pounds Sterling available from:

ICC International Maritime Bureau (IMB)  
Maritime House, 1 Linton Road,  
Barking, Essex IG11 8HG,  
United Kingdom.  
Telephone: 01-591 3000.  
Telex: 8956492 IMBLDN G.  
Fax: 01-594 2833

## The Americas

### WORLDPORT LA's Net Income Highest in US

WORLDPORT LA is maintaining its prominence in West Coast shipping with a 6.5 percent increase in revenue tons billed, according to the Port of Los Angeles third quarter financial report.

During the first nine months of fiscal year 1986-87, 39.1 million revenue tons were billed, reflecting a 22.8 percent general cargo volume increase.

With a 14.7 percent increase in net income compared to the same period last year, WORLDPORT LA is continuing to be the port with the highest net income in the nation. The increase from \$43.3 million to \$49.6 million is primarily due to the improvement in income from operations which includes wharfage fees for the use of wharves or wharf premises; dockage fees for berthing or mooring; and pilotage fees for piloting services rendered for vessels entering or exiting the Port of Los Angeles.

Gross operating revenue of \$92.4 million represents a 10.9 percent increase.

### Long Beach Tonnage Increases 9.95 Pct.

In calendar year 1986, the Port of Long Beach handled 59,061,861 metric revenue tons of cargo, a 9.95 percent increase over the 53,715,118 metric revenue tons the Port moved through its facilities in calendar year 1985. This is the most traffic ever moved through any U.S. West Coast port in a 12-month period.

Containerized cargo also increased substantially at the Port of Long Beach in 1986. The Port's seven container terminals moved 1,394,453 TEUs (20-foot equivalent units) in calendar 1986; 756,849 inbound and 637,604 outbound. That represents a 19.1 percent increase over the 1,171,846 TEUs the Port handled during the 1985 calendar year.

A total of 29 ship lines call regularly at the Port of Long Beach's container terminals, served by 26 gantry cranes. Long Beach is one of the world's 10 busiest container ports and is planning construction of 147 acres of container facilities next year.

## US Port Traffic: Imports Down Sharply

With imports down sharply and exports showing only modest gains, December waterborne foreign commerce fell 7.2 percent from the preceding month and was off 2.1 percent compared to December 1985. Imports dropped in both the tanker and dry cargo categories, with dry cargo sinking to its lowest point since February 1985. Exports, on the other hand, continued to move generally upward, as they had since June. Moreover, for the third time since September, exports

exceeded export volumes for the corresponding month of 1985. In terms of physical volume, America's trade imbalance improved steadily during the latter half of 1986, with exports growing and imports leveling off and then beginning to decline.

For the calendar year, total cargo (imports plus exports) was up 4.4 percent from 1985 but down 1.0 percent from 1984. Exports totaled 331.1 million tons (compared to 352.0 million tons in

1985 and 376.4 million tons in 1984). Imports — 454.3 million tons—were up from 399.6 million tons in 1985 and 416.8 million tons in 1984. Tanker imports stood at 294.7 million tons in 1986, 243.0 million tons in 1985, and 267.3 million tons in 1984. Dry cargo imports were 159.6 million tons, 156.6 million tons, and 149.5 million tons, respectively.

Regional and national port traffic data for 1980-86 are shown below:

### U.S. Waterborne Foreign Commerce: National and Port Range Totals (Millions of Short Tons)

	1986*	1985	1984	1983	1982	1981	1980
United States	785.2	751.6	793.2	735.1	786.9	886.4	901.3
North Atlantic	237.3	225.6	216.5	202.0	231.5	249.8	254.1
South Atlantic	60.3	57.3	62.3	57.1	59.8	63.2	45.6
Gulf	308.2	284.9	322.5	305.1	332.7	385.7	406.7
South Pacific	66.8	65.3	61.9	58.5	54.0	61.5	62.8
North Pacific	67.3	67.3	71.0	64.1	58.7	64.9	71.6
Great Lakes	45.8	51.3	58.8	48.4	50.4	63.2	60.6

\* Preliminary

NOTE: Regional volumes may not sum to national totals due to rounding.

SOURCE: U.S. Bureau of Census

(AAPA ADVISORY)

## Committee Established To Study MPA Status

Governor William Donald Schaefer has established a Special Committee on the Port of Baltimore to study the Maryland Port Administration's status within State government and to recommend ways to improve the MPA's operational efficiency.

"There have been many questions raised about the ability of the port agency to compete in the business sector while it is constrained by government regulations and procedures," Governor Schaefer said. "This committee is being formed to study the situation and to find solutions."

The Governor signed an Executive Order that directs the committee to look at the MPA's administrative procedures in such areas as personnel, budgeting, and procurement. The committee is to identify ways to improve the MPA's operational efficiency while maintaining the agency's financial and other necessary ties to its parent Department of Transportation and ensuring that the General Assembly has the necessary oversight for the expenditure of state funds.

"My concern about the MPA's ability to compete against other port agencies that operate as private corporations is shared by many members of the General Assembly," Governor Schaefer said.

"I feel very strongly that we need a private-sector perspective on this issue, and so I have asked some of the state's leading businessmen to serve on this committee," the Governor said.

The committee is to report back to the Governor by November 1.



## 200 Millionth Carton via Long Beach

Sunkist has been exporting citrus through the Port of Long Beach and its Salen Shipping Agencies terminal since 1970. That relationship recently resulted in the export of the 200 millionth carton of Sunkist citrus via Long Beach, a record in the charter export of fresh citrus.

The 200 million cartons exported by Sunkist over the past 17 years represent about four million tons of fruit, creating close to \$3 billion in revenues for Sunkist growers.

Sunkist is a cooperative of nearly 6,000 California and Arizona citrus

growers. Utilizing the Salen terminal, Sunkist sails as many as five charter vessels from Long Beach weekly.

Present at dockside prior to the 200 millionth carton being loaded aboard the M/V Spring Delight, a fully refrigerated vessel that would carry 3,600 tons of oranges, lemons, and grapefruits to Japan, are (from left): C. Robert Langslet, president of the Long Beach Harbor Commission; K. Erik Baur, president, Salen Shipping Agencies; Russ Hanlin, president, Sunkist Growers; and Bo Natt Och Dag, president, Cool Carriers.

## Record Tonnage Growth Continues in Boston

In 1986, the Port of Boston achieved its fourth consecutive year of record container tonnage. General cargo topped 1.1 million tons, an eight percent increase over 1985, as compared to 2.5 percent tonnage increases for other North Atlantic ports and one percent for remaining U.S. ports.

Automobiles, Boston's major non-containerized commodity, were also handled in record numbers, with 102,685 automobiles passing through the Port — a seven percent increase over 1985. Reversing a recent trend, export tonnage also rose by 9.3 percent while containerized cargo, which comprises 87 percent of Boston's general cargo, grew by seven percent.

In announcing the 1986 year end tonnage figures, Ms. Anne D. Aylward, maritime director for the Massachusetts Port Authority, said, "The Port of Boston, operating in a highly competitive arena, has achieved some sizeable gains. These tonnage increases," she pointed out, "are especially encouraging since they were made in spite of ILA contract difficulties, cessation of service by US Lines, and general instability in the shipping industry."

## Record Year for Port of Palm Beach

1986 was a record-breaker for the Port of Palm Beach in virtually all categories. Total tonnages were up 13.32 percent, with vessel arrivals up 29.8 percent and container movements up 20 percent. Year-end tonnage figures reached over 3.2 million, vessel arrivals over 2,100, and containers over 138,000.

To the delight of both the cruise line and Port officials, most particularly the commissioners who worked so hard to establish cruise operations, business exceeded the most optimistic expectations, with 99.5 percent of 12-month estimates attained in less than 10 months. Last year, 163,244 passengers passed through the Port aboard the *Viking Princess*. This year, expectations are even higher.

Revenues of \$4.34 million were 31.34 percent above those of 1985 for an all-time record. Retained earnings reflect a

historical high as well, with \$1.5 million as compared to \$788,000 in 1985.

According to Port Executive Director Ben Murphy, the record-breaking year can be attributed, in large measure, to the skill of a hard-working and dedicated staff, along with the foresight and support of the commissioners.

(Gateway)

## '86 a Successful Year For Port of Tacoma

Increases in intermodal movements, containerized cargo, and automobile imports highlighted the Port of Tacoma's recently released 1986 Annual Report.

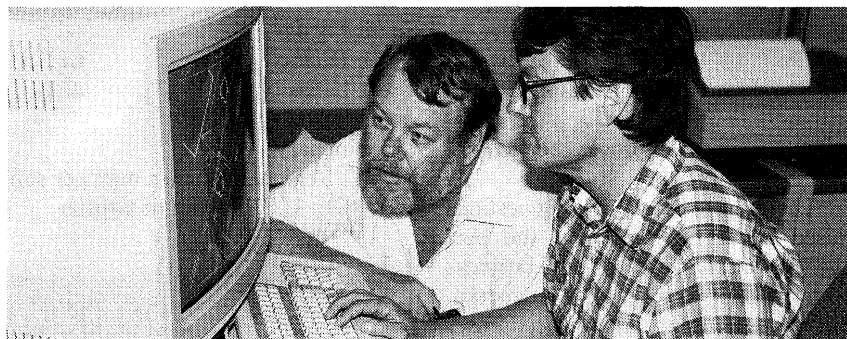
Major investments were made in intermodal facilities in 1986. The North Intermodal Yard underwent a \$1.5 million expansion along with the addi-

tion of six new straddle carriers, a \$3 million purchase.

Intermodal movements increased 165%, containerized cargo was up 32% to 670,000 TEUs and automobile imports were up 15% to 170,000 units.

In 1986 the Port also formalized plans to build a new container terminal adjacent to existing Terminal 4. The facility, to be called Terminal 3, is currently in the design phase with completion expected late in 1988.

When finished, the Terminal 3-Terminal 4 complex will have three full container ship berths, each capable of accommodating the largest container ships afloat, and a total of over 65 acres of adjacent back-up storage space. Located immediately adjacent to the North Intermodal Yard, this complex will be one of the most efficient container terminals in North America.



WORLDPORT LA engineering draftsmen Dave McCanne (foreground) and Gary Harrell no longer need manual drafting tools since the Computer Aided Design and Drafting (CADD) system was introduced to the department.

## No 'Drawing' Allowed at WORLDPORT LA

"Back to the drawing board" for the Engineering Department at WORLDPORT LA has become "back to the computer screen" for drafting technicians using the new Computer Aided Design Drafting (CADD) system.

CADD allows Port of Los Angeles technicians to produce drawings by computer between 2-1/2 and 10 times faster than manual drawing. And the results are better, according to Mr. Larry Anderson, Assistant Chief of Design, WORLDPORT LA.

"We can make technical changes of any size, shape or dimension and each time CADD will deliver a beautiful, clean, accurate copy of what we want in a minimal amount of time," he explains.

Mr. Anderson says that while an architect's manual detail drawing takes

an average of 80 hours, CADD can do it in 50 or less. And the time saved can mean more satisfied Port tenants, as well as Port employees.

CADD is now being utilized to produce the 150 drawings necessary to construct the fireboat station in the Port. It is estimated that the plans would require 40 percent less manhours to produce on CADD as compared to manual production.

"Although it's difficult to measure the full impact that CADD brings to WORLDPORT LA today, its potential is phenomenal," adds Mr. Anderson.

"CADD is an example of the state-of-the-art technology that enables WORLDPORT LA to ensure quality engineering and architecture for our tenants and customers."

## New Orleans Cuts Rates to Handle More Bagged Goods

A substantial reduction in shipping bagged export goods through the Port of New Orleans has made the Port equal to or cheaper than other U.S. Gulf ports for this type of cargo. Bagged goods, identified as cargo for human or animal consumption, includes flour, rice, powdered milk, corn meal, and animal feed.

Starting immediately, wharfage rates will drop from 90 cents to 40 cents per ton for bagged commercial cargo and from 60 cents to 20 cents per ton for bagged U.S. Department of Agriculture (USDA) (P.L. 480 relief) cargo. Since the handling of bagged goods is labor intensive, the reduction is expected to create more jobs as well as additional cargo and revenue. The car unloading rate has also been cut from \$5.83 to \$4.00 per short ton for all USDA bagged goods and for commercial cargo of 250 tons or more. The unprecedented decision to cut the car unloading rate was reached through the cooperative efforts of the labor unions, the New Orleans Steamship Association, the stevedores and the Port of New Orleans. Railroads handling the cargo have also agreed to support the Port's efforts to increase bagged cargo through New Orleans. In addition, a reduction in the rate that stevedores charge for loading the cargo onto ships is being explored.

These actions taken by the Port make up a strategy to achieve a significant increase in the amount of bagged goods handled at the Port, according to Executive Port Director J. Ron Brinson. "Bagged goods cargo represent a market that is extremely important to Gulf Ports," he noted.

The bagged goods strategy is a key component of the Port's on-going efforts to improve its competitive posture among Gulf and Southeast ports. Another measure that is part of a creative new pricing structure for the Port is special "idle status" dockage rates. This will allow vessels to occupy a berth at the Port on weekends and holidays at a lower rate when no cargo operations are conducted. This is a first for any U.S. Gulf port.

(Port Record)



## Biggest Crane Ever for Oakland Port

A fully assembled container crane, standing 200 feet high (60.9 meters), and weighing 900 tons (914.4 metric tons), passed under the Golden Gate Bridge May 21 en route to the Port of Oakland aboard the specialized heavy lift vessel *Dock Express 12*, operated by Dock Express Shipping, b.v. of Rotterdam, the Netherlands.

The crane, which was fabricated by Korea Shipbuilding & Engineering of Busan, Republic of Korea, cost US\$4.5 million. It has a lifting capacity of 50 longtons (50.8 metric tons) and a maximum outreach of 125 feet (38.1 meters). The gigantic white structure shortly will be installed at the Charles

Howard Terminal, a 49-acre (19.8-hectare) facility on the Oakland Inner Harbor channel, where two 40-longton (40.6-metric ton) container cranes already are in operation.

Delivery of the crane brings to 22 the number of cranes in the Port of Oakland's battery of container handling equipment. The crane is the largest ever to be installed at a San Francisco Bay area port. It will be followed in June by two larger "post Panamax" cranes also fabricated by Korea Shipbuilding & Engineering Corp., which upon their installation will be the largest such equipment in the United States.

## 50-Foot Channel Project Begins in Baltimore

The *M.V. Nord Atlantic*, a tramp trade bulk carrier, set a single vessel export coal record in Baltimore the same week that dredging began on the first contract in Maryland waters to deepen the port's main shipping channel from 42 to 50 feet.

The charter vessel, which has a 174-foot beam, spent less than two days at the Consolidation Coal Sales Company terminal where it loaded 119,404 net tons of steam coal.

When filled with the coal, the *Nord Atlantic* sailed from Baltimore with a 41.8-foot draft.

The shipment broke the previous single vessel export coal record of 98,862 tons that was set by the *M.V. Iberia*, a Norwegian-owned ship, in 1985.

Within days of the *Nord Atlantic's* departure from Baltimore on May 23, work began on the first contract in Maryland waters as part of the 50-foot project, the largest dredging contract ever undertaken in the United States.

"Joint effort between the State of Maryland and the federal government will lead to major cost savings for bulk

shippers using the Port of Baltimore," Mr. David A. Wagner, Maryland Port Administrator, said. "With lower costs in our port, we can expect an increase in cargo, which will translate into new jobs for the state."

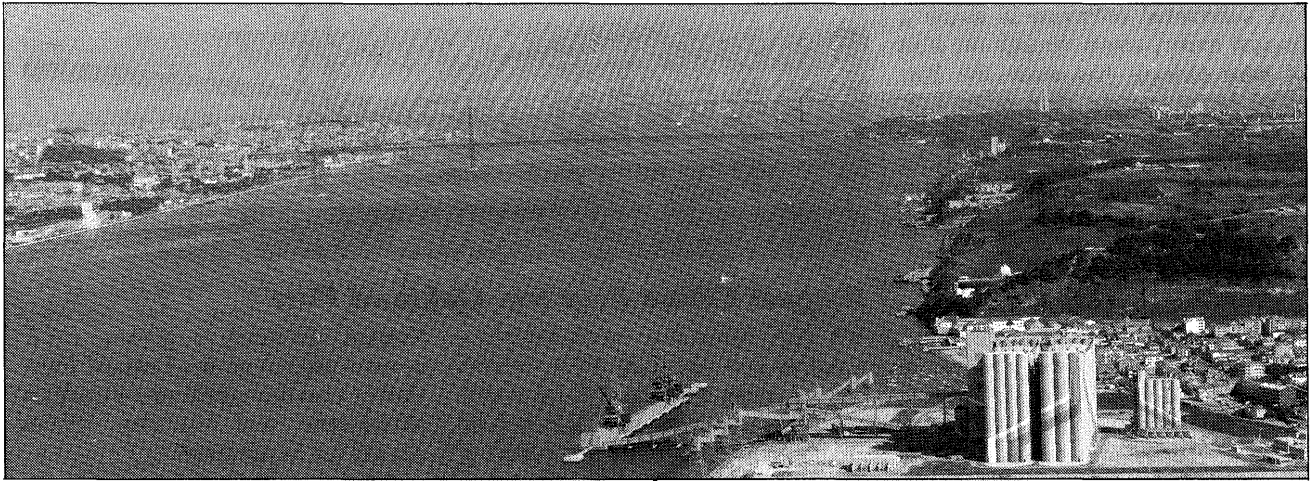
The entire 50-foot channel project is budgeted at about \$240 million, and will be funded jointly by the State of Maryland and the U.S. Army Corps of Engineers. It will require the excavation of 52 million cubic yards of dredged material from Baltimore's main shipping channel.

The deepening of Baltimore's main shipping channel to 50 feet will keep the port competitive with other eastern harbors. It will make possible the fuller loading and unloading of bulk cargoes of coal, grain, iron ore and petroleum on newer, larger carriers.

The average annual benefits of deepening the channel will exceed \$119 million based on October 1986 price levels. The Maryland Port Administration projects that the 50-foot channel will create more than 1,500 jobs by the year 2000.



# PORT OF LISBON



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## PLACON — PORT SERVICES —

Placon Ltd is the international port services subsidiary of the Port of London Authority, the United Kingdom's most experienced port organisation.

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Contact:

Alan Holland, Managing Director  
Placon Ltd, Tilbury Docks,  
Tilbury, Essex, RM18 7EH, U K  
Telex: 99267  
Telephone: 03752-3444, Ext: 510

## Africa/Europe

### Port of Hamburg Efficient Partner for Japanese Industry

When the City of Hamburg celebrated the Cherry Blossom Festival, attention was centred on the Japanese Cherry Blossom Queen, Yoshiko Fukuchi who visited the port on the Elbe for five days. During her visit, she was accompanied by the German Cherry Blossom Princess, Doris Schröder.

An extensive programme had been arranged for the Japanese "dignitary." It included an official welcome by Hamburg's Mayor, Klaus von Dohnanyi, a visit to a "Cats" performance in Hamburg, a tour round the Free Port "Warehouse City" and involvement in the firework spectacle over the city-centre Lake Alster. She was of course a guest at the 1987 Cherry Blossom Ball and even went for a stroll round Hamburg's famous Fish Market.

The trip to Hamburg by the 11th

### NEWS FROM ANTWERP

#### New investments of Bayer

The West German chemical concern Bayer confirmed that two new factories will be built at Antwerp, involving an investment of 260 million DM (5,400 million BF). A plant for the polycarbonate Makrolon will be built on the Right Scheldt Bank whereas on the Left Bank, a factory for polyphenylene sulphide will be set up. The new plants will be ready for operation in 1989 and 1990 and will create some 200 jobs.

#### New record for the port of Antwerp

On 19 February, 1987, a new record was set for the port of Antwerp when the Japanese ore-oil tanker "Sensho Maru" entered the Antwerp dock complex via the Zandvliet Lock. The Sensho Maru, 299.91 meters long and with a loading capacity of 191,032 tons is the largest vessel ever to have called at the port. The vessel carried 111,000 tons of Brazilian ore which was unloaded at the terminal of Antwerp Bulk Handling Cy. at quay 752 of the Delwaide Dock.

Japanese Cherry Blossom Queen (with the German Cherry Blossom Princess returning the compliment) is more than mere tradition. It is an expression of Hamburg's links with the Land of the Rising Sun. Hamburg is particularly proud of the fact that its Port is still the Gateway to Europe for Japan's industry.

#### Extensive shipping and freight traffic

During 1985 333 ships left Hamburg for Japan (compared to 318 the year before) with a total net tonnage of 6.04 million. Liner traffic amounted to 320 ships in 1985 (1984: 305 ships) with 5.89 million n.r.t. In other words, Hamburg offers almost a departure a day to Japan average out over the year (plus other important Far East destinations as well).

The significance of the Japan traffic for the Port of Hamburg is underlined by the foreign trade statistics. West Germany's imports and exports in trade with Japan were worth some DM 35.99 bn last year, up from 31.38 bn in 1985. Of this sum DM 12.14 bn passed through Hamburg (1985: DM 10.73 bn), i.e. around one third of all West German imports and exports. Whereas imports via Hamburg amounted to some DM 9.13 bn last year (1985: DM 8.57 bn), exports amounted to DM 3.01 bn (1985: DM 2.16 bn).

A similarly favourable picture can be seen if we take developments in volume terms. Some 1.15 million tons of goods were transported to and from Japan via the Port of Hamburg in 1986.

West Germany's foreign trade with Japan amounted to 2.087 million tons in 1986—up on the 1985 figure of 1.737 million tons. Of this total, 736,089 tons passed through Hamburg—more than one third of all West Germany's imports and exports.

Japanese goods imported via Hamburg or its Port amounted to 323,057 tons last year (1985: 442,330 tons), exports totalled 413,032 tons (1985: 223,134 tons). In other words, there was a marked trend to increased West German exports to Japan. The Port of Hamburg was able to point to a share of over 50 per cent in West German exports to Japan.

#### Growing transit trade

The transit trade continues to be im-

portant in trade with Japan. It totalled 433,368 tons in 1985 (with 309,618 tons going to Japan and 123,750 tons coming from there). Taking the first three quarters of 1986 as a basis for estimates, transit trade with Japan is likely to have totalled some 410,000 tons last year (295,000 tons to and 115,000 tons from Japan).

The most important recipient countries for Japanese transit traffic includes Denmark, Sweden, Switzerland, Norway and Austria. The most important export countries are Denmark, Sweden, Czechoslovakia, Norway, East Germany and Finland.

In Mr. Fischer's words, "The significance of Japan as a trading partner for the Port of Hamburg is illustrated by the fact that a port representative constantly looks after its customers in Japan—both shippers and shipowners. Regular goodwill trips to Japan by delegations from Hamburg serve to further intensify contacts between the Port of Hamburg and Japanese industry."

### Computer System on Dangerous Subjects

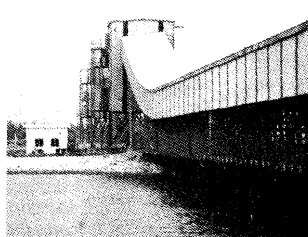
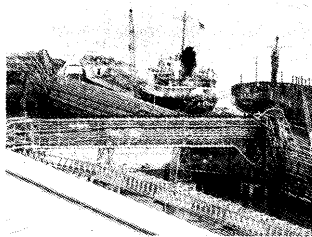
ABP Computer Services Ltd, a wholly-owned subsidiary of ABP Holdings PLC, has developed a microcomputer system to help ports comply with the notification and record-keeping requirements of the Dangerous Substances in Harbour Areas Regulations which came into force on 1st June. The system is already in use at the port of Southampton.

The Trident Vessel Traffic Service Management (VTSM) system records movements of dangerous substances and has an additional module for monitoring and controlling vessel traffic movements. This module can provide up-to-date information on shipping movements, berth occupancy, the raising of traffic charges and a variety of other data. The two modules can be used independently or linked together.

Sophisticated "menu" and "prompt" facilities assist users to enter data quickly and accurately and to retrieve information from the system. The codification structure for dangerous substances is consistent with the International Maritime Dangerous Goods (IMDG) code, usually known as the UN number. Up to 700 characters of

(Continued on Page 49, Col. 1)

# PORT KELANG



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**Kelang Port Authority:** Jalan Pelabuhan, 42005 Port Klang, Malaysia. Tel: 03-3688211 (20 lines). Telex: MA 39524.

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description can be displayed to verify dangerous substance details.

The system has been designed to operate simply and reliably, and is well suited to the round-the-clock nature of port work. Further facilities are planned, including an interface with port radar systems.

The Trident VTSM system is available from ABP Computer Services Ltd, Hayes Road, Southall, Middlesex UB2 5NE (telephone: 01-573 5045).

### **More Govt. Investment For Rouen Called for**

Port authority chairman, Mr. Henry de Rochebouet, made a plea for more state investment and improvements to road links when he opened the port's annual press conference. He said that government investment at Rouen had dropped drastically over the last four years, as the government had reduced its financial involvement in investment in Port infrastructure, for which it had traditionally provided the bulk of financing.

In 1983, the government had authorised investment programmes to the value of more than Frs 55 million, he said, but, in the current year, the corresponding figure had fallen to Frs 25.8 million.

"This level is becoming completely unrealistic," he said. "I remind you that a port like Ghent, which has a level of activity comparable to that of Rouen, had at its disposal an average state-financed investment budget of Frs 120 million during the period from 1980 to 1985."

The local authorities had made an effort to help the port but it was clear that this was largely insufficient, he said.

The port itself was unable to generate a higher proportion of investment finance itself, he said, without damaging its competitive position.

In 1986, when the port had recorded a slight financial deficit, it had generated a gross cash flow of Frs 46 million on a turnover of Frs 410 million. This would enable it to count on a total investment budget, all sources included, of Frs 110 million.

"I would, therefore, like to say here in clear terms how necessary it is for

our ports, and for Rouen in particular, to pursue an adequate investment effort so as to keep up constantly with the competition."

Regarding the port's road transport links, Mr. Rochebouet said that priority should be given to improvements which would benefit the port's general cargo traffic.

It was general cargo traffic, he said, which generated greatest added value locally, provided most jobs, was most competed for between ports and made greatest use of road transport.

He called, in particular, for improvements to be made to Route Nationale 31, linking Rouen to Compiègne and Reims and to Route Nationale 154, linking Rouen to Chartres and Orleans.

Infrastructural investment and road improvement were two areas in which the government had the power to decide whether to enable the port to confront its competitors on an equal footing or not, Mr. Rochebouet said.

(Rouen Port)

### **Fresh Look at Your Insurance Policy**

By Michael Jackson

Associate Director and Engineering Manager, Bain Clarkson Ltd.

What do you want from your insurance policy in the event of total loss of your handling equipment, fork trucks, tractor units, straddles and the like? Most users want a machine of the same quality to do the same work as the destroyed item. It is stating the obvious to say that you will need sufficient money to purchase the item but how much attention do you pay to calculating your sums insured. Do you, for instance, take the attitude that total write-offs are rare, so it doesn't matter what the total value is? Do you simply use the amount you paid for the original item? Perhaps you decide that since the life of such equipment is short, you cannot expect more than so-called "market value" in the event of total loss.

Handling equipment is often designed for the individual port, possibly through alteration of specification of an original product, and it therefore has an enhanced value. Even standard production items are modified on site to suit your particular needs.

So how do you ensure that your sums insured are sufficient?

1. By taking the original value of the equipment including any alterations to specification and adjusting the figure upwards including an inflation provision. The problem with this method is that you cannot forecast inflation fluctuations. If you apply a percentage figure to allow for increase in value through the year, you are assuming inflation at a constant rate of 1/365th per day. This is likely to be inaccurate and could leave you under-insured at certain times.

2. By taking values of similar plant. This is all very well if such like plant exists. If your plant has been specifically customised, it is unlikely.

3. By agreeing a total loss value with your insurers from the outset of the policy. This is an excellent idea provided the agreed figure is adequate.

4. By taking out insurance in the normal way on the basis of "market value" and "topping-up" with another policy to "re-insatement." The "topping-up" policies need not be a strict sum insured. The idea of the policy is that once the "market value" policy has been exhausted by total loss, the other policy will meet the difference between that "market value" loss and the cost of buying a new piece of equipment. To arrive at a premium, underwriters generally take the difference between existing market value and the cost of the current new model or equivalent and charge a rate per cent on that difference, taking into account that over a period of time, in most cases, these values will grow further apart.

So why not take a fresh look at the way you insure your handling equipment. Is it satisfactory? Has it been thought through? Have you really worked out in your mind how you would wish to insure such plant and what money you need in the event of a total loss? If you had a total loss tomorrow, would you have any worries about being able to replace all your equipment. If you want to talk about the best ways of safeguarding your plant and equipment, give the writer a call.

### **1986 a Year of Transition for PLA**

The Port of London Authority returned a gross profit of £14.1 m in

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1986 compared with £15.1 m in 1985. Turnover of £83.9 m was £9.6 m higher than in 1985 despite a planned reduction in the level of port rates on goods which cut receipts from this charge by some £1.7 m. The net result for the year was a profit of £0.8 m compared with a profit of £1.8 m in 1985.

Total port tonnage increased by 1.8 m tonnes in 1986 to 48.3 m tonnes due, in the main, to higher imports of crude oil and aggregates handled at riverside installation. Tonnage through PLA's Tilbury Docks rose by 200,000 tonnes.

PLA Chairman, Sir Brian Kellett states that "1986 was a year of great change and transition for PLA. Divisionalisation of management was virtually completed and Chief Executives are now in place in each of the three Divisions of the PLA—River, Tilbury and Property—overseen by Committees of the Board. The full Board is thereby enabled to concentrate on policy and strategic issues."

### **Amsterdam Has Strong General Cargo Terminals**

In the beginning, all cargo in every port was general (or non-bulk) cargo. And to many people the only interesting thing about a port is its general cargo: it can be seen, it is labour-intensive and so competitive that it is always in the news.

Until 30 or 40 years ago, virtually anyone with a few contacts, a quayside shed and an agreeable workforce could set up as a stevedore. Nowadays, stevedoring terminal operators require professionally trained people, considerable capital, fine-tuned negotiating skills and nerves of steel. Attracting—and keeping—a shipping line requires expensive equipment, sophisticated services and gambler's instincts. For if a stevedoring company loses a client there is no work for staffpeople, equipment lies idle and the services crumble away.

Moreover, the general cargo sector is in the news these days quite often because the latest equipment and automated ways of doing things mean that even the largest terminals can operate at capacity with a much smaller workforce. There is a social problem on top of all this, the liner shipping companies are themselves diminishing. Fewer, but

much larger, ships are competing for the same general cargo around the world. Several large shipping lines and agents have gone bankrupt in the past 18 months, others have merged, consortia made up of from four to eight shipping lines now call at a single terminal in any one port, rather than at several as in the past.

The container, once described as the biggest advance in packaging since the brown paper bag, was commercially introduced just after World War II. Today, practically everything once considered conventional general cargo (and quite a lot of cargo previously thought not suited to unitisation) is moved in containers. A medium-sized container vessel (2,000 TEUs or Twenty-foot Equivalent Units) carries as much cargo in one single voyage than a medium-sized fleet carried 70 years ago.

In 1910, general cargo accounted for 60% of the tonnage handled in the Port of Amsterdam. Certain cargoes—petroleum products, grain and coal—were beginning to be transported in bulk instead as part of the general cargo package in the beginning of this century. In 1930, when Amsterdam handled a record 7 million tonnes of cargo, half was general cargo.

In 1986, when the Port of Amsterdam handled 29.4 million tonnes of cargo, only 2.6 million tonnes, or 9%, was general cargo. Nevertheless, Amsterdam has a number of strong general cargo terminals, large and small, and many quite specialised and at the same time multi-purpose. It is a tribute to the companies and the men with nerves of steel that operate them that Amsterdam can offer shippers a choice of cargo handling facilities, all well-equipped, competitive in price and offering a wide range of supporting services.

Some general cargo formerly moved by ship is now transported by air. Amsterdam Airport Schiphol is a major international air cargo centre which last year handled 451,000 tonnes of airfreight. The airfreight business is certainly dynamic—volume is usually measured in kilos, not tonnes—and many of the general cargo operators in the port also have a presence at Schiphol as a part of their total transport packages.

(Haven Amsterdam)

## **Asia/Oceania**

### **Darwin Port Authority: New Minister Named**

Following an election in March, during which the Country Liberal Party was returned to Government, major changes were made to Ministerial portfolios and a new streamlined structure of the Northern Territory Public Service emerged.

The Darwin Port Authority was put back under the Transport and Works portfolio, where it was from Self Government in 1978 through the end of 1984. The Authority now has a new Minister and a new Chairman of the Board. The Hon. Fred Finch, M.L.A., has been recently appointed Minister for Transport and Works. Under this portfolio he is responsible for the Darwin Port Authority.

The responsibility for marine and port matters in the Northern Territory has changed following a Northern Territory election and a change of portfolios.

All the marine and port responsibilities previously belonging to the Department of Ports and Fisheries have been transferred to the Department of Transport and Works, which held these responsibilities until the end of 1984.

The Darwin Port Authority remains a statutory authority responsible to the Minister for Transport and Works, the Hon. Fred Finch, M.L.A.

The Secretary of the Department of Transport and Works, Mr. Ian Gordon, is also the Chairman, part-time, of the Darwin Port Authority.

Similarly, as in the past, the Marine authority within the Department and the Port Authority, a separate statutory authority, have the same Director, Mr. Mike Bartlett.

(Darwin)

### **"Australian Waterfront Needs Improvement"**

Australia's waterfront industry needs to improve its productivity and reliability if the nation is to be more internationally competitive, Federal Transport Minister Peter Morris said recently.

"Australia can no longer afford inefficiencies on the waterfront," Mr. Morris



said.

"We need to be able to show overseas buyers that we are an even more competitive and reliable trading partner," Mr. Morris said.

The Minister was delivering the keynote address at the International Cargo Handling Co-ordination Association Biennial Conference and General Assembly in Brisbane.

"The necessary changes to the waterfront can only come about if all of the groups involved work together to provide a new structure for the industry," Mr. Morris said.

"The recent reforms of the Australian shipping industry are a good example of how successful a consultative approach can be.

"The Maritime Industry Development Committee package on shipping has shown that co-operation and consultation within an industry can achieve real reform.

"Waterfront management and unions must now do the same," Mr. Morris said.

"Their challenge is to lift the level of productivity, efficiency, and reliability."

The Government's strategy is to achieve this through four committees overseen by the Interstate Commission: \*Stevedoring Industry Review Committee (examining management and work methods)

\*Industry Committee (examining commercial practices etc.)

\*Australian Transport Advisory Council (port and rail matters)

\*Importer/Exporter Panel (views of waterfront services users).

## Belawan Contributing To Sumatra Economy

The Port of Belawan is one of the main ports in West Indonesia (Gateway port) and is the biggest branch port among the 19 branches under the administration of Public Port Corporation I Medan.

As an important contribution to the economy of Sumatra in general and North Sumatra in particular, the Port of Belawan is at present the largest port for exporting non-oil commodity. According to the information given by BPS (Statistic Board), export of North Sumatra through the Port of Belawan

in 1986 approximated 19% of the total National export.

The potential hinterland of the Port of Belawan is dominated by a number of private plantations and Government-controlled companies that keep growing in line with the growth of Regional and National development. This development gives a boost to the realization of non-oil commodities export.

To increase the capability of the Port of Belawan and to match and serve the economic activities of its hinterland, the Port of Belawan is being extended and geared up since 1978 both physically and administratively.

The Port of Belawan has been extended seaward along the navigation channel connecting the Strait of Malacca, by reclaiming land from the river. Thus all facilities of the new port have been constructed on the reclaimed land.

Some of the benefits of the new port are as follows:

a. The channel is shortened; thus sailing time is reduced.

b. Maintenance of channel and port basin is reduced minimizing maintenance cost.

c. Deeper drafts along the berths can accommodate larger vessels.

Belawan Port Project is being carried out in phases by taking into account:

a. Demands on the port with progress of time.

b. Investment.

c. Availability of fund.

d. Flexibility in planning to accommodate changes.

With the twin completion of the 'Belawan Port Development Project' and 34 km long 'BELMERA Toll Road,' cargo movement from and to the hinterland will be further speeded up.

Specifications of the General Cargo berth and the Container Terminal

1. Container berth:

length: 500 m

width: 31.25 m

depth: 11.1 m LWS

2. General Cargo berth

length: 351.2 m

width: 26.2 m

depth: 10.1 m LWS

3. Container Yard: 98,128 m<sup>2</sup>

4. Open Storage: 30,669 m<sup>2</sup>

5. Wharves:

a. CFS.: 2 Units

length: 130.9 m/unit

width: 41 m/unit

b. General Cargo: 2 units

length: 130.9 m/unit

width: 41 m/unit

c. Dangerous storage: 1 unit

length: 48 m

width: 30 m

6. Port Administration Building

area: 1,307 m<sup>2</sup>

7. Labour Amenities Building

area: 440.6 m<sup>2</sup>

## Tonnage Handled at Penang Increases 2.7%

The tonnage handled at the Penang Port Commission's own facilities recorded a 2.7% growth from 5,836,252 tonnes in 1985 to 5,993,461 tonnes in 1986.

Container traffic that moved through the port in 1986 registered a commendable growth of 7.9% from 104,116 TEUs in 1985 to 112,333 TEUs. In terms of cargo moved in containers, there was an increase of 12.3% from 1,703,770 tonnes in 1985 to 1,913,785 tonnes in 1986.

*(Berita pelabuhan)*

## Frequent Dialogues With Port Users: PSA

To establish and maintain close rapport with port users, PSA has frequent dialogues with the various sectors of the shipping community to explain policies and procedures, update them on the wide range of port facilities and services available, and gather feedback on service levels.

Regular meetings are held between PSA officers and the Singapore National Shipping Association (SNSA). Dialogue sessions are also held with representatives of the various Chambers of Commerce, the Singapore Freight Forwarders Association, the Singapore Manufacturers Association (SMA) and the Singapore Lorry Owners Association.

These face-to-face dialogue sessions have generally helped to resolve many problems over the years and to increase the port's efficiency. For example, tug cancellation/amendment fees are not imposed if notification is given at least two hours in advance instead of three hours previously. In the calculation of tug charges, PSA has also given a grace period of 10 minutes for those

*(Continued on Page 52, Col. 1)*

(Continued from Page 51)

using the tug services.

To reach out to specific groups of port users, PSA's Port Promotion Section organised three familiarisation sessions in 1986. Aimed primarily at establishing direct contact with port users, these sessions paved the way for improving understanding and rapport between PSA and its customers. The sessions involved briefing by PSA officers, open discussions and a tour of the port facilities.

To meet the requirements of individual customers, officers from the various gateways have been making visits on regular port users. The visits have been very useful in obtaining feedback on service levels, as well as on the problems encountered by port users in their day-to-day operations.

(PSA News)

### **ADB Loan, Grant To Solomon Islands**

Shippers and consignees of cargo passing through Honiara Port, the largest of the nine major ports in the Solomon Islands, will be the main beneficiaries of a project supported by a SDR3,087,000 (US\$4 million equivalent) concessional loan and a \$225,000 technical assistance grant approved by the Manila-based Asian Development Bank (ADB).

The loan is from the Asian Development Fund, the Bank's soft loan window, and is repayable over 40 years including a 10-year grace period. It carries a service charge of one per cent per annum.

The overseas wharf of Honiara Port, the country's principal international port and the hub of its inter-island shipping, was extended in 1982 to accommodate containerized traffic with assistance from the ADB. However, the originally-constructed portion of this wharf is now deteriorating.

The Second Honiara Port Project has been designed to rehabilitate the original portion of the overseas wharf and improve the container-handling facilities, thus enabling the port to handle traffic economically and efficiently. In addition, the technical assistance grant will contribute to institutional development by strengthening the port's financial and management information

systems and upgrading the skills of cargo-handling equipment operators.

The scope of the Project includes: (i) upgrading the original portion of the overseas wharf (72 m) and ancillary works; (ii) paving the front of the container yard; (iii) paving the rear of the container yard; and (iv) consultant services for the related engineering.

### **Jebel Ali Places 2nd In Survey by US Firm**

The Jebel Ali Free Zone Authority, in Dubai, received top honors as one of the best development organizations in the world.

In a survey conducted by U.S. firm Conway Data, for their publication, site selection handbook, the Jebel Ali Free

Zone took 2nd place.

The study was conducted by sending a survey to 5,000 firms and development groups requesting names of development organizations that have done an outstanding job in attracting investment, creating new jobs and offering a complete range of incentives.

From the 5,000 samples, 400 organizations were nominated and reviewed for their merit and success in attracting new companies during the year, amount of U.S. dollar investment, number of jobs responsible for and incentives offered.

The Jebel Ali Free Zone takes great pride in being the only non-U.S. organization to make the top ten. Their ranking of number 2 supports their slogan "The Pride of Dubai."

## **Madras Port Highlights**

For the year 1986-87, the Madras Port has registered a throughput of 19.78 million tonnes of cargo, comprising 10.80 million tonnes of imports and 8.98 million tonnes of exports, as against 18.15 million tonnes handled last year comprising 10.37 million tonnes of imports and 7.78 million tonnes of exports. The overall increase in tonnage is 1.63 million tonnes or nearly 8.9% over the previous year.

It is significant that the exports through Madras Port have registered an increase viz. 1.20 million tonnes or 15.4% over the previous year. By handling the increased quantity of exports, the Port has set yet another record of exports passing through in a year.

### **Productivity**

The productivity rate for Port labour in respect of all categories of cargo during 1986-87 was 157 tonnes per gang shift or 12.1 tonnes per man shift, registering an increase from 142 and 10.9 tonnes respectively during 1985-86.

### **Shipping**

The shipping activities during 1986-87 were satisfactory, with increase in throughput and output rates.

The total number of ships which were handled at the Port during the year 1986-87 was 1,625 as against

1,602 during 1985-86—an increase of 1.4%.

### **Container Terminal**

The container throughput has registered an appreciable growth during the year 1986-87 and has recorded an increase of 20% over the previous year. The number of containers handled during this year is 100,700 TEUs as compared to the previous year's figure of 83,862 TEUs.

The tonnage handled in containers has also shown an increase from 680,111 tonnes in the year 1985-86 to 890,286 tonnes during the year 1986-87.

The throughput of transshipment containers has shown sizeable increase of 38.2% i.e. 32,611 TEUs were handled during the year 1986-87 as against 23,602 TEUs in the year 1985-86.

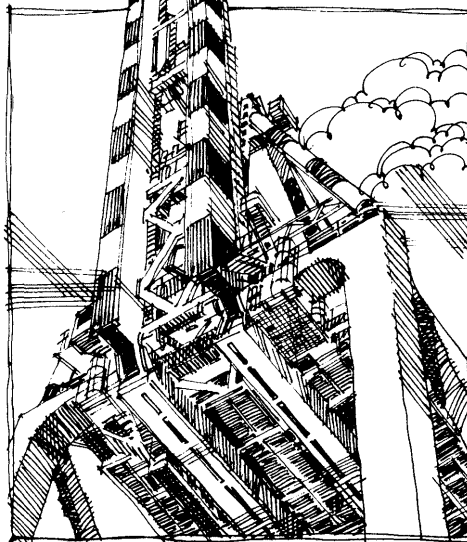
The Port has been receiving larger and modern gearless cellular vessels during this year regularly at the Container Berth.

### **Finance**

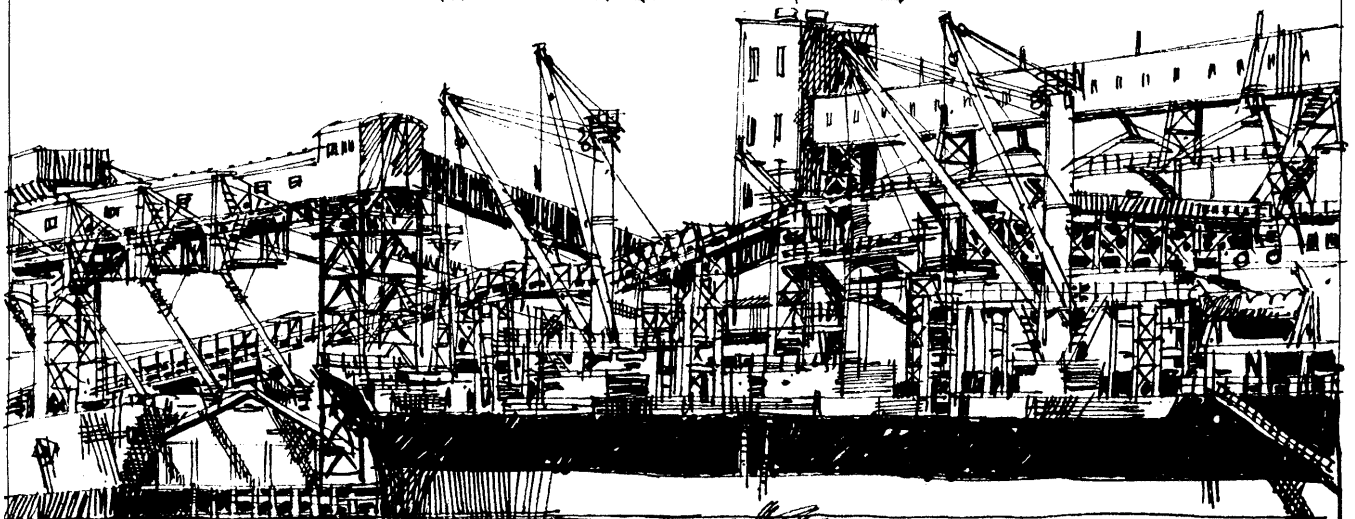
The total revenue for the year 1986-87 was Rs.101 Crores approximately, registering an increase of Rs.3 Crores over the previous year. During the year, the port has incurred an expenditure of about Rs.16.50 Crores on Port Development works, utilising in full the funds earmarked for Plan works without any shortfall.

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

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



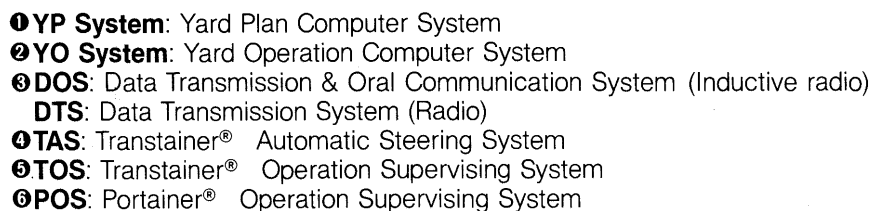
Private enterprise and the Authority have spent \$200 million over a period of several years to ensure that the Port of Brisbane has on hand the very best facilities for you ... the shipowner. Backed up by fast rail and road transport to any point in Australia, plus economical services, this is the port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



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