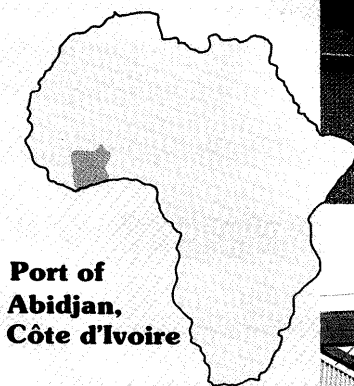


# Ports & Harbors

**January-February  
1988  
Vol. 33, No. 1**



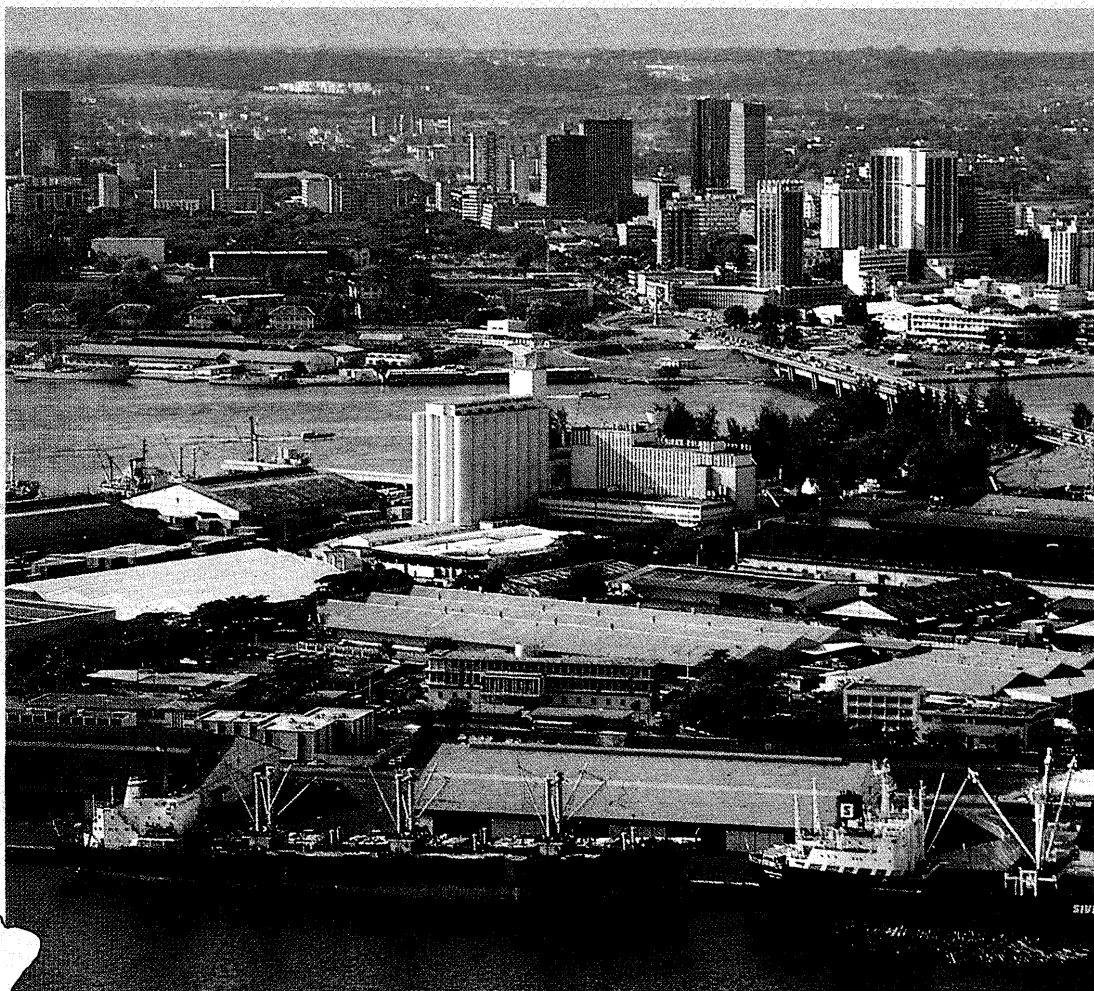
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**Port of  
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Côte d'Ivoire**

**The Port of Abidjan  
on the west coast of  
Africa has a 5 km-  
long quay for han-  
dling general cargo  
as well as several  
specialized berths for  
timber, fruit and  
vegetables. (Upper  
photo)**

**At the container ter-  
minal are two gantry  
cranes, each with a  
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Fees and other expenses: Dfl. 3500, which includes tuition fee, travel cost for all study tours and lodging  
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**For further information, please write to:  
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---

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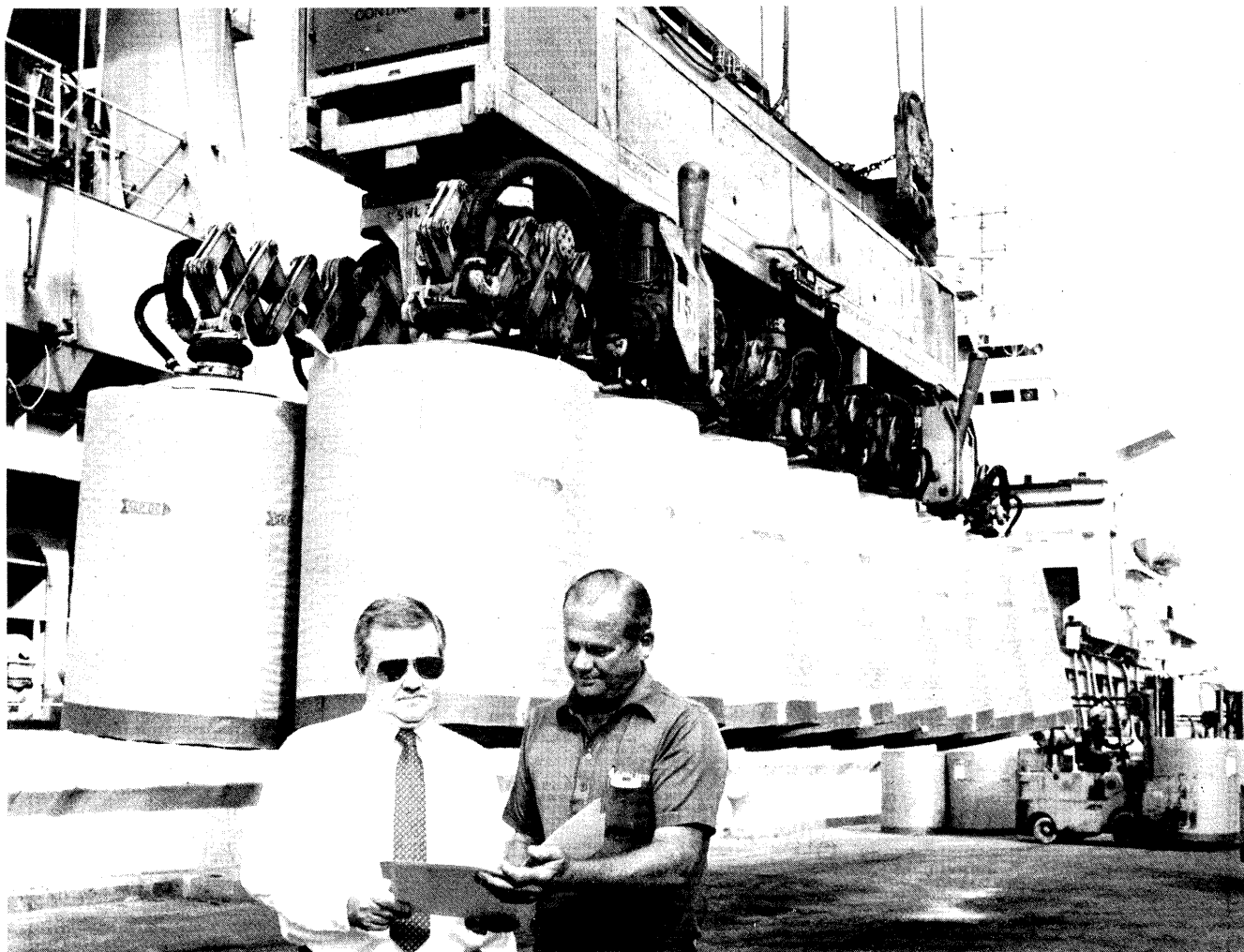
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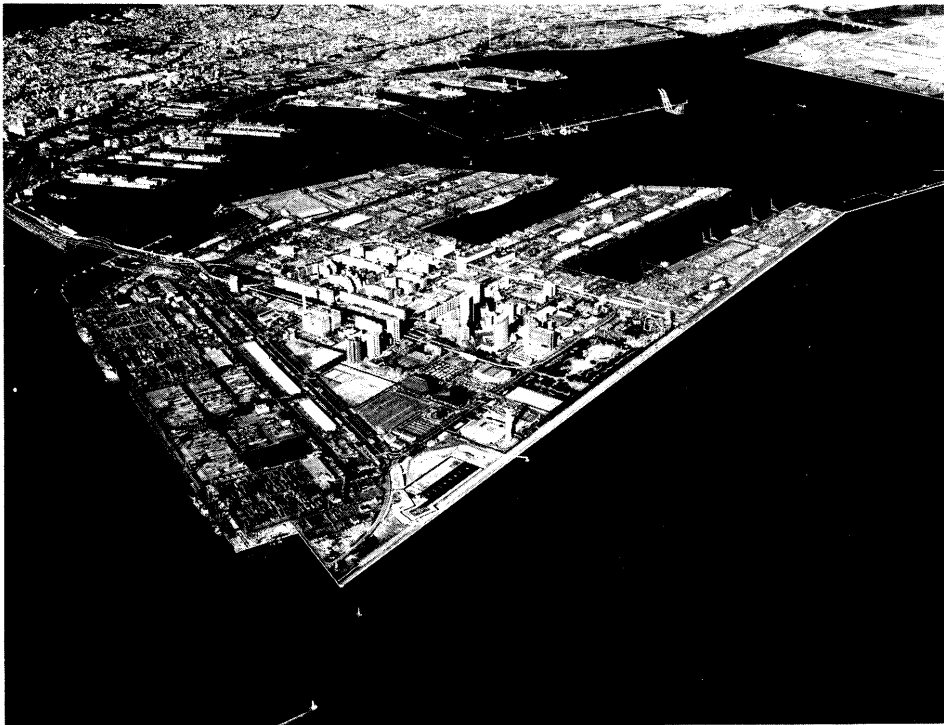
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Tel: (078) 331-8181  
Fax: (078) 332-4859

### **Tokyo Office:**

Port of Kobe Authority Tokyo Office  
Zenkoku-Toshikaikan  
4-2, Hirakawa-cho 2-chome  
Chiyoda-ku, Tokyo 102, JAPAN  
Tel: (03) 263-6044

### **London Office:**

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London, EC3M 3DX, U.K.  
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# IAPH ANNOUNCEMENTS AND NEWS

## *New Year's Messages*

**Wong Hung Khim**  
**President**



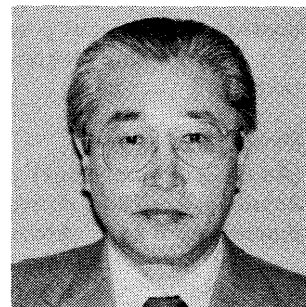
As we approach the close of the eighties, we can proudly look back at the enriched past of the Association which could not have been achieved without the unflagging support of all members. IAPH has also grown in stature from interacting with international agencies and its views on matters affecting shipping and ports have been given due weightage in international forums.

The ports in the nineties will face greater challenges as the era of information technology propels trade transactions and various modes of cargo transportation at an even faster pace. The Association will have to address the task of assisting its members to keep abreast of the fast changing technology in shipping and terminal operations. At the same time, we cannot over-emphasize the need to have professional port managerial skills. It is my fervent hope that in the nineties, the ports and the shipping lines would emulate the fine example set by the air-transportation industry and develop a symbiotic relationship for the mutual benefits of both.

Ports must, of necessity, continue to devote the greater portion of their resources to cope with the ever-increasing pace of containerized trade. Nevertheless, members should at the same time help to improve and serve the community at large. In particular they should continue to support the world-wide pursuit of keeping the environment clean.

I wish you a better year in 1988 and look forward to seeing many of you at the forthcoming Executive Committee meeting which the Port of Abidjan has graciously offered to host.

**Hiroshi Kusaka**  
**Secretary General**



A Happy New Year! It is my sincere hope that this will turn out to be another prosperous year for you all, bringing you and your families happiness and health.

Looking at the general environment surrounding the ports at large, I find it hard to avoid the feeling that the international economic situation is improving at a most sluggish pace, if it all. It is far from certain that the world's most pressing problems will be resolved in the near future.

On the other hand, it can be said that the groundwork to some sorely-needed structural changes in a number of nations is being laid and the outlines of the likely impact of such changes on world trading patterns are taking shape. The worldwide movement towards the intermodal transport system is one manifestation of this trend.

Under these circumstances, I have the impression that all people working for the survival of their ports must be prepared to accept an on-going process of innovation, both technical and conceptual, as they devote their wisdom to improving the efficiency of ports and to making their ports competitive and responsive to the needs of users.

A relationship of interdependence is becoming increasingly evident between ports and the various business circles in the communities they serve and, equally, with other ports, both on a national or international level. The need for concerted action among ports and other industries has never been so keenly felt as now.

Looking back on the 15th Conference of ours held in Seoul last April, I feel moved to extend once again my

*(Continued on Page 10, Col. 2)*

# IAPH Mid-term Meetings in Abidjan 25-30 April 1988

Mr. J.M. Moulod, Director General of the Port of Abidjan, the host of the IAPH meetings scheduled for the last week of April 1988, in Abidjan, Côte d'Ivoire, has confirmed in his recent communication to the Tokyo Head Office that his Port Authority has been doing its utmost in preparing for the IAPH mid-term meetings. According to the letter from Abidjan, a preparation committee has been set up to undertake the necessary arrangements.

The venue chosen for our meetings is the Hotel Ivoire, where the host port has made preliminary reservations for the participants.

In order to enable our host to advance the preparations, the Tokyo Head Office circulated application forms to all members in the Exco and other committees, on November 9 and then on December 10, asking them to complete their registration as soon as possible.

The following programs and arrangements have been prepared by our host:

## Program

(As of December 1987)

<b>Saturday, April 23</b>	Arrival of delegates
<b>Sunday, April 24</b>	Arrival of the remaining delegates
07:00	Tour to a lakeside village
18:00	Return from the tour to Hotel Ivoire
<b>Monday, April 25</b>	
Morning:	Official Opening Ceremony under the Chairmanship of Ivorian Ministry of Marine, and in the presence of Government officials and members of the diplomatic corps.
12:30	Free Lunch
14:00-17:00	COPSEC (Whole committee meeting)
14:00-17:00	CLPPI
<b>Tuesday, April 26</b>	
09:00/17:00	COPSEC (Sub-Committees, 4-5 rooms needed)
09:00/12:00	PACOM
12:30	Free Lunch
14:00/17:00	CIPD
14:00/17:00	Constitution & By-Laws Committee
18:30	Free Evening
<b>Wednesday, April 27</b>	
09:00/12:00	Membership Committee
09:00/12:00	COPSEC (Whole committee meeting)
12:30	Free Lunch
14:00/17:00	Finance Committee
14:00/17:00	COPSEC (Sub-Committees, if needed)
18:30	IAPH Cocktail Party (All delegates and ladies)
<b>Thursday, April 28</b>	
09:00/12:00	EXCO Meeting
12:30	Free Lunch

14:00/17:00 EXCO Meeting  
18:30 Cocktail Party

## Friday, April 29

09:00/12:00 EXCO Meeting  
12:30 Lunch in "Ile Boulay" (an island)  
Afternoon Technical Visit to Abidjan Port  
20:30 Farewell dinner offered by Abidjan Port Authority

## Saturday, April 30

08:00 Tour to Yamoussokro in the hinterland & visit to plantations, countryside and local Ivorian people

## Sunday, May 1

18:30 Return from Yamoussokro to Hotel Ivoire

## Monday, May 2

Departure of delegates

## Ladies' Program

We have arranged attractive and full programmes for the ladies accompanying the delegates: the Abidjan Museum, markets, arts and crafts villages will be visited as well as churches (the fabulous Abidjan Cathedral) and other places of social interest.

## Hotel Reservation

We have chosen "Hotel Ivoire", a renowned hotel of an international chain to host the meeting. We have reserved a considerable number of rooms for delegates and an adequate number of meeting rooms at the same hotel. Access to offices during the night will be secured.

### Charges per night

Main Building: Single - CFAF 23,000 (FF 460)  
Double - CAFA 24,000 (FF 480)  
Tower Block: Single or Double - CFAF 30,000 (FF 600)

## Pre-/Post-Conference Tours

### 1) Pre-Conference Excursion on Sunday, April 24 (one day visit)

To a lakeside village, crossing of the lagoon, visit to the Chimpanzees Island and the Kossou Lake, lunch on the beach and return to the hotel in the evening.

Fares: CFAF 25,000 (FF 500) per person

CFAF 50,000 (FF 1,000) for the couple

### 2) 24-Hour Post-Conference Excursion, April 30 to May 1

#### Day One: Saturday, April 30

Visit to Yamoussokro city, coffee, cocoa, pineapple, hevea and palm trees plantation. Visit also to the Cayman's Lake, night at the hotel "Le President".

#### Day Two: Sunday, May 1

Visit to a hydroelectric dam followed by a show of folk dances performed by village people. Return to the Hotel Sunday evening.

Fares: CFAF 65,000 (FF 1,310) per person

CFAF 111,000 (FF 2,200) for the couple

**Payment:** All payments should be made in French Francs only by bank transfer to:

Port Autonome d'Abidjan  
BP V 85 TEL: 32 01 66/33 14 24  
TELEX: DG PAA 22778 CI  
Bank Account No. 36 296 000 W  
BIAO - VRIDI  
ABIDJAN

## Receptions

- 1) The IAPH Buffet Dinner will take place on the evening of Wednesday, April 27, 1988.
- 2) The Port of Abidjan will also offer a reception including a farewell dinner, at the hotel. All the delegates and the accompanying persons, members of the Ivorian Government, high officials and members of the diplomatic corps will be invited to this reception.

## Meeting Services at the Airport and Requirements for Entry

### 1) Meeting services at the airport

A welcome committee will meet delegates at the airport and help them go through police and customs formalities.

For this purpose, each participant is requested to tell us the date, time of arrival and the flight number by indicating them on the registration form.

### 2) Formalities

We advise participants to get entry visas from the Ivorian Embassy in their own countries, and have all the required vaccinations done.

### 3) Transportation

A shuttle service will be provided for the delegates and ladies.

*(Related story and photos on pp. 21, 22)*

## Mr. Ng of Singapore Named By-Laws Comm. Member

Mr. Ng Kiat Chong, Executive Director, Port of Singapore Authority, has recently been appointed as a member of the Constitution and By-Laws Committee. The appointment is as a result of the recommendation of Mr. J.H. McJunkin, Executive Director, Port of Long Beach, who currently chairs this Committee. Mr. McJunkin had been wishing to add one more Asian member to his team for better regional representation.

In his letter to the Secretary General dated September 26, 1987, Mr. Ng says, "I will be pleased to serve on this Committee and look forward to meeting the Executive Committee members of IAPH and the Secretariat in the very near future."

## Mr. Keenan of Cork CLPPI's Vice-Chairman

Mr. P. Keenan, General Manager, Cork Harbour Commissioners (CHC), has recently become the CLPPI's Vice-Chairman succeeding Mr. A. J. Smith, who now serves as our European representative. The appointment is as a result of the Committee's unanimous recommendation made at its meeting held in Cork in September 1987, hosted by CHC.

# 1988 Membership Dues Invoiced

A circular from the Secretary General with an invoice for the membership dues for 1988 was sent to all members of the Association. The documents were dated December 10, 1987.

Following the practice of the past seven years, the invoices were prepared in "SDR" units. The term "SDR" means "Special Drawing Rights", as adopted and applied within the monetary system by the IMF (International Monetary Fund). IAPH has been employing this unit since 1980 as the basis for dues payment.

For actual payment, we ask each member to quote the exchange rate between the SDR and one of the currencies from the IMF basket listed below, as it was on December 10, 1987, as long as the payment is made before January 31, 1988. According to Sec. 25 of the By-Laws, payments made on or after February 1, 1988, shall be delinquent. Thus, if for any reason you are unable to arrange your remittance within January 1988, you are obliged to quote the rate existing on the day of the remittance to the Head Office. The relevant currencies are:

Deutsche mark	2.26681	} 1SDR
French franc	7.69040	
Japanese yen	180.271	
Pound sterling	0.756306	
U.S. dollar	1.36415	

The table below shows the SDR values per membership unit for Regular and all classes of Associate Members. To assess those members who intend to remit their dues in US dollars or in Japanese yen, equivalent rates for the respective categories of membership dues are also indicated in the table.

Regular	SDR	Japanese Yen	U.S. Dollars
1 unit	880	158,639	1,200
2 units	1,760	317,278	2,400
3 units	2,640	475,918	3,601
4 units	3,520	634,557	4,801
5 units	4,400	793,196	6,002
6 units	5,280	951,836	7 202
7 units	6,160	1,110,475	8,403
8 units	7,040	1,269,114	9,603

### Associate

A-X-1, B & C	740	133,401	1,009
A-X-2	500	90,136	682
A-X-3	250	45,068	341
D	120	21,632	163
E	100	18,027	136

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

Considerations of economy compel us to save on bank commissions wherever possible, since these can amount to as much as US\$20 per transaction. Thus we would be most grateful if you could remit the amount through a bank transfer to the IAPH account as indicated on the invoice. In this connection, please note that the member concerned is responsible for bearing the cost of the remittance.

We sincerely hope that you will be able to address this matter promptly and remit your 1988 dues to the Head Office at your earliest convenience.

# IMO Responds To IAPH Letter

In response to our Secretary General's letter to IMO, which was introduced in the previous issue, this office has recently received the following letter from Mr. Srivastava, IMO Secretary-General.

Dear Mr. Kusaka,

I thank you for your letter of 21 October 1987 concerning the work of the Legal Committee at its 58th session.

I have noted the views of the IAPH with regard to the conclusions of the Legal Committee on the possible revision of the limitation amounts in the 1974 Athens and 1976 Limitation of Liability Convention, as well as the preparation of a new HNS Convention. I note in this connection that IAPH supports the conclusions of the Legal Committee on these subjects.

I am pleased to inform you that the Council, at its 14th extraordinary session held on 6 November 1987, endorsed the conclusions of the Legal Committee on these matters. The Legal Committee has been invited to give further consideration to the subjects and to submit appropriate recommendations or proposals to the Council in due course. In particular the Council confirmed the decision to allocate an extra meeting week to the Legal Committee for work on the revision of the 1974 Athens Convention.

With best regards,  
Yours sincerely,  
C.P. Srivastava  
Secretary-General

## PACOM, PSECC, CLPPI Meetings

During September and October 1987 the three technical committees of IAPH held their meetings in Europe. On September 9, 1987, the CLPPI (Chairman: Mr. Paul Valls, Port of Bordeaux) met in Cork, Ireland, while PSECC (Chairman: J. Dubois, Ministry of the Sea, France) met in Paris. Also held was the meeting of PACOM (Chairman: R.N. Hayes, Dublin Harbour Board) in Rotterdam on October 16. The respective chairmen have sent the Tokyo Head Office reports or minutes of these meetings, which we take the pleasure of introducing in this issue for the benefit of IAPH members and readers.

## UNCTAD/IAPH Monographs No.6 And No.7 Completed

The IAPH Head Office has recently circulated the English version of the following two monographs to all members. They were No.6 and No.7 in the series prepared by UNCTAD in collaboration with IAPH.

**No.6** Measuring and evaluating port performance and

productivity by G. De Monie, Director, Antwerp Port Engineering and Consulting  
**No.7** Steps to effective shed management  
by Yap Cheung Hua, Assistant Director, Financial/Personnel Systems  
Port of Singapore Authority

## Secretary General's Message

*(Continued from Page 7, Col. 2)*

appreciation to our Korean colleagues for being such excellent hosts and providing such warm hospitality.

I believe that our discussions on the varied important subject areas on the agenda, under the challenging theme of "Ports Looking into the 21st Century", certainly gave us all many hints and suggestions concerning the likely evolution of ports and seaborne transport.

The Seoul Conference was, as noted by our immediate past President den Toom, a forum for ideas on how IAPH should prepare for the challenges of the next century. Underlying the discussion was the recognition that, as the status of IAPH on the international maritime scene has risen, so must IAPH discharge a correspondingly greater responsibility towards the maritime industry at large.

The establishment of IAPH's London Office and the directions laid down by the Association towards the enrichment of the scope of the technical committees' activities are the proud products of such free-ranging debates as those held in Seoul. This Office is determined to fulfill its responsibility to support the ever-expanding work areas to be tackled by these committees and to back up their liaison work with the UN agencies and international maritime organizations.

The year 1988 is earmarked for the meetings of the Executive Committee of the Association. As you no doubt know from the articles carried in the magazine, the Executive Committee will meet in Abidjan, Côte d'Ivoire, with the Port of Abidjan acting as the host. Furthermore, the technical committees will have their meetings before the Executive Committee convenes.

I express my sincere thanks for the generous arrangements accorded us by our host port, and extend my hearty invitation to our members and other individuals concerned to attend the meeting in Abidjan. I am confident that the wisdom of the people gathering in Abidjan will bring to our organization yet further ideas for the enrichment of our activities and the improvement of the services provided to our members. I also trust that the meeting will give us yet another chance to meet old friends and make new ones from the host country and elsewhere.

The Abidjan meeting is a preparatory gathering for our 16th Conference, to be held in Miami in 1989. I note with thanks that the Port of Miami has been sparing no effort in seeking to come up with a plan which will best suit the requirement of the day. Moreover, I assure you all that this office has been coordinating preparations with the people from the Port of Miami.

In conclusion, I stress that the strength of IAPH lies nowhere else but in the will and determination of the entire membership. To this end, I ask for the continued leadership and guidance of our member organizations, Officers, members of the Executive Committee, the internal & technical committees and all our members at large.

# Minutes of the Public Affairs Committee (PACOM) Meeting

**16 October 1987  
at the Port of Rotterdam**

Present: R.H. Hayes, Dublin — Chairman  
Mogens Munk, Copenhagen  
Willem C. van Horssen, Rotterdam  
Mrs. Corina Souwer, Rotterdam

- 1) The meeting of the European members of PACOM was arranged as a result of discussions in Seoul and it was mentioned in Item No.8 of the minutes of the meeting in Seoul.
- 2) Mr. Willem van Horssen reminded the meeting that he had already transferred to another Department in the Port of Rotterdam and that he in fact had resigned from PACOM. He introduced his successor, Mrs. C. Souwer, who had been co-opted to PACOM in Seoul.
- 3) The Committee thanked Mr. van Horssen for all his help in the working of PACOM and wished him well in his new post. The Committee welcomed Mrs. C. Souwer to its membership.
- 4) There was only one item on the agenda and this related to approving a final draft of a children's colouring book designed to give them and their parents an interest in and a knowledge of port matters.
- 5) The theme and background story prepared by Mr. van Horssen was approved.
- 6) The format of the colouring book prepared by the commercial artist of the Port of Rotterdam was approved, as were the individual sketches which were to be subject to some minor alterations.
- 7) It was agreed that there should be a limited amount of script in English on each plate presented in such a way as to facilitate a change in language when appropriate.
- 8) After discussion it was agreed that the cover should be in black plus one additional colour, that the IAPH crest or logo would be included in the lay-out and that space would be reserved on the cover for each port to include its own logo.
- 9) It was agreed that a statement of credit and copyright relating to IAPH would be included at the back of the book so as to give publicity to our Association.
- 10) It was felt that an initial printing should be undertaken by the Port of Rotterdam in sufficient quantity to circulate one copy to each member, and to distribute it in conjunction with the "Ports and Harbors" magazine.
- 11) It was estimated that this would cost about US\$2,500 and that the Chairman should seek approval from Headquarters and from the Finance Committee for this expenditure.
- 12) Subsequent to the first printing, suitable film kits should be made in Tokyo and retained in the Head Office for sale to individual ports at an appropriate charge, which would at least make the project self-financing and, if

possible, enable it to show a profit.

- 13) Using the film kit, individual ports could have adequate numbers of colouring books produced locally, including their own name and "logo" and having the limited script changed if necessary to an appropriate language.
- 14) It was agreed that a first printing should, if possible, be available for the Exco Meeting in Abidjan and that copies should be circulated as part of a marketing campaign in advance of the 1989 Conference in Miami, at which copies of the film kit would be accompanied by a short but appropriate list of advice relating to paper quality, printing techniques and the manner in which a port would make it specific to their own language, port colours and logo.

## Outline of the IAPH colouring-book

During the meeting of the Public Affairs Committee of IAPH in Seoul on April 26, 1987 the members decided to initiate the editing by IAPH of educational material in order to make children familiar with ports and transport. The Committee agreed to start - at the lowest level - with a colouring-book. A broad outline of such a booklet is shown below.

## Theme:

The port as a link in the transport chain.

## Story

There are three imaginary continents: on the first continent raw material is mined, on the second one finished products are produced from this raw material and on the third one these products are distributed and delivered to the shops. Between the mine, the factory and the shop there is a lot of transportation to be executed by rail, road, river and sea.

In this transportation the ports play an important role, viz. in the port the raw material is discharged from railway-wagons and loaded into a bulk ship and transhipped from this bulk ship into an inland vessel, and containers are discharged from railway-wagons and loaded into a container-ship and transhipped from this container-ship to trucks.

## Drawings

The colouring book contains 14 drawings (excluding the 2 cover pages). The subject of the drawings are:

1. Overall view of the three imaginary continents.
2. Mining of raw material and loading into railway-wagons.
3. The bulk ship at sea.
4. Transhipment of raw material from a bulk ship into an inland vessel.
5. An inland vessel on the river.
6. Vessel with raw material arrives at the factory and a train with finished products in containers leaves for the port.
7. Transhipment from a container-ship into trucks.
8. Container-vessel leaves the port.
9. Transhipment from a container-ship into trucks.
10. A container-truck on the road.
11. Distribution (stripping of containers).
12. Truck delivers goods at a shop. In the shop window are various kinds of finished products.

## Design

The pictures should speak for themselves. The booklet

*(Continued on Page 16, Col. 2)*

# Record of the Port Safety, Environment and Construction Committee Meeting

**UPACCIM, Paris, Sept. 9, 1987**

Present: J. Dubois, Chairman  
A. Alam, C. Brossard, B. Coloby, P. Fraenkel, P. Van der Kluit,  
J. Mather, C. Muilwijk, E. Nolke, P. Olson, J. Roudier,  
J.J. van der Schaaf, J. Smagghe, A. Smith  
Absent: L. d'Angremong, H. Haar, K. Jurriens, N. Matthews

## Opening of the Meeting

The PSECC Chairman welcomed **John Mather** — Second Vice-President of IAPH, **Captain Muilwijk** — President of EHMA and all his colleagues, the chairmen, vice-chairmen and members of the sub-committees attending the meeting. He introduced **Jacques Roudier** as an observer in the PSECC and **Christian Brossard**, member of the Dredging Task Force, who in the name of the Port of Nantes-St. Nazaire, hosted the Committee for lunch.

**J. Dubois** thanked **Mrs. Sylvie Pernotte**, who was the interpreter for the meeting, and the Association's UPACCIM, which hosted the Committee in its office. He explained that he had been disappointed to be unable to attend the conference in Seoul and thanked the sub-committee chairmen who had reported in his place, and especially **Alex Smith**, PSEC Vice-Chairman, who had chaired this Committee and also **Jean Smagghe**, who had reported in the name of the Committee. He mentioned the contributions made by **Han den Toom** and **Jeff Monks**, who are now retired.

**J. Dubois** stressed the important role played by the technical committees, already referred to by the IAPH President as the backbone of IAPH.

Details were given by **John Mather** about membership changes in the Association, including the new position of **Mr. Wong** and **Mr. Cheung** and the appointment of **Robert Steiner** as new chairman of the Finance Committee after **Fred Gingell's** retirement.

He explained the new possibilities given to the Association by the new agreement with the British Ports Association and the new position of **Alex Smith**. In accordance with the decision taken on that matter in Seoul, this will make it possible for IAPH to reinforce its representational activities in governmental and non-governmental bodies.

**J. Dubois** emphasized that the presence of **C. Muilwijk** will strengthen the Association's relationship with EHMA (European Harbour Masters Association).

**Captain C. Muilwijk** of EHMA made a presentation about the structure and the objectives of this organization.

## Agenda Point 1: Organization of PSECC and sub-committees, including membership and terms of

## reference.

Each sub-committee reported about new membership and changes in their terms of reference.

Updated membership listings must be sent directly to the Secretary General (copy to Mr. J. Dubois) so that any changes will be included in the IAPH Directory or in an appropriate issue of the journal. It would be good to reinforce the presence of developing countries.

**J. Smagghe**, Chairman of the Sub-committee on Ships, emphasized that his group deals with both routine jobs and special studies. The Sub-committee has set up two separate working groups, one for technical problems and the other one for the analysis of the economic trends which determine the evolution of ships and may affect the development of ports.

Concerning the terms of reference of the Engineering Sub-Committee chaired by **Aftab Alam** (Karachi), the PSECC Chairman proposed a task force including European members to work on problems of port construction in cooperation with PIANC.

Considering the terms of reference of the PSECC itself, the members agreed on their adequacy and decided to keep them unchanged.

A question was raised about the need for PSECC members to seek preliminary authorization before they speak on behalf of IAPH at external meetings, in particular in the IMO. While this matter will have to be further discussed at the Exco meeting in Abidjan, it was confirmed that each sub-committee has to study and to prepare the IAPH position concerning the different matters which are included in the work program of organizations like the IMO. **Alex Smith** will inform the chairmen about this program.

**Per Olson**, Chairman of the Port Safety Sub-Committee, drew the attention of the group to the important work completed by HELCOM (Helsinki Commission) on pollution and the environment. The area covered by HELCOM appears to be a test area. For example, the MARPOL Convention had been implemented there before IMO applied it on a worldwide scale.

The Committee agreed on the need for IAPH to be represented in HELCOM. It was suggested that PSEC make a recommendation to the IAPH Executive Committee to obtain consultative status in HELCOM. **Mr. Per Olson** agreed to be in charge of liaison with HELCOM.

## Agenda Point 2: Technical Committee Support Fund

**Mr. John Mather** read a note recently circulated about the IAPH rules for financial support.

The PSECC welcomed the principles of the new financial systems and acknowledged the conditions for obtaining an increased allowance from IAPH.

It was noticed that the CLPPI has already asked for such a fund from IAPH.

Various proposals were made on how each sub-committee should prepare a budget and supply the most accurate estimate of its expenses for the next few years.

It was suggested that two categories of expenses be defined, the first one including the usual items, mainly concerning the expenses of experts for representational activities, the second one relating to special projects and including the expert's fees.

The Sub-committees were asked to send their proposals in order to prepare a well-structured combined project, ready

to be submitted to the Executive Committee before the Abidjan meetings.

It was also suggested that a budget for next year be prepared with estimation for the following years added.

To help in the preparation of these estimates, the suggestion was made to collect information about expenses incurred in the past and to use it as a basis for calculation.

### **Agenda Point 3: IAPH representation activity**

Concerning PSECC attendance at IMO meetings, it was concluded that each sub-committee had matters of mutual interest with the IMO. Certain sub-committees will have to send experts to these meetings (Port Safety Sub-committee, etc.).

**Alex Smith** is in close connection with the IMO and will contact in due time the sub-committee chairmen when it appears necessary to present and support IAPH positions.

Considering IAPH representation and cooperation with other organizations, the following observations were made:

- **For UNCTAD**, liaison is effective through **Mr. Kruk**, Liaison Officer.
- **For the ILO**, liaison with the Port Safety Sub-committee is necessary, but only on a few specific occasions, such as matters concerning safety and accidents.
- **For ICS, INTERTANKO and OCIMF**, cooperation is important, mainly for the Ship Sub-committee, and participation of experts is necessary.
- **For EHMA, IMPA and IALA**, close connections already exist. Each PSECC sub-committee has matters of mutual interest with EHMA. The Marine Safety Sub-committee is especially concerned in liaison with IMPA and IALA. Connections with these organizations could be strengthened through a joint working group to be settled by **J. Dubois** to study what the main items for port safety in the future will be.
- **For PIANC**, liaison is maintained by **Mr. Fraenkel** (Engineering Sub-committee), but other sub-committees have similar interests. The Dredging Task Force is involved with dredging associations like EADA and also with PIANC.
- The possibility of developing connections with other port associations (African ports, Arab ports, etc.) about the matters in which PSECC is involved will be studied by the chairman.

### **Agenda Point 4: Objectives/work program**

It was suggested that two types of projects should be mentioned in the work program: short-term projects - especially those that can be successfully completed in the foreseeable future - and long-term projects.

In the short term, the different sub-committees have to update the Guidelines on Port Safety, to continue the work already undertaken and to study the different items included in the program of the IMO. Each sub-committee presented the main items of its work program and objectives for the mid-term conference:

#### **Marine Safety Sub-Committee:**

- Vessel Traffic Service guide (VTS), about which a financial problem has arisen between IALA and Pergamon Books, Ltd. PSECC agreed on the fact that IAPH could not be involved in this financial question and that IALA could speak for IAPH.

- Operating standards for VTS personnel.
- Studies about standards for training of VTS personnel.

#### **Engineering Sub-committee:**

**Aftab Alam** identified ten different items, among them the work on a draft of the "Manual on environmentally related ports and coastal area development". The document should be finalized by March 1988 and it should be ready for a seminar organized by the IMO in Baltimore in summer 1988.

Other Sub-committees (Port Safety, Ships, Dredging Task Force): as described above in Point 1.

The PSECC chairman proposed three projects concerning port safety in the long term:

A study of standards for the training of personnel. Training programs offered by CIPD should be in agreement with the needs identified by PSECC.

A study into technological changes. For instance, ports can be faced with new safety problems due to the development of automatization; on the other hand, interdata connection between ports will open us new possibilities for us.

A study into major accidents and risks. It was suggested that all information about accidents be collected, with experts analyzing this information.

The Chairman suggested that each Sub-committee should include the first and second items in its work program and **J. van der Schaaf** agreed to coordinate work on the third item.

Other short-term projects mentioned concerned the following:

The IMO seminar in Baltimore (July - Sept. 1988). The IAPH position should be prepared before the meeting. The IAPH contribution also includes the selection of guests from developing countries.

The IAPH contribution to an "Illustrated Technical Dictionary". The initial work is being prepared by PIANC. The role of IAPH would mainly involve the coordination and advisory tasks. A member of DTF should be responsible for this job.

Contribution of Sub-committee on Ships to Gdansk seminar (Sept. 5 to 9, 1988). **J. Smagghe** will give a lecture.

### **Agenda Point 5: PSECC and the Abidjan meeting**

It was agreed that the sub-committees will hold their own meetings on that occasion and that a plenary session of PSECC will be included (April 25, 26, 27, 1988).

**J. Smagghe** was appointed by the Secretary General as the coordinator for the organization of the Abidjan meetings.

### **Agenda point 6: Matters arising**

- The attention of PSECC was drawn to:
- The IMPA meeting in Brisbane (February 1988).
- The 13th meeting of the "African Ports Council" (Cotonou, Nov. 26, 1987).

**Captain Muilwijk** expressed his thanks for the invitation and the great welcome to PSECC, and especially thanked **J. Dubois** and **Ch. Brossard** for their hospitality.

The Chairman expressed his thanks to all the members attending the meeting and to **Mrs. Pernotte** for her kind cooperation.

The next meeting will be held in Abidjan.



# Minutes of the CLPPI Meeting

**in Cork, Ireland, Sept. 9, 1987**

Present: Mr. Paul Valls, Chairman  
Mr. K. Jurriens  
Mr. P.J. Keenan  
Mr. A. Pagès  
Mr. A.J. Smith  
Mr. C. Veng  
Also attending: Mrs. P.J. Le Garrec  
Apologies for absence: Mr. L. Bergfelt, Mr. S. Dibong,  
Mr. P. Falvey, Mr. T. Hirota, Mr.  
J.M. Moulod and Mr. E.T. Waiyaki

## 1. Minutes of the Last Meeting

The Minutes of the 3/6/87 CLPPI Meeting, previously circulated, were accepted by the Committee. There were no matters arising from them which were not on the Agenda of the 29/9/87 meeting.

The Chairman mentioned in passing that letters to Messrs Kusaka & Kondoh congratulating them on their respective appointments on behalf of the Committee had duly been sent.

## 2. Appointment of a New Vice-Chairman

The Chairman asked the meeting for nominations for the office of Vice-Chairman.

Mr. Kick Jurriens put forward the name of Mr. Patrick Keenan. He was seconded by Mr. Carl Veng and the meeting unanimously voted in favor. The Chairman asked Mr. Keenan if he could put his name forward and Mr. Keenan accepted. The Chairman thanked him and said that he would therefore write to the IAPH President and suggest the nomination.

Mr. Keenan paid tribute to Alex Smith for all the work that he had done when holding this office and assured the Committee that he would do his best to do likewise if he were appointed.

## 3. Salvage Convention

The Chairman referred to the letter which was sent out to the Directors of IAPH drawing their attention to the IAPH position and soliciting their assistance in making these positions known, as had been agreed at the last meeting. There had been a number of positive responses.

Mr. Smith explained that the next IMO meeting to be held from 12 to 16 October would be the last reading of the draft articles (ref. IMO LEG 58/4), prior to the convening of a Diplomatic Conference.

The conclusions from the ensuing discussions were as follows:

The Committee feels that on the whole it could accept the present drafting of the Salvage Convention, and notably the present wording of Draft Article 9.

However, it feels that there is a need for an explanation on the reasons for the reference to public authorities in Art. 3.1 and for the introduction of Art. 18.3.

Whilst appreciating that it is normal that the interests of salvors should be protected, this is covered by Art. 18.1,

18.2 and 19.1, without imposing constraints on port authorities.

Alex Smith confirmed that he would appreciate the support of Mr. André Pagès during this meeting and, indeed, of any other members of CLPPI who were able to attend, as the question of salvage was not the only major subject which was to be debated. There would also be the HNS Convention.

Mr. Pagès was asked by the Chairman if he would attend the meeting and he accepted.

## 4. HNS Draft Convention

The Committee examined a paper entitled "Consideration of the question of liability for damage caused by the maritime carriage of hazardous and noxious substances" (ref. IMO LEG 58/6/1 -), which had been submitted by a number of governments to the IMO.

The CLPPI members present felt that IAPH should support this paper, since the basic requirements correspond with IAPH's wishes (coverage for packages, easy identification of the liable party, strict liability, sufficiently high limits of liability).

There were certain reservations within CLPPI concerning the different options proposed, preference being given to Option IIb, followed by IIa and, finally, Option I (i.e. general increase in the 1976 limitation amounts, sufficient at least to cover the majority of cases, or completed by a special layer for HNS damage, or by compulsory shippers insurance).

It was also noted with satisfaction that Para. 24 dealt with the problem of empty tankers.

## 5. Marine Incident/Accident Reporting

Questionnaires have been produced by Mr. Kick Jurriens and by Head Office (already diffused). Mr. Smith explained that PSEC were also interested in this topic and that their needs relate to port safety. Mr. Smith had been in contact with Head Office and explained that there were other concerns. Replies are coming in to the first questionnaire. It is appreciated that a second cannot be sent out immediately.

However, a careful study of replies to the first questionnaire will also provide information which will relate to the second. It may take some time, possibly into next year.

The Committee felt that, in any case, it was a good thing that other committees were working along similar lines.

## 6. Zeebrugge Disaster

The report was published in July. Alex Smith produced copies of the recommendations.

It was noted that the Court of Enquiry had recommended certain things which would apply to port operations, for example:

- Passengers should have boarding cards. Somebody will need to do this work.
- The weight of vehicles must be accurately recorded, i.e. ports must have weighbridges.
- If necessary, berths should be altered so that ships with clam shell doors or normal stern doors are able to shut their doors before leaving the berth, without having to pull back from the ramp.
- Equally, there must be clear labelling of safety equipment on shore and on board.
- There are also implications in the declaration of dan-



gerous substances.

- Although the cause of the disaster was set down to the ship and new ship design standards will be set, there are implications for ports, since it clearly says that if they do not have adequate facilities, then ports must not accept the ship.

There was an awareness that, had Zeebrugge had deep water off their berth, as is the case with many ports, there might not have been any survivors.

The Committee was assured that the Chairman of the Safety Committee had a copy of the recommendations. Paul Valls agreed to write to him urging him to attract the attention of IAPH member ports to the implications.

From a CLPPI point of view, clearly the liability situation had to be used. It was an opportunity that must be exploited.

## **7. Revision of Maritime Liens & Mortgages**

It was stressed that discussions on this subject had only just begun and that they would go on for quite a long time. At this stage, it was felt that the Committee should establish a policy as to the best way to act.

Paul Bastard, a former President of IAPH, had been contacted since he was to participate in the 4th African Port Symposium held in DAKAR (Senegal) from September 21st to 25th, 1987, and it was understood that he had raised the subject whenever possible.

The paper prepared by Mr. André Pagès had been sent out to all CLPPI members prior to this CLPPI Meeting.

André Pagès pointed out that although this initial paper had been drafted for the sake of the Third World countries, most of the points related to all ports the world over. It was true that there was a very strong influence, particularly at UNCTAD, from the Third World countries. This was why action had to be taken which would cover the need of promoting awareness in the Africa/Asia Regions of the necessity of also bearing in mind the interests of their ports.

The Committee agreed that IAPH should submit a Position Paper to IMO which made the best use of the points made in the working paper, but in a new appearance, relating them to all ports in the interests of ports, of commerce and of Customs.

A balance must be kept between the financing of the vessel's construction and its operating life. If not, then a no-pay/seizure situation in ports would become more frequent.

The Chairman felt that it should be possible to combine the two interests and the Committee agreed.

Kick Jurriens felt that it was necessary to ask whether there was a defensible reason to give priority to all port claims. In the Port of Rotterdam, for example, they had other means for dealing with these problems.

Carl Veng pointed out that in itself the lien was a form of agreement between the shipowner and the port. If we give up a lien, then we must be covered by another form of guarantee.

Patrick Keenan pointed out that, in the case of an accident, there would still be a need for liens.

Mr. Pagès pointed out that it should be remembered that ports were not the only partners involved and that if the whole system broke down, then arrests would become more frequent.

It was recognized that an efficient port operations system is not always in existence and, in this respect, these ports

need protecting. This must be emphasized to governments, and state representatives must recognize the points mentioned earlier, which are contained in para 6.4. of the internal working paper.

It has to be made very clear that if ports are not accorded high ranking liens, then they must take alternative action to protect their interests.

The Chairman summed up by pointing out that in this case there was time to take action elsewhere, if it were rejected. If we start with a broad view, he said, it is possible to find an acceptable agreement, but the fact is that in certain countries there is no alternative route for traffic and this is what made it so vital to protect the ports.

André Pagès agreed to prepare a draft position paper in liaison with Alex Smith, which would be circulated as rapidly as possible to CLPPI members for their reaction.

This paper would propose that, whilst IAPH acknowledged the necessity of protecting financial investors who put up money for the purchase or construction of a ship, it should also be borne in mind that it is important to safeguard the interests of ports, as explained in André Pagès' working paper, for the smooth operating life of a vessel and the ports at which it calls.

The next joint IMO/UNCTAD meeting on Maritime Liens and Mortgages is to be held in Geneva, from 30 November to 11 December, 1987. It was understood that Mr. Bert Kruk would only attend the latter part of the session. As far as Alex Smith was concerned, he was unable to state the dates he would be present. Mr. André Pagès was again asked if he would cover this meeting for CLPPI and IAPH and agreed to do so. He would liaise with Alex Smith to work out how the time in Geneva was to be divided.

## **8. Measures to Prevent Unlawful Acts**

The Chairman told the Committee that he had sent a letter to Mr. Ellen covering the various points raised by his fax just prior to the 3rd June meeting, a copy of which is attached in Annex 4.

It was felt that on the whole IAPH could support the draft proposals, but there was a query on Art. 13 concerning instituting preventive measures in ports. This would be raised at the IMO Meeting which was to be held on October 19th. It was noted that governments were to take these measures.

It was agreed that action could be taken after this meeting, if required.

## **9. I.S.O. Container Norms**

Robert Cooper, General Manager of the Port of Auckland, has taken over as Chairman of the Committee on Cargo Handling Operations, and Alex Smith has written to him asking if he wishes CLPPI to represent his Committee at ISO.

The problems arising must be made very clear to ISO, but this is a technical question although there are financial implications. Thus, in the first place, it is for the Cargo Handling Committee.

This did not prevent members contacting their governments to find out what their reactions were.

## **10. Rhine Pollution Report**

A letter and resume were prepared for Mr. Kusaka, which it was hoped would be published in Ports and Harbors Magazine.

Copies of the Legal Aspects Report were made available to members at the meeting. Other CLPPI members who would like copies are requested to contact Mr. Jurriens directly.

The Committee felt that this was a very topical and an increasingly urgent problem since it dealt with the environment. Other estuary ports could well find themselves faced with the same problems.

Rotterdam had dealt exhaustively with the questions raised, within their own context, and this could form the basis of a long-term project for CLPPI who could work on the drafting of international legislation, so as to be in the forefront of international issues in this field.

It would have to be a realistic effort and the first step would be to find out how extensive, in an IAPH context, the problem was at present.

The point is that ports have to pay to get rid of pollution caused by other people. To do this you have to get back to the source and claim damages for these costs from the polluter.

In Rotterdam's case, they had found ways to quantify damage by a given source of pollution.

It was felt that CLPPI would be missing a chance if it did not take the initiative, and it was one of the basic functions of the Committee to tackle this sort of problem.

There was a need to reflect on a way of approaching ports directly. Mr. Jurriens agreed to draft a letter for the Chairman to send to Head Office to get this information and said that he would liaise directly with him.

#### **11. Liability of International Terminal Operators**

Patrick Falvey had sent a telex on this subject in reply to the Chairman's questions.

It was hoped that even if he himself could not represent IAPH at the December 1987/January 1988 U.N. Meeting, Mr. Falvey would be able to suggest somebody who could.

#### **12. CLPPI Work Programme: new areas to be covered**

The Committee agreed that the subjects below should be listed, and at this stage dealt with as follows:

- A. The implications of Electronic Data Interchange, EDI, should at least be mentioned, so that IAPH as a whole is not too out of touch. This could, perhaps, be done through Mr. Suykens, since it is very much a topic for the Trade Facilitation Committee.
- B. VTS — Safe Port Management — calls for a study under CLPPI control. Sooner or later, an organization or body will be looking at these problems and it would be better if IAPH were already looking at them, too. Relevant information would be forwarded by Mr. Smith to Mr. Pagès on this subject.
- C. Legal steps for Claiming Pollution Damages. As agreed in 10. above.
- D. IMO/IAPH Joint Seminar — Late 1988 —

Jacques Dubois' Committee is dealing with this question, but there are legal implications following on from the Report produced by Mr. Alam, so it will need to be a joint activity.

Alex Smith will report to the Committee after the next meeting.

#### **13. Financial Support for IAPH Committees**

It appeared that CLPPI's request had met with a favourable response from IAPH.

Mr. Valls would write to Mr. Kusaka asking for con-

fimation and for funding to be made available in the light of the expenses which would be incurred by the Port of Bordeaux for Mr. Pagès contribution to CLPPI's work.

#### **14. Programme of IMO/UNCTAD Meetings**

The official list was provided by Alex Smith.

In addition to the meetings mentioned above, the following meeting was also mentioned:

- A. In a U.N. context, a seminar was to be held in Leningrad in June 1988, in which CLPPI could have a contribution to make. It appeared that discussions would be centered on the port/inland transport interface.

A key area would be legal and transport modality policy. Mr. Duquesne had asked for port personalities to attend and deliver a speech.

#### **15. N.G.O. or Regional Meetings & Conferences where IAPH representation would usefully serve a purpose**

- A. André Pagès raised the matter of the CMI Colloquium in New Orleans. Patrick Falvey had already been informed. If he was not able to attend, the question was raised as to whether he could contact somebody from New Orleans who could attend and report on this Colloquium.
- B. IAPH's Abidjan Meetings, 24th - 30 April 1988  
It was noted that Jean Smagghe had been appointed as the co-ordinator for these meetings. It was decided that there should definitely be a CLPPI meeting in Abidjan. All the members of CLPPI at this meeting hoped to be present in Abidjan.
- C. The West African Ports were to hold their 13th Council Meeting in Cotonou, Benin, from November 20th - 26th. IAPH had been invited to attend, to develop the relationship between the two associations. Alex Smith was intending to go and would be glad of help, if anyone was able to join him.

#### **16. Any other business**

Mr. Kusaka had informed Mr. Smith that Mr. Vandervelden, the Secretary General of PIANC, had requested assistance concerning the revision of the International Port Dictionary, which would also include legal terms in the new edition. The Committee agreed to assist.

#### **17. Date of the Next Meeting**

The date and venue of the next CLPPI meeting was set for Wednesday 24th February, 1988, in Paris.

Mr. Carl Veng also proposed Copenhagen as a future venue for a CLPPI Meeting, perhaps the one following the Abidjan Meeting. The Chairman thanked him for this proposal, which was welcomed by the Committee.

### **PACOM Meeting Minutes**

*(Continued from Page 11, Col. 2)*

will only contain drawings, no text. That will facilitate its international application. Some of the drawings may be reproduced from the Port of Rotterdam colouring books; the greater part, however, will still have to be drawn. The inside pages will be printed in black; the coverpages in black with one colour. The paper to be used should be solid (120 grams). Estimated costs for printing: 2,500 copies — Dfl. 2,500, every extra 1,000 copies — Dfl. 640 (excl. VAT).

# Report on the 58th Session of the IMO Legal Committee

**12 – 16 October 1987**

**By André Pagès**

Alex Smith and the undersigned attended the debates held during the 58th Session of the IMO Legal Committee, from 12th to 16th October 1987, in the IMO's Head Office in London.

A number of subjects were discussed, most of which had a more or less direct impact on the day-to-day lives of ports.

## **1. Attendance at the Session**

41 states were represented by official delegations.

The Session was chaired by Mr. R. Clenton (Netherlands).

23 non-governmental organizations with consultative status at IMO (among which was IAPH) were also represented by their observers.

The composition of the participants merits certain reflections:

The state delegations were composed of:-

- either civil servants who had come over to London specifically for these meetings (this was true for most of the major shipping nations);
- or alternatively, officials from the London embassies;
- and frequently, in addition, representatives of the major national shipping companies who are often present as advisors (e.g. Brazil, China, Denmark, Greece, Japan, Norway and Sweden).

The analysis of the composition of state delegations demonstrates:

- that the majority of the shipping nations were present at IMO;
- the fact that the views held by the various delegations, although not definitive, had already been well mapped out at preparatory meetings in their respective countries, prior to departure for London;
- that the margin of initiative left to the London embassy officials in the instructions that they had received from their governments was certainly restricted, which explains the often difficult and lengthy debates;
- and in consequence, that the effectiveness of speeches from the floor by IAPH's representatives during IMO Sessions depended very much on the way in which ports in their respective countries had made their views known to their governments.

The non-governmental organizations represented cover a whole range of professions related to maritime life.

Among the most active, mention can be made of:

- the International Chamber of Shipping;

- the "Comité International Maritime" (CMI), author of many draft international conventions in the maritime field, the texts of which it defends vigorously;
- the International Union of Maritime Insurance and the International Group of P & I Clubs, who regularly renew their warnings concerning the limited capacities of the insurance market and the effect of insurance costs on maritime freight rates;
- and the different environmental associations (Friends of the Earth International, the International Union for the Conservation of Nature and Natural Resources, Advisory Committee on the Pollution of the Sea).

## **2. Salvage And Related Issues**

One of the aims of the IMO Legal Committee's 58th Session was to complete the examination of the new draft convention on salvage and related issues, on which work had begun several sessions earlier. This private law convention is intended to revise the one currently in force (which dates from 1910) and deals with the relationship between salvors and assisted ships.

The work will then be submitted to a Diplomatic Conference which will convene for a fortnight, probably in April 1989.

The Conference will, in fact, have a heavy work programme since it will have to:

- resolve the simple problems of consistency of the terms used in the various articles;
- decide on the delicate problem of the convention's final scope of application (e.g. the limits between the scope of the convention and domestic legislation in each state for cases such as inland waterway craft, warships or state-owned merchant vessels and their cargoes when used in governmental non-commercial service, oil exploration or exploitation, drilling platforms and - depending on whether they are mobile or fixed - cases of associated pipeline networks on the sea-bed, as well as the powers of jurisdiction in cases of litigation, limitations of liability for salvors, etc.);
- and fix the criteria for assessing salvors' rewards, given the risks involved and the special compensation for measures taken to prevent or minimize damage to the environment.

However, the Legal Committee has now definitely rejected a proposal submitted by CMI to incorporate the salvage of wrecks, stranded or sunken vessels and those left by their crews, into the scope of the convention.

As far as IAPH is concerned, during the Diplomatic Conference its representatives will have to be very attentive to the following points:

- It would be difficult for them to accept restrictions which go beyond the general provisions stipulated in Art. 9 of the draft convention relating to the acceptance of disabled vessels in ports since, in addition, these would have no place in a private law convention.
- They will have to ensure that in the final drafting of Article 19, relating to the guarantees of payment for salvage, the wording of the provision for the refusal to allow salvaged property to leave the port of acceptance

provides sufficient latitude for Port Authorities to order, when required, the movement of this property within port limits.

### **3. Liability for Damage Caused by the Maritime Carriage of Hazardous And Noxious Substances (Draft HNS Convention)**

The legal Committee was in full agreement on the necessity:

- to return, following the failure of the 1984 Diplomatic Conference to accept the original draft HNS convention, and work on a new HNS draft convention;
- and to give priority to this work in the Legal Committee's programme during the 1988/89 biennium.

However, the debates which followed showed that:

- there were wide differences of opinion to be settled;
- and that the Committee's work could be facilitated by the presentation of conclusions or options drawn up by informal intersessional working groups in accordance with guidelines that would be provided jointly by the Legal Committee and the IMO Council.

Many divergences came to light during the examination of the paper presented jointly by 10 national delegations, who had attempted to define:

a) 4 basic requirements for any new system of liability, namely that:

- i) package should be covered by the new instrument;
- ii) liability should rest with an easily identifiable party;
- iii) liability should, as far as possible, be strictly applied; and that
- iv) any limits of liability should be sufficiently high to provide adequate compensation.

b) There were various options for defining the parties liable and for the coverage of liabilities, which were:

- i) shipowners' liability up to the limits of the 1976 London Convention on Maritime Claims, supplemented by compulsory shippers' insurance;
- ii) a revision of the 1976 Convention to raise shipowners' limitations of liability substantially, with a special layer for HNS damage; and
- iii) an increase in the global limitation amounts of the 1976 Convention so as to provide adequate compensation for damage of any nature, including that relating to the carriage of hazardous and noxious substances, as well as damage caused by any exceptional circumstances such as fire or explosion on board unladen tankers.

The discussion of this paper raised numerous questions for which solutions will have to be found. They included:

- Would it be best, in spite of the practical difficulties that this may entail, to include package in the scope of the convention?
- If the scope of the convention is limited to bulk goods, where would the limit between what is bulk and what is package lie? From the observers' bench, I asked, without obtaining a reply, if a tank of 30 m<sup>3</sup>, carried inside a 40-foot container on a trailer in a car ferry, should be classed as bulk or package.
- Is it fair to leave the whole burden of responsibility on the shipowner, even if the limits of the 1976 Convention

appear unanimously to call for revision? (It is, however, along similar lines that UNIDROIT is seeking to resolve these problems for bulk transport on land, with liability being concentrated on the haulier.)

- How can the best be drawn from the capacities of the insurance market in the case of a liability which is shared between the shipowner and the shipper?
- Should a new definition of hazardous and noxious substances be sought (with the eventual inclusion of damage for fire and explosion, or pollution caused by residual products and waste material transported for dumping or incineration at sea)?

IAPH may hope that the future debates on the subject will terminate in an international convention which:

- includes in its scope an extended range of hazardous and noxious substances and an extended range of risks (pollution, toxicity, explosion, fire on board ship);
- goes as far as possible in respect of small packages;
- enables the easy identification of the party liable as having caused the damage;
- establishes that this liability shall be objective and covered by mandatory insurance; and
- sets limitations of liability at very high levels.

### **4. IMO Legal Committee Work Programme**

The work programme for the Legal Committee's future sessions takes into account the need to continue the work in hand, as well as the examinations of questions which have been proposed for the Committee by the IMO Council. In this context mention can be made of:

i) **(among the work in hand)** the conclusion at a Diplomatic Conference of the Salvage issue, the continuation of the HNS draft convention, and — jointly with UNCTAD — the work devoted to Maritime Liens and Mortgages;

ii) **(on the current work programme)** the allocation of an extraordinary session on the 19th & 20th October 1987 devoted to the draft convention on the suppression of unlawful acts against the safety of maritime navigation; and

iii) **(among work yet to be undertaken)** on the one hand and urgently, the possible revision of the 1974 Athens Convention relating to the carriage of passengers and their luggage by sea and on the other, but not as urgently, the examination of certain implications of the United Nations Convention on the Law of the Sea.

It can be noted in the definition of these priorities that there have been repercussions from recent maritime disasters (e.g. the acts of terrorism on the Achille Lauro and the Herald of Free Enterprise disaster), as was the case in 1984 concerning the revision of the 1969 & 1971 Conventions relating to oil pollution damage (following the Amoco Cadiz disaster) and, indeed, for the drafting of the 1969 & '71 Oil Conventions themselves (following the Torrey Canyon disaster). It is to be hoped that the work on the HNS Convention will be actively carried out to its useful conclusion, without waiting for a major catastrophe involving HNS substances.

The revision of the 1974 Athens Convention will be the subject of concrete proposals to be made by the British Delegation to the IMO Council in November 1987.

This revision could be limited to a review of the limitation

figures, as well as the introduction of an accelerated procedure for amending the limitation figures.

It is also admitted that the 1974 Athens Convention and the 1976 London Convention covering all maritime claims are interrelated and that the latter also requires a revision of its limitation amounts and the introduction of an accelerated procedure for future revisions of these amounts.

Furthermore, it is recognized that, in seeking a solution for the future HNS Convention, the revision of the 1976 London Convention would greatly facilitate the task.

However, the Committee felt that:

- in spite of the definitive interrelationship that exists between the revisions of the 1974 and 1976 Conventions and the drafting of the new HNS Convention, it would not be feasible to deal with all of them together and at the same time, but rather that a step-by-step approach would be preferable;
- priority should be given to the revision of the 1974 Convention, which could then be followed by a review of the 1976 Convention and the draft HNS Convention; and that
- it would not, however, be possible to profit from the Diplomatic Conference, scheduled to convene for a fortnight in April 1989, for the revision of the 1910 Convention on Salvage and related issues, to deal in addition with a revision, however restricted, for adopting limited amendments to the 1974 Convention.

This implies further delaying the possibility of holding one (or several) Diplomatic Conferences, to cope first with the revision of the 1974 Convention, then with the 1976 one and finally with the draft HNS Convention.

Faced with the prospect of the slowness of the process and in the light of a meeting in the very near future of the IMO Council, the Secretary General of IAPH wrote the letter to the Secretary General of the IMO, which was introduced in the December 1987 issue of "Ports and Harbors".

At present the Legal Committee's short-term work programme seems to be as follows:

- **December 1987** — Geneva — Joint IMO/UNCTAD Meeting on Maritime Liens and Mortgages
- **25th — 29th April 1988** — Legal Committee's 59th Session
- 4 days on the revision of the 1974 Convention
- 1 day on methods of work for the HNS Convention
- **16th — 20th May 1988** — London — Joint IMO/UNCTAD Meeting on Maritime Liens and Mortgages
- **10th — 14th October 1988** — Legal Committee's 60th Session
- Revision of the 1974 Convention and Draft HNS Convention
- **April 1989** — for 2 weeks — Diplomatic Conference on Salvage

## 5. Participation in Official Inquiries into Maritime Casualties

The debates centered on a draft resolution drawn up jointly by the United States of America and Liberia.

It was fully agreed that the necessity of serious cooperation between states with a view to publishing information

on inquiries into maritime casualties would contribute to improved maritime safety and protection of the marine environment.

But the wording of the draft resolution raised a number of observations:

- Was the resolution really necessary in the light of earlier IMO resolutions? Or should the earlier ones not be implemented?
- What is the use of a simple resolution, since it has no powers of compulsion but is only a simple recommendation?
- Did the wording of the resolution not require numerous amendments in order to take into account the political, legal and administrative difficulties involved, as well as the diversity of state practices in conducting investigations into maritime casualties?

The issue was finally left in abeyance.

André Pagès

## INTERNATIONAL MARITIME ORGANIZATION — LEGAL COMMITTEE

58TH SESSION — 12 to 16 OCTOBER 1987

Damage caused during the Maritime Transport of  
Hazardous and Noxious Substances

(My intervention from the floor during debates on the  
HNS Convention)

The ports have followed with great interest the present debates on liability and compensation for damage caused by the transport of hazardous and noxious substances and vessels.

They have done so from their point of view, that of potential and all too frequent victims of such damage.

They would hope to be adequately compensated for such damage.

Equally, they support the 4 objectives which were defined in paragraph 6 of the Leg 58/6/1 paper, i.e.:

- liability should rest with an easily identifiable party;
- liability should be strictly applied;
- compensation should be adequate and not be restricted by limits which are too low;
- packages should be covered.

In the latter context, ports would stress the difficulty of establishing a clear limit between what is considered bulk transport and what is considered package transport.

How should one classify a 30 cubic meter tank carried inside a container on a trailer aboard a ro-ro vessel?

Albeit the revision of the limitations of liability which were fixed by the 1976 London Convention is called for, it imposed ceilings which were already disputed bitterly in 1976 and which are now, some 11 years later, seriously eroded by the general phenomenon of monetary erosion and therefore by that of the Special Drawing Rights of the International Monetary Fund.

This revision of the 1976 Convention is necessary so that it can, in itself, resolve the problem of damage caused by the transport of Hazardous and Noxious Substances — or, at least, considerably facilitate that task.

# Report on Port Economics and Pricing Course

**Le Havre, France  
1 – 11 September 1987**

**By Bo Jow Yung, Bintulu Port Authority,  
Malaysia**

## **A Recipient of an IAPH Bursary**

### **1. Introduction**

The course was organized by the Port Study Centre of Le Havre (IPER), which was jointly created by the Port and the Chamber of Commerce of Le Havre in 1977. This particular course was attended by participants from Malaysia, Fiji, Central America, Turkey, the Middle East and Indonesia.

The seminar was led by a team of senior port executives (almost all of them from the Port of Le Havre).

### **2. Objectives**

The purpose of the course was two-fold. Its first aim was to place the decision-making process involved in port pricing in its general context of port economics and management. Indeed, port pricing is governed by the technical, financial and commercial decisions which have been made at management level.

Its second aim was to present the different ways in which port dues and tariffs and their applications to all the major aspects of port activities can be determined.

### **3. Key Themes And Conclusions**

#### **3.1 The role and significance of ports**

The basic port functions can be best described with the help of three key words: gateway, interface and link.

#### **3.2 The different types of port**

The port authority will generally belong to one of the following three types or a combination of these types:

- a) The **landlord port** provides the basic infrastructure and relies on private enterprise for the provision of the cargo-related facilities, such as cranes and transit sheds;
- b) The **tool port** provides the infrastructure and the basic cargo-related facilities such as cranes and transit sheds. The actual handling of cargo is left to private enterprise;
- c) The **service port** provides all types of facilities and the majority of the services. Sometimes, however, cargo-handling is split between ship and shore. As in a full-service port, the port authority

is responsible for the construction, maintenance and operation of all port facilities, including cargo-handling.

#### **3.3 Financial and Economic Objectives of Port Organization**

The various organisational patterns as stated in 3.2 will definitely affect the pricing of port services. For example, landlord ports do not levy any charge on cargoes. This is because the specific services in relation to cargoes are provided by a number of independent organisations, mostly private enterprise but also of the cooperative type, as is frequently the case with pilotage, launch and linesmen services.

It is generally accepted that charges for services should be cost-related, or -better-that they should cover the full costs entailed by their provision, **full costs here meaning direct costs, depreciation, interest on capital, overheads and taxes if any.** This is the case for those services that are provided by private undertakings. As regards those that are provided by port authorities, the same criteria as dictated by sound economic principles should apply.

#### **3.4 Forecasts and Budget Control**

There must be a basic objective for a port to be constructed at a specific place. The viability of the project should definitely have been supported by the traffic forecasts and the full costs involved in the whole operation.

The traffic forecasts can be short (yearly), medium-term (5 years) and long-term (anything above 15 years). These forecasts are very important for a particular port authority to measure the revenues obtained against expenditure. This will in turn affect the tariffs in the sense that tariffs have a direct impact on revenues.

#### **3.5 Tariffs (pricing)**

There is always a conflict between the financial objectives of a port authority and the economic objectives of the country. However, port pricing remains in the first place a matter of political choices and preferences. The answers to questions such as to the relevance of government participation in port investments, the subsidization of certain port services, the accuracy of cost calculations, or the role and precise assignment of the different parties involved in the ports' industry, have strong linkage with the economic and social background of a country as well as with the priority objectives for the transport sectors which the consecutive governments have retained.

An appropriate tariff should be easily adaptable to changing operational conditions and to fluctuating economic and commercial factors.

#### **3.6 Real Estate Policy and Management of Port Properties**

The port authority within the scope of its mission is running a public shore and maritime property meant for the functioning of port site operations as a public service. The French Government has decreed two general laws as far as this operation is concerned:

- The public property manager must keep control of the port's public property in order to be able to safeguard its original orientation;
- He must ensure the best valorization of the facilities.

*(Continued on Page 24, Col. 2)*



# Abidjan, Côte d'Ivoire

## Venue for the IAPH Mid-term Meetings April '88

### *First Trading Port of West and Central Africa*

**By the Preparatory Committee for the IAPH Meetings in Abidjan**

The Abidjan Port Authority is the main port of the Republic of Côte d'Ivoire (Ivory Coast), which is a French-speaking country in West Africa. The country has a total area of 322,000 square kilometers and a population of about 9 million.

With a 500-km. coastline on the Atlantic Ocean, the Côte d'Ivoire has two Ports; ABIDJAN PORT in the Southeast and SAN-PEDRO in the Southwest.

Located on the Atlantic Ocean, on the Gulf of Guinea to be precise, at latitude 05.5° North, and longitude 4° West, Abidjan Port was opened to shipping in 1950.

Abidjan Port, the first gateway of the Côte d'Ivoire on the Atlantic Ocean, has been opened to shipping for 37 years now. During this period, it has become the indispensable tool for the country's outstanding economic growth, which quickly led to it being considered the live-wire of the Ivorian economy.

In fact, since the opening of Abidjan Port in 1950, almost all the Côte d'Ivoire's external trade has passed through the Port which, to date, handles nearly 90% of the nation's trade in spite of the existence of a second port constructed in San-Pedro.

Besides functioning as a transit port, Abidjan Port has for 37 years served a number of varied purposes. Among others, it has served as a catalyst for industrial development and has generated various activities leading to the creation

of job openings.

The opening of the port in 1950 and its fitting-out with adequate facilities enabled the country to import heavier and larger units of industrial materials, which made it possible to set up the very first industrial complex in the Côte d'Ivoire.

#### **Abidjan Port: An Instrument of Economic Cooperation**

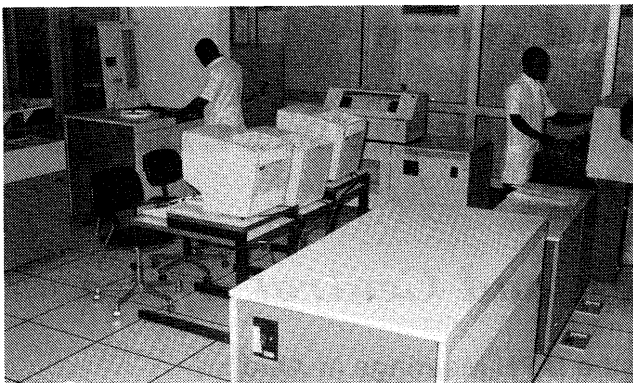
Thanks to its strategic geographical location, the high performance of its modern facilities and equipment and the high-quality services provided by the port companies located there. Abidjan Port also plays an important role in economic cooperation among countries in the sub-region.

In fact, thanks to the particularly favourable conditions it offers to the other countries of the region, Abidjan Port makes it possible for many countries within the sub-region to send through the Côte d'Ivoire a substantial proportion of their external trade, representing about 1 million tons of goods per annum. Thus Abidjan Port plays a vital role in regional economic cooperation and contributes to maintaining and further developing friendly relationships between the Côte d'Ivoire and many countries in the sub-region.

Moreover, Abidjan Port is a member port of the Port Management Association of West and Central Africa. The General Manager of the Port, Mr. Jean-Michel Moulod,



*Abidjan Port, which can handle about fifty vessels in loading and unloading operations, provides its users with a 5-km. quay (10.0 m. to 12.5 m. deep) for general cargo; several specialized berths for hydrocarbons, timber, fruit and vegetables, oilseeds, fertilizers, etc.; a 1,000-ha water plan entirely marked out with beacons; 234,597 sq.m. of earth platforms; and 121,705 sq.m. of warehouses.*



**(Left)**

Part of the overall computer system of the Data-Processing Department. The Abidjan Port Authority is carrying out three informatics plans:

- \* **Standard data processing** with all the applications for management (invoicing, processing of wages, customers and suppliers, statistics, etc.)
- \* **Microcomputerization** (charts, management table, text processing)
- \* **Telematics:** An information center is to be put into service early in 1988; it will, 24 hours a day, provide users with all the required information on the port and port operations.

**(Below)**

The container terminal of Abidjan Port is equipped with two gantry cranes which carry out the high-performance handling of containers. Each crane has a loading capacity of 40 tons, a total weight of 740 tons (spreaders included) and an outreach of 35.2 meters from the front rail.

Civil Engineer, has been President of the Association for several years now.

Thanks to a rigorously-planned investment policy which has so far enabled it to provide facilities suited to different types of traffic - general and specialized - Abidjan Port has played and continues to play a leading role in the sub-region through the procurement of technologically advanced equipment. The Port has the following facilities:

- \* the Vridi Canal (It is an artificial canal which is 2,700 m. long, 370 m. wide and 13.50 m. deep; it can receive ships drawing 24 feet within the 1,000-ha water plan.);
- \* 28 quay berths for general cargo;
- \* several specialized berths for hydrocarbons, timber, fertilizer, etc.;
- \* one container terminal including 4 quay berths — one for Ro-Ro and 21 ha of paved earth platforms;
- \* 234,497 sq.m. of earth platforms;
- \* 121,705 sq.m. of warehouses;
- \* a large industrial area.

### **Abidjan Port: First Trading Port of the West African Coast (WAC)**

By virtue of its handling capacity — the port can receive about 50 trading vessels at the same time — and the volume of its general cargo traffic as compared to the overall traffic volume of nearly 9.5 million tons, Abidjan Port is and has remained the most important port of the West African Coast.

### **Abidjan Port: First Container Port of the WAC**

With its modern terminal equipped with gantry cranes, and container traffic standing at 160,000 TEU in spite of the negative effects of the recent economic crisis on all international traffic, Abidjan Port is and has remained the first container port of the West African Coast.

In fact, with the introduction of container traffic in the 1970s, Abidjan Port's officials were among the very first to earmark funds for the setting-up of appropriate facilities specifically designed to handle this specialized traffic. Thus, makeshift facilities were set up at first, then a proper container terminal was built and put into service as of 1982. It includes 4 quay berths — of which one is for RO-RO — over a total length of 800 m, and 21 ha of paved earth platforms. Moreover, a building has been erected to house together all the administrative services, private port companies and port operators.

Besides these up-to-date facilities, the authorities of the port purchased two gantry cranes with a loading capacity of 40 tons each, to ensure high performance in the handling of containers.



### **Abidjan Port: First Tuna Port**

Abidjan is also a large fishing port which comprises a 1,050-m. quay and a 6,400-sq.m. fish sorting area and auction market as well as comprehensive outfit alongside the quay (water, electricity, gas and oil) as well as cold stores, sea product processing and canning units.

The Abidjan fishing port records a yearly volume of about 300,000 tons of sea products, made up of tuna fish to a great extent, which makes it the leading tuna port in Africa.

### **A Combination of Efficient Operators and Efficient Workers**

The Abidjan Port Authority comprises operators, stevedores, forwarding agents, tugging agents, shipowners, consignees and others. Altogether there are 35 companies which employ 20,000 wage-earning dockers, and whose efficiency and quality of service has enabled the port to serve its intended purposes.

But Abidjan Port is first and foremost the port authority which employs 1,400 workers made up of administrative staff, technicians and seamen, and which is also responsible for personnel, material and infrastructure management, shipping movements, the surveillance and safety of goods and people as well as for coordinating all the port's activities. It is a management team led by young and efficient executives whose creed comprises the following elements:

- \* safety of goods and people as the first priority
- \* rigor in management for increased efficiency
- \* cooperative relations with foreign countries



# Visitors to the Head Office

— On November 6, 1987, **Dr. J. B. Donovan**, Advisory Economist, Coopers & Lybrand/WD Scott, Sydney, Australia, visited the Head Office and was received by Mr. R. Kondoh, Dy. Secretary General. They exchanged views on the current situation concerning container terminals in Japan. He was visiting Japan as researcher for an ADB sponsored regional survey on container traffic in the Asia/Oceania region, which was reported on in the November 1987 issue of the journal.

— On November 9, 1987, **Mr. James H. McJunkin**, on a trip to Asia for trade development, visited the Head Office and met with Mr. Hiroshi Kusaka, Secretary General, and his staff, to discuss and exchange views on the current situation of the Association. Concerning the financial prospects for the organization which is under constant pressure due to the higher level of the Yen, Mr. McJunkin

noted the obvious difficulties and commented that constant monitoring of the situation would remain necessary.

— On November 17, **Mr. J. Dubois**, Chairman of the IAPH Committee on Port Safety, Environment and Construction, visited the Head Office, accompanied by **Mr. J.A. Monnin**, the resident representative in Tokyo. The two visitors were received by Mr. H. Kusaka, Secretary General, and his staff. At the meeting, various items of importance concerning Committee activities and about the forthcoming meeting of the Committee in Abidjan were discussed. Mr. Dubois noted that the meeting of his Committee will be attended by a substantial number of members.

Mr. Dubois, at the joint arrangement of the Korea Maritime and Port Administration and the Port of Le Havre, was visiting Korea for the purpose of discussing the port development plan now being drawn up for Asan, Korea.

*Mr. Dubois at the Head Office (Front row, seated)*



— On November 17, 1987, **Mr. Nicholas P. Trist, Jr.**, Board Commissioner of the Port of New Orleans, accompanied by **Mr. Hiroyuki Matsumoto**, the resident Port representative, visited the Head Office and was received by Mr. Hiroshi Kusaka and his staff. Mr. Trist was on a trade development mission to the region. A banker by profession, he has been serving on the Board since March 1987.

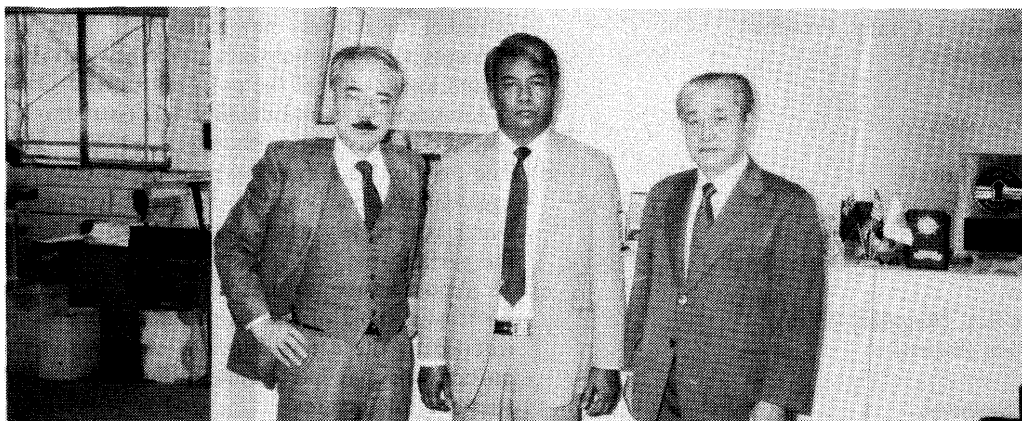
— On November 19, 1987, **U. Hla Myint**, Dy. General Manager (Mechanical) of the Burma Ports Corporation, visited the Head Office and was received by Mr. R. Kondoh, Dy. Secretary General, with whom he exchanged views on the current status of the Port of Rangoon and development

projects being planned for that facility.

Mr. Myint (The word 'U', as used in the above, stands for 'Mr' in Burmese) was visiting Japan for the purpose of observing the current situation of ports in Japan at the invitation of an institution known as the Japan Transport Consultants Association.

— On December 5, 1987, **Mr. Hans J. Peters**, Principal, Trade and Maritime Industries, Transport Development Division, Policy, Planning and Research Staff, the World Bank, visited Tokyo and met Mr. R. Kondoh of IAPH. They discussed the current trends of port development in

*(Continued on Page 24, Col. 2)*



*U. Myint at the Head Office (center)*

# Membership Notes:

## New Members

### Regular Members

#### VEB Seehafen Rostock (German Democratic Republic)

Address: DDR 2500 Rostock, Überseehafen  
Mailing Addressee: Mr. Dieter Noll, Director  
Telex Number: 31264 SHR DD  
Phone Number: 366 3200  
Port under Administration: VE Kombinat Seeverkehr und  
Hafenwirtschaft, Deutfracht/Seereederei, Rostock  
Governing Body: Ministerium für Verkehrswesen der DDR

#### Port of Ponce (Puerto Rico)

Address: P.O. Box 125, Playa Sta., Ponce, P.R. 00734-4125  
Telex Number: 3451071  
Phone Number: (809) 848-4992  
Fax Number: (809) 840-4681  
Port under Administration: Port of Ponce  
Governing Body:

Board of Management- Municipal Government  
Port Director: Mr. Jose S. Gonzalez

#### Port Rashid Authority (U.A.E.)

Address: P.O. Box 2149, Dubai  
Telex Number: 47530 PRA EM  
Phone Number: 451545  
Fax Number: 450934  
Port under Administration: Port Rashid  
Governing Body: Government of Dubai  
Asst. Director, General Ports & Customs-Port Rashid  
Affairs: Mr. Khalid Khalifa Al Jallaf  
Port Operations Manager: Mr. G.E. Pass

## Changes

#### Niigata Prefecture [Regular] (Japan)

Address: 4-1, Shinko-cho, Niigata City, Niigata Pref. 950  
Phone Number: (Niigata 025)285-5511  
Director, Public Works Department:  
Mr. Shigeomi Samukawa  
Chief, Port & Harbor Section: Mr. Takuro Abe

#### Korea Dredging Corporation [Class B] (Korea)

Address: P.O. Box 1020, Yoido, Seoul  
Mailing Addressee: Mr. Chong Shik Chung, President  
Telex Number: ORIFMINS K27479  
President: Mr. Chong Shik Chung  
Director: Mr. Won Kyo Seo

#### Kuwait Oil Company [Class C] (Kuwait)

Manager (Production & Export Operations):  
Mr. Mustafa Al-Adasani  
General Superintendent (Marine & Export Operations):  
Capt. A. Moneim Salem

#### Empresa Nacional de Puertos S.A. [Regular] (Peru)

Chairman: Mr. Cesar Lezameta Bizzetti  
Members of the Board:  
Dr. Heiberto Benitez Bejarano

Sr. Miguel Vasquez Bazan  
Econ. Teofilo Marin Aliaga  
Econ. Victor Florez Castaneda  
Econ. Edgardo Gamarra Pastor  
Cap. de Navio AP Javier Durand Gomez  
General Manager: Mr. Julio Gavilano Albarracin  
Gerente del Terminal Maritimo del Callao:  
Mr. Alfredo Arredondo Li  
Gerente de Terminales Provinciales:  
Mr. Carlos Raygada Reyes

#### Administracao do Porto de Lisboa [Regular] (Portugal)

Administracao-General do Porto de Lisboa has been changed  
its name to the above recently.

#### Tanzania Harbours Authority [Regular] (Tanzania)

Chairman: Mr. J.K. Chande  
\* Also serving as IAPH Director from Tanzania.

## Visitors to the Head Office

*(Continued from Page 23, Col. 2)*

the region.

He was en route to Shanghai to attend and chair the sessions of Marintec Shanghai 87, scheduled to be held in Shanghai from 7 to 11 December. The event was jointly organized by the Shanghai Society of Naval Architecture and Marine Engineering, Cahners Exposition Group and Motorship magazine. Reportedly 240 exhibitors from 15 different countries were to be present. IAPH participated in the event as a cosponsor.

## Report on Port Economics

*(Continued from Page 20, Col. 2)*

The development of port zones are expensive; their valorization must be calculated on a cost-price basis, including the promotion costs of the port zone. As far as tariffing is concerned, we must take into account on the one hand a pegging of tariffs and on the other hand an adjustment of tariffs, according to the particular specifications related to each plot.

### 4. Personal Observations And Comments

- The course in general was very informative and the topics lectured on were supported by a lot of reading materials.
- Many of the concepts introduced were either refresher or entirely new concepts. The new concepts helped participants to gain new exposure to and knowledge of the port industry.
- A comprehensive and detailed tariff structure is required by any port authority.
- The Port of Le Havre's experience of the management of public property and of public property which is privately used was highly beneficial to the participants.
- As almost all the lectures were from the Port of Le Havre, most of the participants were handicapped by the use of English. As a result the participants may have found difficulty in understanding the lectures.

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# OPEN FORUM



*The busy Port of Tauranga, New Zealand's leading export Port with excellent facilities for containers, break-bulk and general cargo with on-wharf cold and cool storage facilities.*

## Bay of Plenty Harbour Board Chairman's Report

### (extracts)

During the past 12 months the dramatic pace of change in New Zealand has continued, and distortions in society have become more pronounced.

The Government Policy of non-intervention has created recession in most parts of the country outside the main centres and lack of reinvestment in New Zealand is depressing the economy and raising unemployment.

Rewards are at present going to companies who are buying each others shares, the value of which bear no relationship to annual productive earnings and the violent fluctuations in the sharemarket at present may show that pursuing wealth through mergers and takeovers is not a substitute for investment in innovation and production!

To deregulate exchange rates and capital controls while other parts of the economy remain regulated has helped lead

to high interest rates, a rising New Zealand dollar and problems of competitiveness.

Interest rates are now double what they were three years ago and inflation is four times as bad and is now many times that of our trading partners.

There is no longer any control over the capital investment dollars flowing in and out of the country which distorts the exchange rate from its normal trading level.

Hence numbers of New Zealand manufacturers and primary processors are establishing offshore, following the prominent moves initiated by major forestry and investment companies in the recent past.

Thus we have seen production moved offshore where wage costs may better match efficiency, and a serious slump in agricultural and other investment in New Zealand.

Around 28,000 jobs were lost in New Zealand last year, with some of the biggest declines in export-related business.

The Bay of Plenty Harbour Board *is not* involved in share trading, mergers, currency speculation, or property development other than that associated with the Port.

*It is* involved in developing a Port that will provide for

the efficient transfer of cargo from the land base to the sea mode both now and in the future and has this year pursued that goal with conspicuous success for the benefit of all of New Zealand.

## **TRADE**

Estimates prepared by the Board's Officers, following consultation with the Port Users, predicted a cargo flow of 3,530,000 tonnes and this was achieved, showing a slight 4% increase over last year. The accuracy of the estimate is significant in that the estimate for 1988 exceeds 4M tonnes!

Forestry again dominated the cargo flow with 36% of total cargo handled, but the relative weighting of the products changed with a sharp increase in log volumes. Projections for the next year indicate a further dramatic increase in log tonnages and the Board is most conscious of the storage requirements for this trade and the competition for open space in the Port area. It was timely that the decision was made to shift the woodchip stockpile to the southern end of the Port area, and modify the cement/tanker berth to cater for the woodchip ships. This rearrangement was successfully completed during the year with considerable benefits to general wharf operations.

Dairy products exported through the Port declined by 12.5% to 287,000 tonnes and at this level were just superseded by kiwifruit, which again provided the most significant percentage increase in cargo volumes with 134% increase

to 288,000 tonnes making this product our number two export commodity by volume.

The Board has made considerable efforts to facilitate the predicted flow of this trade by completing during the year, the second part of the conversion of the No. 1 Cargo Shed to a transit coolstore. The decision to relocate one of the tug berths and extend the main quayside 80 metres to the north, will ease the marshalling of cargo at ships' side and increase the berthage available by the coolstores. However, the impact on the labour available in the Port from this seasonal cargo caused the Board a great deal of concern and disruption to the liner services using the Port.

It is of paramount importance that a remedy is found to cater for the labour intensive volumes of cargo that this trade generates over a short period of the year, and the cooperation of all involved sectors is critical, beginning with regular ship scheduling, availability of seasonal labour, parallel berthage and labour priorities, and ending with minimum delays.

Total steel cargoes were disappointing in that the anticipated increase of 50% in fact became a decrease of 9% to 243,600 tonnes. Balancing that decline on estimate saw the import of fertiliser bases exceed estimate by 40% to maintain a marginally increased throughput at 271,500 tonnes.

Oil products remained the dominant import at 520,000 tonnes and container movements again increased by 6% to

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## **San Diego Port District: Tidelands Put to Use in Three Ways**

Surrounding San Diego Bay are thousands of acres of tidelands which are administered by the Port District. These lands are generally put to use in one of three ways:

Terminals for cargo shipments and air travel.

Commercial and industrial developments.

Parks, fishing piers and other recreational facilities, including tidal marshes left in a natural state to benefit marine life and waterfowl.

All of these uses require the active management of the San Diego Unified Port District. The following is a status report on each.

### **Cargo Shipments, Air Travel**

San Diego has one of the finest natural harbors in the world. A main ship channel allows deep draft cargo or cruise ships to enter the Bay easily and avail themselves of the tens of millions of dollars of facilities constructed by the District to make their "call" on San Diego a pleasant and efficient one.

The Port District has been aggressively seeking additional cargoes to support our local maritime industry. At the Tenth Avenue Marine Terminal, cargo shipments currently include various chemicals, grain, cement and general merchandise. All of the steel for the new San Diego Convention Center will come through this facility. Other new potential cargo business includes a variety of winter fruit from South America.

The National City Marine Terminal handles specialized cargoes, including lumber, fuel oil and scrap metals. Efforts

The San Diego Unified Port District was created in 1962 by the California State Legislature to promote the development of commerce, navigation, fisheries and recreation in and around San Diego Bay. The city councils of the five member cities (San Diego, National City, Chula Vista, Imperial Beach and Coronado) appoint a seven-member Board to administer the state lands entrusted to the District.

Since 1970, revenues from harbor and airport operations and property administration have allowed the District to be self-supporting, without benefit of property taxes. Each year the Port District undertakes significant improvements to the Harbor, making it a more attractive resource as well as enhancing the value of neighboring land.

are under way to attract additional cargoes such as vehicles, since the terminal's large paved open areas, coupled with San Diego's mild weather, are ideal for storing imported cars and trucks briefly before their dispatch to a final destination point.

The District has been an active participant in the development of San Diego as a cruise ship port. Major cruise ships like "The Love Boat" are becoming a familiar sight in San Diego Bay, attracted by the new cruise ship terminal at the B Street Pier. This modern facility, recently refurbished by the Port District, can handle up to four ships simultaneously. Ten cruise lines are currently scheduling cruise ship calls in San Diego.

Visitors also arrive at San Diego's Lindbergh Field, which is operated by the Port District since it lies upon state land.

Lindbergh Field's East and West Terminals are served by 18 commercial airlines and 4 scheduled airfreight services. A new 7,600 square foot passenger waiting area is currently under construction at the West Terminal. Comfort inside the terminal is only part of the District's commitment to

almost 33,000, 31% of which were handled by the Board's multipurpose crane.

By coincidence, the year under review saw 514 ship arrivals, the same number as the previous year and, on average, length and gross tonnage remained constant. Turnaround time per ship slowed from 4.87 to 5.4 days, a reflection on the changing cargo mix handled in the Port, where 60 refrigerated vessels showed the most significant vessel-type increase. In turn, this raised berth occupancy to 60% — whereas in 1985, I reported a berth occupancy figure of 38%.

## FINANCE

Revenue from Port Operations totalled \$17.9M, an increase of 16.1% and operating expenses rose by 11% to \$10.1M and was in line with estimate. At that, the net revenue from Port Operations represents a satisfactory 7.6% return on assets employed, compared with 4.6% last year. However, a number of abnormal items boosted the Board's total net revenue, chief among them being the restructuring of the loan schedule by discounting low interest loans and consolidating them.

As a result of restructuring and loan principal repayments made during the year, net public debt reduced from \$11.2M to \$6.5M.

When added to income from investments, rentals and other abnormal items, net revenue before appropriation to

reserves and capital works totalled \$12.8M, a massive 318% increase on 1986, and a one-off return on capital of 13%.

Thus for the fifth consecutive year, the Board raised no loans (other than that for the Harbour Bridge) in spite of a capital works programme that cost \$6.8M, which after allowing for depreciation of existing assets, increased fixed assets to \$83.3M. Total Port assets are now valued at \$96.5M of which the Board's equity has risen to 91%.

During the past two years, the Consumer Price Index has increased by 27%. Following our increase in fees of 7% in 1986, the Board again increased charges by 5.5% in June 1987. Thus the Board has maintained its return on assets, the increase in this year being largely a result of deferring maintenance work due to the decision by the Government that from 1st October 1987, Harbour Boards would become tax-paying entities.

## INDUSTRY

In March 1987, the Minister of Transport gave us the first real indications of where the On-Shore Cost Study might be heading, and it became apparent that what began as a Cost Study has become a restructuring exercise which would incorporate the user-pays philosophy with the necessity for assets to generate satisfactory returns to satisfy both the taxation department and the public at large as well as possible commercial shareholders.

It is ironic that in the restructuring proposals, one of

the air traveler. The Board of Port Commissioners recently authorized the design of a new parking facility to help ease traffic and parking congestion at the airport. This project calls for construction of 2,200 parking spaces in its first phase. The project also calls for street widening and revision of the frontage road serving both terminals, new pedestrian bridges to connect the parking garage with the terminal area and additional roadway improvements.

## Commercial Developments

More than 480 firms with 30,000 employees have industrial plants, offices, restaurants and hotels on District tidelands. The Port District, as trustee of state tidelands, administers the leases to these enterprises, seeking fair rent and a rate of return consistent with the marketplace. These Port District tenants all contribute tax dollars to local government and contribute to the benefit of the local economy in general.

For example, there are 3,400 hotel rooms on Port tidelands with another 1,000 currently under construction. These hotels paid \$5.6 million in room taxes last year to the City of San Diego. Coronado will participate in room tax revenue next year as the new Le Meridien Hotel opens for business.

Soon the most visible development along San Diego's shoreline will be the new Convention Center. It will have 760,000 square feet of exhibit and meeting space and is expected to attract hundreds of thousands of convention delegates each year. Opening is scheduled for mid-1989.

Near the site of the Convention Center, a second, 700-room hotel tower is nearing completion and a third luxury hotel is planned for an adjacent site. Seaport Village is also planning a major expansion, featuring pedestrian ambience in an area which has been dominated by the automobile for more than fifty years.

More than eight hundred additional boaters will be able

to enjoy the Bay once new marinas at Harbor Island and in Chula Vista are completed. Even more people can now enjoy a mariner's-eye view of the Harbor since the ferry service between San Diego and Coronado has resumed.

## Recreation

Over eleven linear miles on San Diego Bay — a major part of the shoreline not occupied by military bases — is dedicated as parkland and public access, with bicycle and pedestrian paths ringing the Bay. Over 240 acres of public recreational areas add to the Bay's natural beauty. There are four public launching ramps, several fishing piers, a golf course, beaches, parks and picnic areas dispersed around the Bay.

Unlike many big-city harbors, the land surrounding the shoreline is so attractive, and accessibility is so good, that Hollywood film companies come here to take advantage of the scenic surroundings. Recent productions filmed on San Diego Bay have included "Little Nikita" starring Sidney Poitier, and the sequel to the cult classic "Attack of the Killer Tomatoes." The weekly television series "Simon & Simon," has added to the Bay's national exposure.

Soon the Harbor will have even more to offer residents and visitors. Major parkland and public access improvements are under way in National City, Chula Vista, Coronado and San Diego. Currently, over 28% of the total land entrusted to the District is dedicated parkland and open space.

Making the waters safe for both recreation and shipping is a major and ongoing effort. Recently enacted regulations now control aquatic activity in the South and Central Bay. These regulations are part of the Baywide Anchoring & Mooring Management Plan adopted by the Board of Port Commissioners two years ago. The goals of this plan are to organize the anchoring in the Bay while ensuring continued enjoyment of this recreational asset by all.

(San Diego Unified Port District 1986-1987 Annual Report)





*The Port of Tauranga's container crane in action.*

the loudest calls is for Port Authorities to be more accountable — ironic because Harbour Boards are effectively the only organisation engaged in Port-related activities where total operations including financial aspects, are available for Public scrutiny.

Some of the originally declared intentions found so much disfavour that the ideas were modified and it is worthy of note that the Government has been prepared to listen and take notice of many of the submissions made by the Harbours Association of New Zealand and others.

Although the legislation is still to be brought before Parliament, it is apparent that all Harbour Boards will be required to set up Port Operating Companies to run the commercial aspects of the Board's operations. Although the elected Board will remain responsible for the public assets in the Port Company, of which it will be able to retain a 51% minimum shareholding, its overall functions will be greatly reduced to the extent that some Boards question their long-term future.

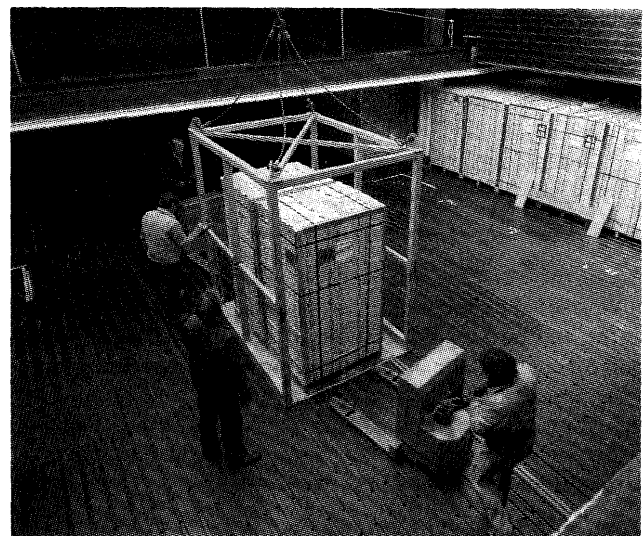
The two tier structure that will emanate from the restructuring proposals must be more difficult and expensive than the system that has served the country for many years, and I believe that relaxation of the constraints of the Harbours Act and making Boards answerable to the Companies and Commerce Acts could have provided a quicker and better solution.

There are many different ideas about where the Company structure will take us in the future. It is not unreasonable to assume that large Port Users will want to become shareholders and participate in specific developments around the Harbour — a practice not uncommon overseas. More significantly, the impact this might have on the provision and utilisation of labour within the Port area may give rise to substantial changes in the future, but we must retain the flexibility which has been the foundation for the success of this Port.

The ultimate realisation that what is good for the Port will benefit everyone in the Port area must be accepted so that we all work toward a common goal — that of making this Port efficient and attractive both to those who use it

*(Below)*

*Fresh kiwifruit destined for the world's market is loaded from on-wharf coolstores at the Port of Tauranga.*



and those who work in it.

It has recently been announced that the Waterside workers idle time will, from January 1988, be funded on a Port-by-Port basis. This long overdue change places responsibility on local employers to utilise the men to a greater degree than has been evident in the past and it must be hoped that other improvements in productivity per worked hour will also follow.

It is my belief that the obvious result of the change should be that the functions of the Waterfront Industry Commission be taken over by the Port Authority because the ultimate future of the Port will be dependant on its ability to rationalise and co-ordinate all aspects of operations in the Port area.

I do not suggest that we move away from the success of competitive stevedoring in this Port, rather that the Port Authority is the logical body to carry out the functions of the Waterfront Industry Commission in the restructured Industry.

Local determinations and local responsibility will lead to the greatest benefit for the people of this port.

**F.G. McKenzie**  
**Chairman**  
**Bay of Plenty Harbour Board**

# International Maritime Information

# WORLD PORT NEWS

## **INFOMAR 88: Int'l Convention on Port Data Processing**

The St.-Lawrence Development Secretariat (Government of Quebec, Canada) with the support of the Great Lakes St.-Lawrence Maritime Forum and the Port of Marseilles Authority (France) are organising an event to be held in Montreal (Canada) from October 31 to November 4, 1988 at the Queen Elizabeth Hotel.

The programme will include:

An **EXHIBITION**: international applications (either in service already or planned), of computer and data processing in port and port-related activities of intermodal transport (four days).

A **CONFERENCE**: a review of current achievements and an analysis of what is required to develop port data processing worldwide (one and half days).

A **SEMINAR**: medium-term and long-term development of port data processing (two days).

If you are interested in participating in these events, please contact either the Port of Marseilles Authority or the St.-Lawrence Development Secretariat at the following addresses:

Port Forum and Training Institute  
Port of Marseilles Authority  
23, place de la Joliette B.P. 1965  
13 226 Marseille Cédex 02 (France)  
Tel.: 91.91.90.66  
Telex: PORMA 440 746  
St.-Lawrence Development Secretariat  
385, Grande-Allée est  
Quebec — Canada G1R 2H8  
Tel.: (418)643-7788  
Telex: 0513733

## **International Seminar On Port Management May 24-June 30, 1988**

The International Seminar on Port Management provides port administrators from all over the world with

new information and know-how on port management.

Twenty-three previous seminars have brought together more than 650 port officials from almost 100 different countries. Every year the contents of the seminar is renewed according to the latest development in ports in Europe as well as in other parts of the world. Special attention is drawn to subjects which are of paramount importance in that particular year. This time such a subject is the automation of cargo handling and the automation of traffic control.

The seminar is organized by the International Institute for Hydraulic and Environmental Engineering in Delft in close cooperation with the Port Authorities of Amsterdam and Rotterdam. The Directorate General for International Cooperation of the Netherlands Ministry of Foreign Affairs gives its valuable support.

**Dates for the seminar:** The programme will start on Tuesday, May 24 and will be concluded on Thursday, June 30, 1988

**Programme:** The seminar will be conducted in the form of lectures and discussions alternated by day-trips or half-day visits to the ports of Amsterdam, Rotterdam and other ports in the Netherlands. There will be sufficient opportunity to study the ports organization and various port operations. The study tour to the United Kingdom and Belgium will give an extra opportunity for comparison of the organization of various harbours. Considerable time will be devoted at Delft to exercises in the organization of cargo handling, labour relations and traffic management.

**Themes of the seminar:** Special theme: Automation of cargo handling and automation of traffic control

- Telematics for port communications and information

### **1. Transportation**

- Logistics and quantification of transport processes.
- Integration of the transport chain from producer to consumer
- Functions of road, rail, pipe line,

- inland water, air and sea transport.
- Merchant shipping.
- Economy of sea transport.
- Interests of the shipowner and of the shipper.

### **2. Patterns of port organization**

- Functions of a port authority.
- Relation to other public bodies and to industry.
- Political context.
- Internal structures.

### **3. Port finance**

- Financial autonomy.
- Ownership of facilities.
- Sources of revenue and of loan capital.
- Pricing of port services.
- Port accounting.

### **4. Reception of the ships**

- Automation of traffic control.
- Tasks of the harbour-master.
- Traffic management.
- Pilotage and navigation aids.

### **5. Various port operations**

- Marketing and public relations.
- Conservancy of the fairway and dredging.
- Port security, access to the port area.
- Control of cargo losses.
- Fire prevention and fire fighting.
- Prevention of pollution.
- Legal liabilities of various parties engaged in port operations.

### **6. Dock labour**

- Manpower planning.
- Forecasting of requirements and of availability of workers.
- Training and career planning.
- Occupational health and safety.
- Systems of payment and relations with organized labour.

### **7. Systems approach to solving port problems**

- Introduction.
- Port management defines objectives.
- Review of port operations.
- Injection of port policy.
- The 'environment' as a constraint.
- Project phasing and cases.

## 8. Cargoes

- Automation of cargo handling.
- Classical general cargo.
- Mass break-bulk cargo.
- Bulk cargo and liquids.
- Requirements and equipment for handling.
- Cargo unitization, warehousing and storage.
- Handling of dangerous goods.

## 9. Terminal operation

- Planning, management and operation of terminals.
- Productivity indicators and their measurement.
- Improving productivity.
- Exercise in resource management.

**Language:** Since the seminar will be held in English, a good working knowledge of this language is a prerequisite.

**Fees and other expenses:** The participant's fee is Dfl. 3500, which includes the tuition fee, travel cost for all study tours and lodging during these study tours outside the Netherlands. Participants will pay their accommodation during their stay in the Netherlands.

## U.S. PIANC '88: High-tech Impacts on Port Development

### Port and Waterway Technology Conference

Stouffer Harborplace Hotel, Baltimore, Maryland

May 11 - 13, 1988

As the world maritime community emerges from a prolonged period of business downturn, owners and operators of ships, barges, towboats, dredgers, marine terminals, and material handling equipment, as well as those who build them, are all looking to new technologies — new designs, new materials, new equipment, new methods of operations — to achieve efficiency and economy in their future operations. To meet the need for analyzing these new trends, the PIANC '88 program committee has adopted the theme, "Impacts and Contributions of New Technologies on Future Port and Waterway Development." For three days, leading experts will exchange information and discuss innovative technological advances that will dominate the field of both shallow- and deep-draft

commercial navigation in the coming years.

Appealing to a worldwide audience, the topics covered at the Conference will include future vessel sizes, types and capacities; advanced cargo handling equipment and communications; projected marine terminal designs and operations; new dredging equipment and operating techniques; creative dredged material relocation alternatives; innovative coastal engineering port structures; improved hazardous waste transportation and siting strategies; and sophisticated automated simulations of alternative port channel designs.

For additional information contact:  
U.S. Section, PIANC  
Casey Building, Fort Belvoir,  
Virginia 22060-5586  
Tel: 202/355-3109 or 355-2250

## 'Port Planning' Course At MIT Aug. 15-19

The International Seminar on Port Planning and Development will be held from August 15 to 19, 1988 at MIT, Cambridge, Mass., USA. Mr. Ernst G. Frankel will be course director.

The course will be an in-depth treatment of port planning and development, and will deal with its methodology as well as application. It is designed for port planners, port managers, transportation analysts, civil engineers, and others concerned with the planning, design, management, and operation of inland, coastal, or offshore ports and terminals. It is also of interest to decisionmakers in government agencies, international organizations, and financial institutions concerned with the critical role that ports play in the development of local, regional, and national economies.

The course will cover port planning, port traffic forecasting and demand analysis, port planning models, port capacity analysis, port technology, port facility design, port requirements analysis, port layout, port site selection and environmental analysis, port management, strategic planning of ports, port equipment selection and operations management, navigational channel design and management, dredging and dredging economics, prefabrication of ports, port investment analysis, and port project management.

Upon completion the participants will be able to apply their knowledge and experience to modern port planning and development projects.

For further information, please contact:

Director of the Summer Session  
MIT, Room E19-356  
Cambridge, MA 02139  
Tel. (617) 253-2101

## USC-FMC Symposium On '84 Shipping Act

The University of Southern California, in cooperation with the Federal Maritime Commission, will host a symposium on "The Impact of the Shipping Act of 1984," Thursday and Friday, Feb. 18 and 19, 1988, on the Queen Mary in Long Beach, Calif.

The symposium — first announced in April by Edward V. Hickey, Jr., chairman of the FMC — will provide an opportunity for all segments of the maritime industry affected by the Shipping Act of 1984 to discuss the economic and operational consequences of the law and to comment on their own experiences under it.

Robert L. Friedheim, professor of international relations at USC and director of the university's Sea Grant Program, will chair a session on "The Position of Shippers, Forwarders and Ports after Four Years of Experience with the Act."

Other conference topics will include antitrust immunity, tariff filing and enforcement, service contract regulation and mandatory independent action requirements. Speakers and panelists will be drawn from among the ranks of carriers, international shippers, university research scholars, port authority representatives, and government transportation and antitrust officials from the United States and abroad.

## IMO Program Of Meetings

21 Nov. 1987 — 31 Dec. 1988

1987

30 November — 4 December

Marine Environment Protection Committee — 25th session

30 November — 11 December

Joint Intergovernmental Group of



Experts on Maritime Liens and Mortgages and Related Subjects — 3rd session

**1988**

**11-15 January**

Sub-Committee on Standards of Training and Watchkeeping — 20th session

**25-29 January**

Sub-Committee on Radiocommunications — 34th session

**8-12 February**

Sub-Committee on Safety of Navigation — 34th session

**15-19 February**

Sub-Committee on Fire Protection — 33rd session

**22-26 February**

Sub-Committee on the Carriage of Dangerous Goods — 40th session

**1-10 March**

International Conference on the Suppression of Unlawful Acts Against the Safety of Maritime Navigation

**7-11 March**

Sub-Committee on Ship Design and Equipment — 31st session

**11-22 April**

Maritime Safety Committee — 55th session

**25-29 April**

Legal Committee — 59th session

**9-13 May**

Sub-Committee on Containers and Cargoes — 29th session

**16-20 May**

Joint Intergovernmental Group of Experts on Maritime Liens and Mortgages and Related Subjects — 4th session

**23-27 May**

Sub-Committee on Bulk Chemicals — 18th session

**13-17 June**

Sub-Committee on Life-saving, Search and Rescue — 20th session

**20-24 June**

\*Council — 60th session

**23 June**

\*Technical Co-operation Committee — 30th session

**4-8 July**

Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety — 33rd session

**5-9 September**

\*Marine Environment Protection Committee — 26th session

**12-16 September**

\*Sub-Committee on the Carriage of Dangerous Goods — 41st session

**26-30 September**

Intergovernmental Panel of Experts on Radioactive Waste Disposal at Sea — 2nd meeting

**3-7 October**

Eleventh Consultative Meeting of Contracting Parties to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter

**10-14 October**

Legal Committee — 60th session

**17-21 October**

International Oil Pollution Compensation Fund — Assembly — 11th session

**31 October - 11 November**

International Conference on Maritime Safety

**21-25 November**

\*Council — 61st session

**24 November**

\*Technical Co-operation Committee — 31st session

**5-9 December**

\*Sub-Committee on Ship Design and Equipment — 32nd session

**12-16 December**

Facilitation Committee — 18th session

**Programme of Intersessional Meetings of Working Groups As Approved by the Council\*\***

**1987**

**23-27 November**

Working Group on Revision of the IMO Manual on Oil Pollution

**30 November - 4 December**

Joint MSC/MEPC Working Group on Survey and Certification

**1988**

**18-22 January**

Technical and Operational Working Groups of the Sub-Committee on Radiocommunications 15-19 February

**29 February — 4 March**

Editorial and Technical Group of the Sub-Committee on the Carriage of Dangerous Goods

**29 February — 4 March**

Working Groups on Machinery and Electrical Installations and on Modu Code of the Sub-Committee on Ship Design and Equipment

**25-27 April**

LDC Scientific Group on Dumping

**27 June — 1 July**

\*Editorial and Technical Group of the Sub-Committee on the Carriage of Dangerous Goods

\*Tentative.

\*\*Working Groups held without interpretation and with documentation in original language only.

## Mr. Lunetta Assumes AAPA Chairmanship

Port of Miami Director Carmen J. Lunetta was elected chairman of the America Association of Port Authorities (AAPA) during the organization's recent annual convention in Galveston, TX.

During his acceptance speech, Mr. Lunetta said he intends to make President Reagan's Caribbean Basin Initiative one of his top priorities, believing Miami's ties to the Latin American and Caribbean port community will benefit the AAPA and increase the organization's visibility.

"Trading and sharing our knowledge with these nations ensures their continued economic successes — thus preserving their freedom," stated Mr. Lunetta.

He also outlined his plans to assist members of Congress in the development of an omnibus trade bill that proposes to make technical changes to trade law, unfair trade practices and U.S. participation in world trade talks. In addition, Mr. Lunetta hopes to establish an AAPA educational campaign targeted at Washington and publish a special newsletter for the association's Latin American port members.

## New Publications

### Intermodality: Concept and Practice by Yehuda Hayuth

Surveys general trends and discusses the definition, general implications and the components of intermodal transport. Evaluates the changes in direction and emphasises that are taking place in international and domestic freight transport.

Price: £26.50/\$55

Postage: £2 per order (surface); air-mail rates on request

Pp: 160; ISBN: 1 85044 146 4

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England

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Every year since 1876 Lloyd's Register has published a *List of Shipowners*. Originally incorporated in the *Register of Ships*, it is today a

volume in itself — the most comprehensive published reference work on shipowners worldwide. The data shown, ownership details of more than 76,000 merchant ships of 100 gross tonnage and above, is extracted from Lloyd's Register's shipping information computer files.

### Maritime Guide

The *Maritime Guide* produced by Lloyd's Register provides the shipping industry with a unique collection of the sort of wide-ranging maritime information most often required by the busy shipping executive.

The information, which has been gathered using LR's worldwide resources, is arranged in eight sections covering world port facilities, a ports gazetteer with colour maps, telegraphic addresses, call signs, shipbuilders, shipbreakers, marine underwriters and major shipowners' associations.

Price: £60.0

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Fax: 01-488 4796 (Gp III)

### Treatises by Prof. R.O. Goss

Maritime Policy & Management,  
Dept. of Maritime Studies  
University of Wales Institute of Science and Technology (UWIST)  
Aberconway Building, Colum Drive  
Cardiff CF1 3EU  
U.K.

**Towards an Economic Appraisal of Port Investments**, *Journal of Transport Economics and Policy* 1-2 (1967) 249-272.

**Towards an Economic Appraisal of Port Investments**, *Studies in Maritime Economics*, Cambridge University Press (1968) 152-186.

**A Comparative Study of Seaport Management and Administration** Volume 1, Government Economic Service (1979) 1-56.

**A Comparative Study of Seaport Management and Administration** Volume 2: Appendixes, Government Economic Service (1979) 57-396.

**Seaports and Economics**, Chartered Institute of Transport, Cardiff, 15 January 1981, pp 14.

**The Private Sector in Port Operations**, Wakeford Lecture, University of Southampton, 16 March 1981, pp 10.

**Seaports and Economics**, *Yugoslav Association of Traffic and Transportation Engineering Symposium*, Opalija, Yugoslavia, 26 March 1981, pp 7.

**The Public and Private Sectors in Ports**, *Maritime Policy and Management* 8 (1981) pp 69-71.

**Competition in Cargo-Handling**: Some Experience from Australia, *Maritime Policy and Management* 9 (1982) 45-58.

**National Port Policies**, *Haven en Vervoer in de Hedendaagse port to Economie*, Liber Amicorum for Professor L Baudez S J (Editor: E Van De Voorde), University of Antwerp (1982) pp 13.

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## The Americas

### 1987 Best Cruise Season Ever, Says Vancouver Port Corp.

More people than ever are choosing the Vancouver to Alaska Cruise experience as their "dream holiday." With the October 2 departure of the last passenger ship of the season (Admiral Cruise Lines' Stardancer), the Vancouver Port Corporation released performance statistics for the 1987 season.

The May through October season saw 313,881 passengers pass through the Corporation's two cruise ship terminals at Canada Place and Ballantyne; an increase of 496 over the record achieved during Expo 86.

Aggressive and imaginative marketing by the ten international cruise lines calling Vancouver is credited with 1986's strong showing. The Port Corporation further improved passenger facilities in the terminals, and the Port Promotion Department established a working liaison with the marketing arms of the cruise lines throughout the whole year.

Collectively, the lines field a fleet of 19 passenger ships for the cruise through the famous Inside Passage to Alaska.

The 1987 performance is seen as re-affirmation of the growth potential of the cruise industry; a potential that the Port is well prepared to meet. The Corporation's \$27 million Cruise Terminal at Canada Place can handle five passenger ships, while Ballantyne offers two berths; including ro-ro (roll on, roll off), facilities for passengers electing to take cars or campers with them for day-tripping.

A significant trend of the 1987 season was the increase in embarking and disembarking passenger volumes; and a decrease in intransit totals. This means that more passengers are starting or ending their cruise in Vancouver, and thus have a greater opportunity to spend more time in the local area.

Estimated to have a strong economic impact in the Greater Vancouver area, the cruise industry has doubled over the past five years.

ment of Maritime Studies, UWIST (1986) pp 240.

## **Telesat Canada's First Teleport Open At Toronto Harbour**

Telesat Canada's first teleport for satellite communications, a \$5 million facility located in the Toronto Harbour Commission's business park close to the downtown financial core, is now officially open.

In a recent plaque-unveiling ceremony Mr. John D. Herrick, then Vice-Chairman of the Toronto Harbour Commission said that this state-of-the-art satellite link facility "will provide a major stimulus in the development of the Commission's Teleport/Business Park at the foot of Leslie Street adjacent to the Outer Harbour."

Mr. Herrick noted that in negotiating a long-term lease with Telesat Canada, the Commission was keeping in step with the times and keeping its eyes firmly fixed on the future.

"To the Commission," he said, "it makes sense to locate a teleport in what is really a part of the Port of Toronto."

Mr. Herrick said that in years past, shipping ports were essential to any city that wanted to be a major business centre.

"Make no mistake about the fact that ports are still critically important to a region's economy," he added.

However, in looking to the future, teleports will be the "ports" that will define the world's major cities, he said. But instead of transporting people and products, teleports will transmit information.

Telesat, a corporation half-owned by the Federal Government, handles satellite communications for broadcasting and telecommunications customers in Canada. Some of these include: CTV, the Global Television Network, Much Music, the Canadian Home Shopping Network and the CKO radio network.

Currently, there are about 70 teleports operating, under construction or planned around the world. Most are located in the United States.

Also opened recently is Teleport de Montreal, a flagship project that reflects the city's concentration of broadcasting and video production companies as well as Montreal's role as a financial and intermodal transportation centre.

Teleport de Montreal is a joint venture between a group of Montreal entrepreneurs represented by S.G.D. Inc. and Telesat Canada through its subsidiary company, Telesat Canada Communications Inc.

In Vancouver, a full-scale teleport is under consideration at BC Place.

Vancouver, like Montreal and Toronto, is a major financial centre and terminus for both sea, air and railway transportation. The teleport is expected to play a key role in future economic development in all three cities.

Planning is also underway to establish a Calgary teleport by the end of 1988.

*(Port of Toronto News)*

## **Highlights from PCC Administrator's Report**

Highlights from Panama Canal Commission Administrator D.P. McAuliffe's report to the Board of Directors included the following:

- \* Canal traffic and tolls revenue in fiscal year 1987 neared budget targets, with transits increasing slightly from 12,260 in fiscal year 1986 to 12,313 in fiscal year 1987.

- \* The Commission succeeded in cleaning up the results of the Gaillard Cut landslide without negative economic impact on essential operations. Experimental bank stabilization programs, including reforestation of the area, are being carried out to help prevent future slides.

- \* Canal customers are pleased with booking system improvements and measures for expediting marine accident investigations that allow vessels to go on their way with minimal delays.

- \* Flat rates will be charged for tug services as of January 1, 1988.

- \* The administration is particularly proud of the "dedication" of the PCC work force throughout adversities during the fiscal year just ended, such as the landslide in Gaillard Cut and political disturbances in Panama.

*(The Panama Canal Spillway)*

## **Second Dock Slated For Colonel's Island**

To accommodate increased traffic at Georgia Ports Authority's Colonel's Island facility in Brunswick, a second dock has been approved for construction.

The new dock, to cost approximately

\$6.8 million, will be concrete and steel construction, 550 feet long by 145 feet wide. It will be adjacent to the existing dock, which is 750 feet long. A new access road will be provided to the new dock area, by extending the present roadway. The dock will be lighted for night operations.

Effectively doubling the Colonel's Island berthing space is direct result of the successful automobile importing activity begun at Colonel's Island only a year ago. Smashing the initial goal of 150,000 cars by the third year of operation, the swift signing of five major importers boosted totals to 135,000 automobiles after only eleven months.

The new docking facility is scheduled for a summer 1988 completion.

*(Georgia AnchorAge)*

## **Houston Seeks Funds For Port Improvements**

To maintain its position as a leader among world ports and to attract more trade, the Port of Houston Authority is asking Harris County voters to approve \$100 million in bonds to fund capital improvements for the port. The proposal will appear on the ballot Nov. 3, 1987 along with requests for funds for road improvements, flood control and county buildings. Altogether, the Harris County Commissioners Court is asking voters to approve \$635 million for a variety of projects.

"The funds for the Port of Houston are needed to pave the way for the continued success of the port," noted Mr. Archie Bennett, Jr., chairman of the Port of Houston Commission. "Improvements to the port's existing facilities and the construction of new facilities must be completed to attract new commerce to the port. Waterborne commerce is expected to increase, and the shipment of containerized cargo will continue to increase." The bonds will fund completion of Barbour's Cut Container Terminal, as well as improvements at the Turning Basin complex and the Bulk Materials Handling Plant.

More than 150 industries operate along the Houston Ship Channel, and more than 32,000 jobs in the state of Texas are directly related to port operations. More than 160,000 jobs in the state are indirectly related to port activities. The port generates \$3 billion

in revenue each year for the state and nation.

The proposed improvements would add 500 new permanent jobs for Houston area residents. In addition, construction work associated with the improvements would generate 1,200 new jobs, according to the Houston Associated General Contractors, a local building trades association.

Texas accrues about \$47 million a year in state and local taxes because of port activity. Improvements at the port would generate more local tax revenues and would increase inland transportation revenues and local purchases.

*(Port of Houston)*

### **Mr. Kahl Chief Engineer For Port of Houston**

Mr. John S. Kahl has been named chief engineer for the Port of Houston Authority, according to PHA Executive Director James D. Pugh. Mr. Kahl will assist the PHA director of engineering in coordinating the functions within the port's engineering division and will supervise the department staff.

### **Jacksonville Board Members Announced**

The Jacksonville Port Authority (JPA) announced the election of officers for its seven-member board of directors. Reelected for a second term as chairman of the board is Mr. James E. Hodge, a Jacksonville attorney and JPA board member since 1980.

Mr. James E. Martin, Jr. — chairman & CEO Jim Martin Tire Company and member of the JPA board since 1981 — will serve as vice-chairman. Mr. E. William Nash, Jr. — board member since 1986 and president of south central operations for the Prudential Insurance Company — was elected treasurer and Mr. Hy W. Kliman — president, World Impex Corporation and board member since 1985 — will serve as secretary.

The newly-elected officers of the board will hold one-year terms beginning October 1, 1987, the first day of JPA fiscal year 1988. The Jacksonville Port Authority board of directors consists of four gubernatorial and three mayoral appointed, non-compensated members.

The authority, created in 1963, owns and operates Blount Island terminal, Craig Airport, Herlong Airport, Jacksonville International Airport, and Talleyrand Docks and Terminals.

### **Long Beach Continues To Be West Coast's Tonnage Leader**

Maintaining its position as the West Coast's tonnage leader of the seventh straight year, Long Beach moved an all-time record 59,310,702 metric revenue tons (mrts) of cargo over its wharves during the 1986-87 fiscal year ending June 30. This is a 4 percent increase over the same period of the previous year, when total cargo tonnage measured 57,008,946 mrts.

Not surprisingly, imports again exceeded exports with 42,010,508 mrts entering the U.S. via Long Beach, while 17,300,194 mrts left the country through Long Beach Harbor.

Containerized cargo also showed a dramatic increase of 18 percent, rising from 20,353,749 mrts in 1985-86 to 24,086,939 mrts in 1986-87. Inbound containerized cargos continue to hold a firm lead over exports, registering 19,062,807 mrts versus 5,024,132 mrts for outbound products. In terms of actual containers moved, the Port registered 1,457,561 TEUs (20-foot equivalent units) during the fiscal 12-month period. This is a 14 percent increase over the previous year's movement of 1,277,852 TEUs.

General cargo handled, including containers, was 22,704,199 mrts inbound and 5,900,567 mrts outbound for a record 28,604,766 mrt total. Petroleum and liquid bulk inbound tonnage hit 17,774,216 mrts and outbound 6,825,160 mrts, a 24,599,376 mrt total. Dry bulk cargo was the only category recording larger exports than imports, with 4,574,467 mrts outbound against 1,532,093 mrts inbound for a 6,106,560 mrt showing.

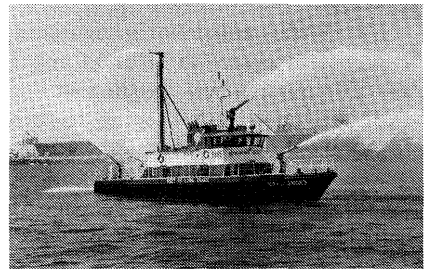
According to Harbor Commission President David L. Hauser, the Pacific Rim continues to be "where the action is," with Japan, Taiwan, Korea and Hong Kong ranking as the Port's top four trading partners. Although cargos from all parts of the world pass through Long Beach, Mr. Hauser emphasized that the Southern California load center is ideally situated to serve all parts of

the Pacific Basin as well as the entire United States.

### **2 Fireboats Christened**

Two new 88-foot fireboats ordered by the Port of Long Beach to replace a pair of 33-year-old smaller vessels were christened recently during a reception held at the Queen Mary/Spruce Goose for 700 Port tenants and other guests.

Commissioner Louise M. DuVall and Mary Lu Hauser, wife of Harbor Commission president David L. Hauser performed the traditional champagne christening of the state-of-the-art fire-fighting vessels "Liberty" and "Challenger" (photo). Taking part in the ceremony also were Mayor Ernie



Kell and Long Beach Fire Chief Ben Souders.

Built at a cost of \$2.2 million each by Moss Point Marine, the fireboats can pump up to 10,000 gallons of water and foam per minute through five monitors, one of which extends 64 feet above the deck.

The remote-controlled water cannons have such force that they can cause five degrees of list and push the boats at almost four knots. To counteract this reaction, water-jet thrusters at both bow and stern keep the vessels on station. There are also two water-level remote-controlled monitors in the bow to fight fires beneath piers and to lay down a dense spray to protect fireboat and crew members from heat.

The vessels, which have 15-knot top speed are positioned at two waterfront fire stations in the Port and are manned 24 hours a day by four-member crews of the Long Beach Fire Department.

### **Port of Los Angeles No. 1 Container Port On US West Coast**

The Port of Los Angeles has become the number one container port on the

West Coast, reporting an all-time high of 1,459,174 TEUs for fiscal year 1987. The total represents a 23.6% jump over 1986.

In August 1987, 150,870 TEUs were recorded, the highest level in history for a single month.

"We think container traffic will reach even greater levels with the recent opening of the first exclusive U.S. Mitsui-O.S.K. Terminal at Berths 136-139," remarked Port Executive Director Ezunial Burts. The 70-acre terminal is expected to accommodate approximately 104,000 TEUs during its first year of operation.

### **CSX Plans to Use Baltimore's ICTF**

Governor William Donald Schaefer announced that CSX Corporation has signed a letter of intent for the use of an Intermodal Container Transfer Facility (ICTF) to be built in Baltimore next to the new Seagirt Marine Terminal.

The 70-acre rail yard has a design capacity of more than 200,000 containers per year and will allow for the high-speed transfer of intermodal cargo between CSX Transportation (CSXT) rail lines and the Port of Baltimore's largest pier facilities. The location of the ICTF near Seagirt will eliminate a local haul of seven miles or more for containers moving between CSXT's existing intermodal ramp in Baltimore and the Dundalk Marine Terminal.

"This letter of intent marks an important step forward for the Port of Baltimore as it implements its new strategic plan," Governor Schaefer said. "The ICTF will play a major role in our efforts to establish Baltimore as the No. 1 port on the East Coast for rail container movements."

Design and construction of the \$16.5 million ICTF will proceed on a fast track schedule for completion in 1988.

### **Port of Miami to Have 3 New Gantry Cranes**

Beginning in July 1988, three new gantry crane assemblies from Europe will be delivered over a six-month period to the Port of Miami, bringing the total number of cranes to six and making the Port the state's leader in gantry crane capacity.

Crane No. 4, due next July, is of the

low profile type, with a 40-long-ton, 40-foot container capacity. No. 5 and 6, which come on line the following October and December, are high-speed non-Panamax "fourth generation" machines, with a 50-ton, 45-foot container capacity and an outreach of 152 feet.

To accommodate the new cranes, 840 feet of berth space will be added to the south side of the Port's Lummus Island, bringing total berthing to nearly 3,400 feet and enabling four ships to be handled simultaneously. By December 1988, channel dredging to a depth of 42 feet will also be completed.

"Doubling the size of our gantry facility in just a little over a year is a major commitment to lines that are currently calling here. At the same time, it's an inducement to those that aren't," said Port of Miami Director Carmen J. Lunetta in announcing the delivery schedule. "With the additional cargo-handling capacity, in conjunction with our new intermodal service to shippers, we expect to see overland freight rates cut between 15 and 20 percent in 1988 as the result of increased volumes of cargo. Ultimately, we want to make Miami the load center for the South."

The Port's recently initiated intermodal program provides specialized services to shippers that are designed to find the least costly routing for cargo entering and leaving Miami.

The entire Lummus Island expansion project, including the cost of the new cranes, is estimated at about \$40 million.

### **Channel Design for Reducing Surge Effects in Oakland**

One of the main objectives of a port design simulation study performed by the Computer Aided Operations Research Facility (CAORF) for the San Francisco District of the Army Corps of Engineers was to recommend a channel design that would reduce surge effects experienced by a vessel moored alongside of Oakland's Seventh Street Marine Terminal. These effects are caused by hydrodynamic interactions when large vessels proceeding into Oakland's Outer Harbor move past the berths. The resultant motions experienced by the ships at berth often cause delays to cargo operations and damage

to ships gangways and mooring equipment.

To investigate this problem, CAORF developed a new analytical technique which combined CAORF's own simulation capabilities and a unique model developed by Dr. Haruzo Eda of Stevens Institute of Technology. Dr. Eda's model provided time histories of surge and sway displacements of a moored ship, and the associated combined tension forces in the spring and breast lines. These time histories were used to develop empirical formulas that were used to calculate moored ship motions and mooring line tensions produced by the real-time simulations conducted on the CAORF bridge simulator.

With the assistance of this model and San Francisco Bar pilots conning the simulated ships on CAORF's full mission real-time simulator, CAORF was able to formulate a channel design which was not previously under consideration. This new design has the potential to eliminate the surge problem and provide significant savings in construction and maintenance costs.

### **Oakland to Study Train, Truck Traffic In Harbor Area**

Citing upward trade trends and the potential for greater market share, the Oakland Port Commission awarded a \$145,000 contract for study of truck and train traffic in the harbor area.

The study, which will be completed in six months, will be performed by Vickerman-Zachary-Miller, an Oakland-based maritime consulting firm.

The study is necessary, said Port Commission President G. William Hunter, to ensure Oakland's "full participation" in transpacific trade, which forecasts suggest will be at least twice its current levels by the year 2000.

Most of that trade, he added, is between Asia and inland U.S. points. It can move from a ship to a train or highway at any of the three West Coast port centers — the Pacific Northwest, San Francisco Bay or the Los Angeles Basin.

"As a result," Mr. Hunter said, "the ports with the fastest, most cost-effective system for moving cargo between ships and trains will benefit most from future growth. This study will help identify that system for the Port of

Oakland."

The goals of the study, Mr. Hunter explained, are threefold: to ensure that all current Port projects promote efficient ship-to-rail and ship-to-highway movement; to identify all opportunities for improving the Port's competitiveness; and to assess the impact of new technology on harbor road, rail and terminal operations.

As part of the study, the consulting team will draft a waterfront "circulation plan" for truck and train traffic. The plan will take into account the varying operating requirements of the Port's cargo handling terminals, both marine and rail. It will weigh such factors as the amount of cargo moving to or from inland points in contrast to cargo moving locally; the volume of shipments carried by rail as opposed to truck; and the relative merits of railcar loading within and outside of marine terminal facilities.

## **APL to Double Size of Its Oakland Terminal**

American President Lines will nearly double the size of its Port of Oakland terminal by expanding into the adjacent facility formerly under contract to United States Lines.

"APL expansion in Oakland," said Mr. G. William Hunter, President of the Port Commission, "is an enormous vote of confidence in Oakland as a vital and efficient Northern California gateway for intermodal traffic with Asia.

"It will mean increased tonnage for the Port and it will mean that the American President Companies group will have one of the most efficient intermodal connections in the world. So we both will profit from the assignment."

Mr. Hunter predicted that the volume of APL tonnage will increase substantially, perhaps as much as one or two million more tons a year through the Oakland Gateway. American President Companies, Ltd., which owns APL, has its world headquarters in Oakland. It currently handles about 2 million tons at its present Middle Harbor terminal.

APL is building five huge new container ships that exceed the width of the Panama Canal locks. They will enter U.S. West Coast service commencing early June, 1988. The Port of Oakland, in conjunction with the U.S. Army Corp

of Engineers, is deepening the Inner Harbor channel that APL uses from 35 to 42 feet (12.8 meters) at mean lower low water. The deepened channel will accommodate the new APL vessels and any container ships on the drawing boards. The channel also will be widened and a new turning circle constructed.

APL has guaranteed to meet the maximum annual throughput payments in the U.S. Lines contract.

APL also is purchasing three big new Panamax cranes for the Oakland terminal to load and discharge the beyond Panamax ships.

The U.S. Lines terminal is adjacent to the Union Pacific Railroad intermodal yard, and across the street from the Southern Pacific yard, providing APL an extremely efficient interface for double-stack train service through Oakland via the Union Pacific Railroad, with whom APL has a ten-year contract. APL currently is exploring the movement of higher volumes of intermodal traffic through Oakland as a major West Coast Gateway.

"The Port of Oakland is delighted: APL, a premier carrier in the transpacific trade, is making this substantial investment in its headquarters city," Mr. Hunter said. "We will be meeting with them to work on a revised lease for this new homogenous terminal in Oakland's Middle Harbor. With its adjacent rail access it will be one of the largest and most modern terminals in the United States." (*Port Progress*)

## **Port of Charleston Earnings, Revenues Up**

**By W. Don Welch**

### **Executive Director**

Following a prolonged period of reorganization, careful planning and intensive marketing, Charleston finds itself once again the leading port in the South Atlantic. Impressive results are evident in a number of areas.

The Authority realized net earnings of over \$3.8 million on total revenues of \$35.9 million, a great improvement over the loss of over \$673,000 on revenue of less than \$31 million in FY-1986.

Total tonnage handled through Authority facilities was well over 6.2 million tons. Container cargo amounted

to over 4.1 million tons, an increase of 21.5 percent over the prior year. It was a good year for breakbulk business, too, with over 1.1 million tons handled — a 21.6 percent increase over FY-1986 and the highest breakbulk total since 1982.

Also, 15 percent more vessels were served in FY-1987 than in FY-1986. Vessel calls totalled 1,491 as compared to 1,297 in the prior year.

Obviously, these significant statistical increases have been reflected in corresponding increases in private business levels throughout the maritime community.

The efforts of the Authority's Marketing and Sales Department, along with corresponding efforts in the private sector, have been extremely successful. The significant increase in breakbulk tonnage is a notable result of such intensive sales efforts. This type of cargo has experienced minimal volume growth of 1 percent to 2 percent per year worldwide for many years, but Charleston had a one year gain of over 21 percent!

Terminal improvements have also contributed to the Port's success. At Columbus Street, many of the warehouses have been re-roofed and had sprinkler systems added to better protect the breakbulk cargo. The raising and paving of much of the container yard, and the renovation of the gear sheds have been most visible.

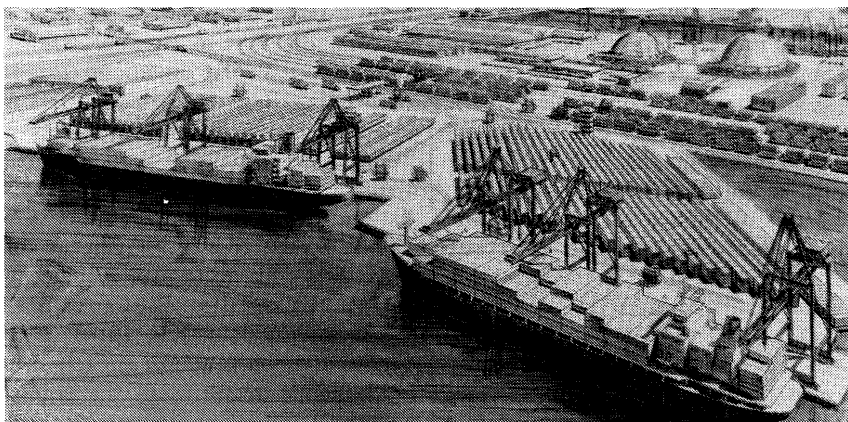
At the North Charleston Terminal, a new stretch of dockside rails has been built to improve the efficiency of rail loading and off-loading of containers. A major portion of C-line warehouse was removed to make room for more container storage and, with the opening of the NOCS facility on Remount Road, F-line is also being removed.

A major portion of Union Pier Terminal has also been raised and paved to enhance that breakbulk facility.

While things have been moving in a very positive direction for the authority and for the entire Charleston maritime community in the past year, none of us can afford to become too relaxed or confident in our No. 1 market position. Competition is still intense, and the shipping industry continues to suffer from overcapacity and financial instability. For our part, the Ports Authority has a well-defined set of plans and

*(Continued on Page 37, Col. 1)*





The 950-foot berth of Terminal 3 (right) and the existing Terminal 4 (left) form the nucleus of the Port of Tacoma's newest container-handling complex.

### **Tacoma's Container Complex Construction**

Currently under construction, the Port of Tacoma's \$30 million Terminal 3-Terminal 4 container complex will be among the most advanced facilities available when completed in March 1989.

Construction includes an entirely new

area, Terminal 3, which creates an additional 25 acres of new container storage yard and a state-of-the-art 950-ft. long pier to accommodate the largest container ships afloat. In addition, existing Terminal 4 is being ex-

### **Port of Charleston**

(Continued from Page 36, Col. 3)  
objectives for the year ahead.

Maintaining Charleston's predominant market share in the South Atlantic will be the prime challenge for the Authority in the years ahead. This is a challenge for all of you as well. As members of the Charleston maritime community, we must continue to work together to ensure provision of the highest quality service, in the most efficient manner, and at competitive prices, to meet the demands of our customers.

(Port News)

### **Tacoma Wins AAPA Environmental Award**

The Port of Tacoma's man-made wetland project received a first-place Award of Excellence in the American Association of Port Authorities (AAPA) Environmental Improvement Competition.

The 12-acre Lincoln Street Wetland was built to replace wetland area lost when the Port constructed a 86-acre terminal to accommodate Sea-Land's operations at Tacoma.

Construction of the wetland involved building a new dike to surround the system, excavating fill material down

panded to form two full 900-ft. berths.

When completed, the new Terminal 3-Terminal 4 complex will have a combined capacity of three full container ship berths, and a total of over 65 acres of adjacent backup storage area.

Among its many unique features is the fact that Terminal 3 has direct access to the Port's North Intermodal Yard. This allows rail-destined containers to go directly to the train or to be pre-staged only hundreds of feet from the intermodal yard. Because of that, this terminal can operate with less acreage while still being able to serve over-the-road carriers by use of chassis space.

The new terminal is anticipated to allow for an increase of over 200,000 TEUs by 1990. Tacoma's container traffic has grown over 340% in the last three years, from 150,000 TEUs in 1984, to 667,000 TEUs in 1986. The Port is expected to handle 700,000 TEUs in 1987.

to original marsh sediments to form intertidal flats and channels, rerouting a buried oil pipeline, breaching the dike to connect the river to the wetland, and transplanting sedge plants onto the flats.

Total cost of the wetland replacement was \$2.1 million. That amount includes a five-year monitoring program approved by the Port of Tacoma Commission following wetland completion, and one-third share in a public access project.

The wetland was designed to provide habitat primarily for juvenile salmon, waterfowl, shorebirds, raptors, and mammals. Initial monitoring indicates that the Lincoln Street Wetland system supports all of the target species and is superior to the original in providing support for outgoing juvenile salmon.

"In building the Lincoln Street Wetland, the Port of Tacoma provided an excellent example of responsible industrial development in which the needs of all involved communities are served," said Port of Tacoma Commission President Joe Faker. "Our commitment to extended monitoring and providing public access to the site ensures the wetland's continued integrity and provides the citizens of Pierce County with a unique resource."



The Lincoln Street Wetland at the Port of Tacoma.

## Africa/Europe

### New Concessions in Antwerp Port Zone

Not only the statistics (which show a 20% increase as from early 1987) but also the fact that the city of Antwerp regularly grants new concessions for container-related activities, prove that container traffic in Antwerp is constantly growing.

During the latest session of the City Council, concessions were granted to Antwerps Tank-Transport (30,000 m<sup>2</sup>) and Stevedoring & Trading Company Brabo (3,758 m<sup>2</sup>), both starting container-related operations in the port. On the concession, Antwerps Tank-Transport will also put into operation a truck center for incoming and outgoing cargo in the port, including a fully automatic petrol station, a cleaning installation and catering facilities for drivers.

Near the Churchill Dock, Thornton & Co. were given a concession area of some 24,000 m<sup>2</sup> for repairing and cleaning containers.

During the above-mentioned City Council session, (additional) sites for storing and handling general cargo were also given in concession to Stevedoring Company Gylsen (4,550 m<sup>2</sup>), Haven-en Vervoerbij Nova (22,000 m<sup>2</sup>) and to the Mexico Natie (20,000 m<sup>2</sup>).

### Polypropylene Plant To Be Built in Antwerp

The Norwegian oil company Statoil and world's number one polypropylene producer, Himont, will jointly build a new factory in Antwerp for the production of polypropylene resins and propylene monomer. With a capacity of 300,000 tons a year, it will be the largest plant in Belgium specialized in these kind of products. As early as 1989, the first production unit with a capacity of 150,000 tons a year, will be put into operation.

The new joint venture has taken an option on an area of 200 to 300 hectares on the Antwerp Left Scheldt Bank, north of the Waasland Canal.

Mr. Suykens, General Manager of the Antwerp Port Administration, said that in a relatively short period of time,

this is the second recognition for Antwerp as the epicentre of the European chemical industry. Only a few months ago, the Finnish chemical plant Neste Oy decided to set up a new naphtha based cracker on the Left Bank port zone, a project of 17,000 million BF. It seems as though the large oil and chemical companies want to set up factories in countries of the European Community before the Common Market becomes a fact in 1992, said Mr. Suykens. The choice of Antwerp proves the city's strategic importance as an oil and chemical centre within the European Community.

At this moment, polypropylene is one of the fastest growing synthetics in the world. It is used in the production of packing films, textile fibres, barrels and smaller spare parts for the automobile and motor industry.

### No Port Tariff Hike In 1988: Bordeaux

The Port of Bordeaux Authority announced that in 1988 Port Tariffs will be blocked at the 1987 rates.

Voted by the Board of Administrators of the Port Authority during its meeting on the 28th September 1987, this decision will apply to all port dues relating to the ship and her cargo as well as for the hire of public cranes and handling gear, or the use of storage areas or sheds.

With the constant concern of making the Port more competitive, by reducing the costs of transit through the port for freight as well as call costs for vessels using its facilities, the Port of Bordeaux Authority intends, with this financial effort, to strengthen its marketing drive to attract more traffic.

### Scandinavia, Finland Still Major Partner Regions for Hamburg

"Scandinavia and Finland are still among the Port of Hamburg's most important partner regions. In 1986 this trading link meant nearly 9.3 million tonnes of cargo handled by the Elbe Port—both in the form of West German foreign trade and transit cargo. After all, this amounts to over 17 percent of the total cargo volume handled by Hamburg in 1986 — 54.5 million tonnes." This was how Mr. Helmut

F.H. Hansen, Speaker of the Board of Directors Port of Hamburg, Marketing and Public Relations (regd. Assn.), described the present situation at a press conference in Hamburg.

The total volume of Scandinavian-Finnish transit cargo passing through the Port of Hamburg in 1986 was 26.7 million tonnes, down 7.4 percent on 1985. This adds up to over 23 percent of Hamburg's total transit cargo volume (11.43 million tonnes in 1986). This quantitative fall is almost entirely due to economic problems in the region with some of the countries experiencing considerable difficulties in 1986.

Without a doubt, this transit traffic plays an important supporting role in Hamburg's overall overseas trade position. Some 900,000 tonnes of Scandinavian and Finnish transit goods passed through Hamburg on their way to the Far East, thus strengthening Hamburg's leading role in Far Eastern trade. Figures now available indicate that Hamburg may expect transit traffic to keep on growing in significance.

Statistics clearly indicate the major significance of container traffic in Scandinavian-Finnish traffic. In 1986 a total of 145,429 TEUs were handled by the Port of Hamburg, up on 128,780 TEUs in 1985. Norway accounted for 54,096 TEUs, Sweden 38,521, Finland 32,779 and Denmark 20,033. Besides the feeder services, the traditional liner and ferry services also played their part in transporting the containers.

Figures for the Jan.-Sept. period in 1987 indicate that there has again been a positive trend in Scandinavian-Finnish container traffic. During this period 141,535 TEUs were handled in Hamburg, up 30.6 percent on the same period in 1986. Norway leads the field with 47,476 TEUs (up 16 percent) followed by Sweden with 35,228 TEUs (up 21.8 percent). The degree of containerization in general cargo is also increasing steadily in trade with the Nordic countries.

### Transshipment Declines 1.8% at Amsterdam

About 22 mln tonnes of cargo were transhipped through the Port of Amsterdam in the nine months through September 1987. Compared to the year-earlier period, this represents a slight decline of 1.8%. The decline was seen in both the dry and liquid bulk



cargo sectors and in the general cargo. The only outstanding gain was seen in the movements of "other ocean-going traffic" (including fertilizers, sand and gravel) which was up by 39.2% at 1.2 mln tonnes, largely because of gains in artificial fertilizers.

The number of ocean-going vessels calling at Amsterdam in the past nine months was up by 44 to 3,283. The total gross registered tonnage was down slightly at 22.4 mln, compared with 23 mln in the first three quarters of 1986, according to figures released by the Amsterdam Port Management.

General cargo tonnage was down by 3% to 1.9 mln tonnes in the first nine months of the year compared to 1986. Container shipments increased by 7.6% to 549,000 tonnes, but timber fell by 7.5% to 246,000 tonnes. Conventional general cargo was 802,000 tonnes, a fall of 8.8%.

### **Cleaning Operations For Amsterdam Port**

What is now Tanker Cleaning Amsterdam BV (TCA) got its start in Amsterdam's ship repair yards in the mid-1950s, later moving to provide

facilities to clean and gas free tankers in the port. TCA itself was set up in 1976, with a permanent installation in the Petroleumhaven, and the Langeberg family stepping in to handle oil separation activities.

With the involvement of the Langebergs, TCA has evolved into one of the leading specialists in the cleaning and gas-freeing of dirty spaces for shipping, industry and public authorities. TCA now has a related company in Rotterdam, Tankcleaning Rotterdam; together they service shipping and protect the environment in Holland's two largest port areas.

TCA and TCR tank cleaning, slops, sludge and dirty ballast reception, treatment of change for liquid cargoes and offer facilities for LPG tankers, for purging, cooling, heating and preparing for future cargoes aboard ship.

#### **Challenge**

MARPOL - Marine Pollution Requirements as laid down by international agencies — provides a new challenge for Tanker Cleaning. MARPOL regulations mean that ports must have facilities to accept and handle liquid waste from ocean-going vessels,

inland waterway carriers and on- and offshore installations. TCA has pioneered a number of developments used in both Amsterdam and Rotterdam which are being used as environmental solutions elsewhere.

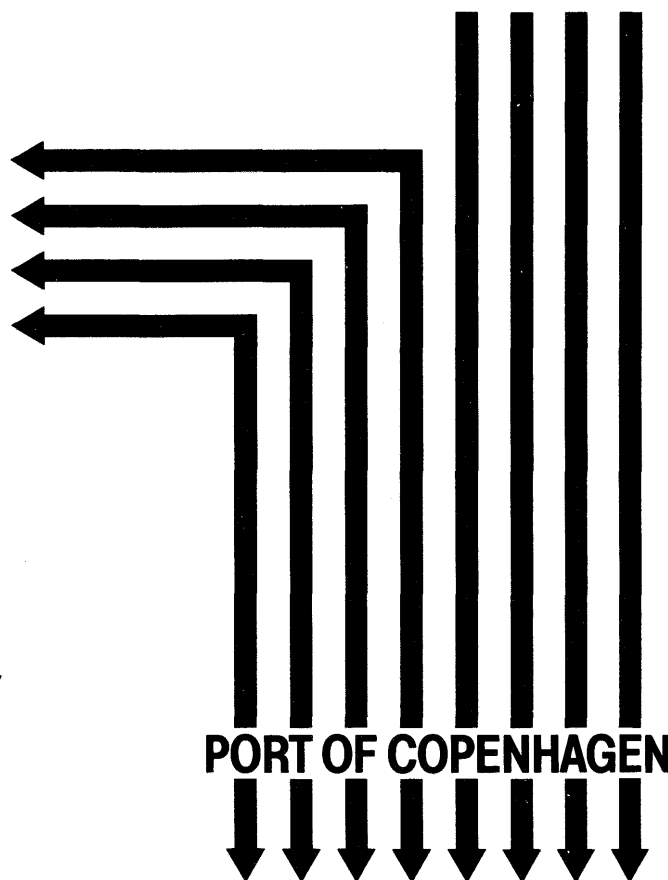
Tanker Cleaning Amsterdam's specialist services clean dirty spaces in the broadest sense of the term, whether the dirt be oil-related or any other substance. TCA cleans water surfaces, provides residual packages as well as transport to the chemical industry. It also cleans tanker trucks and digs off dump sites and sink wells. The company circulates vegetable and mineral oils. All TCA services meet the requirements of Holland's Ministry of Transport and Public Works as well as the port and other local authorities.

TCA carries out cleaning operations at its own plant and 'on site', with 24-hour flexibility. The Petroleumhaven plant has ample quay space for ocean-going ships, inland waterway vessels and coasters. There are receiving facilities for ballast water, slops and large quantities of tank residues. All waste can be stored, treated and re-refined. *(Haven Amsterdam)*

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- Container Terminal
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Phone: +45 1 14 43 40  
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## **Southampton Container Facilities Expanded**

Associated British Ports are to install a new 50 tonne ship to shore container crane at the Prince Charles Container Terminal, Southampton.

The new crane, costing around £2.5 million has been ordered from Davy Morris Ltd. for the container terminal operators, Southampton Container Terminals Ltd., and is due to be commissioned at the end of 1988.

This latest investment follows a £1/2 million order for new tractor units placed last September, and considerably increases the terminal's handling capacity.

The Managing Director of Southampton Container Terminals, Mr. Peter Doble said: "With this new investment, we can continue to provide our customers with an efficient, reliable, and cost-effective service, and to maintain the edge in this highly competitive market.

## **ABP Holdings to Sponsor Opera North**

Associated British Ports Holdings has agreed a £25,000 sponsorship deal with Opera North.

ABP Holdings will be the main sponsors of Opera North's 1988 spring/summer season which will include a week of performances in Hull, one of ABP's major ports.

The sponsorship was launched on 26th November with a reception in Hull's newly-opened passenger terminal, at which ABP Holdings' Chairman, Sir Keith Stuart, presented the Vice-Chairman of Opera North, Lord Harewood, with the £25,000 sponsorship cheque. Sir Keith said:

"Our ports and property activities have close associations with the north of the country—particularly here in Humberside—which makes it appropriate for us to be Opera North's sponsors this season. They are a company with high artistic standards who have done much to bring opera to new audiences with their fresh and innovative new productions. It is a privilege for us to be working with them in what we are confident will be a highly enjoyable season."

In 1986, ABP Holdings sponsored a season of performances by Welsh

National Opera, and was the winner of an award under the Government's Business Sponsorship Incentive Scheme.

## **ABP Plans to Build Terminal at Immingham**

Associated British Ports are to apply to Parliament for powers to construct a new bulk handling terminal at their successful Humberside port of Immingham.

The terminal, which would take up to three years to complete, would be able to handle bulk carriers and other vessels of up to 100,000 dwt, and would enhance the facilities available to users of this busy port.

The project would involve building a new deepwater jetty in the Humber at a site between the existing Immingham Bulk Terminal and the Immingham Gas Jetty. Ancillary works would include mechanical handling plant and the construction of a new road network together with the use of 60 acres of land behind the site for storage purposes. A further 40 acres of land could be made available by reclamation. The whole project is subject to final commercial evaluation and approval by the Board of ABP Holdings.

## **Mr. Whitton Named PLA Pilotage Manager**

The Port of London Authority as a designated Competent Harbour Authority under the 1987 UK Pilotage Act has appointed Mr. Joseph Whitton its Pilotage Manager. The PLA is well ahead in its preparations for its assumption of these new responsibilities and is one of the first Competent Harbour Authority's in the UK to make such an appointment.

Mr. Whitton will be responsible for the development of detailed operational plans for and the management of the pilotage service provided by the PLA for its specific area of jurisdiction within the overall London Pilotage District. He will eventually be based at Gravesend, the traditional base for the Pilotage Service in London.

The new Pilotage Act which provides the first major reform of pilotage services in British waters since 1913 will be brought into force during 1988 on a date at the discretion of the Secretary

of State for Transport. The new regime will safeguard the high standards of safety within the port but also bring improvements in efficiency for shipping using the Port of London.

## **Tilbury Set to Handle More Forest Products**

The forest product handling facility in Tilbury Docks which comprises 42, 44 and 46 Berths forms the largest specialist complex in the United Kingdom. Although the three berths are individually managed a joint marketing and flexible berthing policy is operated and resources are pooled to provide an integrated service to importers.

In total 700 m<sup>2</sup> of berthing space is available with a constant 11.6 m depth of water alongside. Four large forest product carriers can be worked simultaneously and an additional 220 m<sup>2</sup> of berthing space and 14 acres of open storage area is available at the adjacent berth No. 40. In response to the increase in Tilbury's forest products trade £600,000 is being invested in providing an additional 4 acres of open storage accommodation on No. 47 Berth crosswall. Paving of this site is expected to be completed in December. In addition Tilbury have recently purchased 16 new Hyster fork lift trucks which have improved customer service levels.

After a successful year in 1987 Tilbury expects to handle in excess of 1 million tonnes of forest products traffic in 1988 equating to approximately 10% of the UK market.

## **Bulkship '88 on 'What Future Holds' In London in March**

International Bulk Journal is holding a 2-day Bulkship '88 Conference at the London Murriott Hotel, March 28-29, 1988.

This is one of the first conference to deal exclusively with the dry bulk market and will be looking at the economic commercial influences surrounding the industry.

Many leading figures from the industry will be giving papers which deal with the market and its fortunes during the past 15 years, including:-

\* Trade and economic influences

(Continued on Page 41, Col. 1)

## Asia/Oceania

### ADB Technical Assistance Grant to Pakistan Oil Terminal

The Asian Development Bank has approved a technical assistance grant to Pakistan to finance a feasibility study for an Oil Terminal Project.

The main objective of the proposed Project is to enable Pakistan to provide additional infrastructure facilities to meet the handling requirements for the import of crude oil and petroleum products up to about the year 2000.

### Bulkship '88

(Continued from Page 40, Col. 3)

- \* Freight market dynamics
- \* Structural changes in ownership and management profiles
- \* Success in today's shipping markets; four ownership case studies
- \* Cyclical markets — a shipper/charterer perspective
- \* Effective cost management in shipping operations
- \* Optimum ship types for dry bulk transportation

These will be followed with papers which examine the overall theme of Bulkship '88 — "What the future holds":

- \* Economic and trade developments to 1990
- \* Freight markets
- \* Shipping finance
- \* Newbuilding potential
- \* Bulk shipping — where can the real profits be found?

#### Bulkship '88:

London Marriott Hotel  
Crosvenor Square  
London  
W1A 4AW  
England

#### For information contact:

International Bulk Journal  
Ranmore House  
19 Ranmore Road  
Dorking  
Surrey  
RH4 1HE  
England  
Tel.: (Dorking 0306) 740660  
Fax: (0306) 883650 Tlx: 859597

The proposed Project will involve the phased construction of additional port facilities for the handling of oil tankers and for the storage, pumping and distribution of oil to a central distribution depot which will serve the whole country.

The Study will examine the possibilities of adapting existing facilities, such as the iron ore and coal berth at Port Qasim, and of using mooring buoys as temporary or permanent solutions before recommending the construction of new facilities.

The Study will also determine measures to improve the operational efficiency of existing facilities by improving the coordination of the agencies concerned with the importation, handling and distribution of oil imports. The cost of the ensuing investment evolving from the Study is tentatively estimated at around \$40 million.

The executing agency for the technical assistance is the Directorate General of Ports and Shipping of the Ministry of Communications. The Study will be carried out in two parts. The first part, aimed at finding a suitable location for the Project, is expected to take two and a half months. The second part, which will include a detailed economic and financial evaluation of the Project, will take about 10 months.

### High Container Trade Growth at Brisbane

Growth rate of the container trade through the Port of Brisbane is outstripping both Sydney and Melbourne.

This clear pattern has emerged from statistics covering the past six years.

Since 1981/82, Brisbane's annual TEU flow has increased from 88,778 to 104,326 — a rated improvement of 18 percent.

Over the same period, Sydney has registered a two percent growth (to 418,371 TEUs), and Melbourne five percent (to 553,571 TEUs).

The port of Brisbane Authority's Executive Chairman (Hon. A.M. Hodges) said he had decided to release details for no other reason than that they helped to put Australia's east coast trade into its proper perspective.

Mr. Hodges said: "There can be no doubt that Sydney and Melbourne are the container trade capitals of Australia — and, probably will always remain so. "After all, the country's main in-

dustrial and population bases are concentrated on these cities. That's unlikely to change to any marked degree — but, obviously, the work we've been doing in Brisbane these past 10 years or so has not gone unnoticed by a lot of people who can see good business opportunities and profit through the use of our port and its very efficient installations."

Mr. Hodges added: "As you can see, Brisbane is determined to stay in step with world trends — even though in terms of size and cargo volumes we'd have to be regarded as being a middle of the range port."

(Brisbane Portrait)

### Port of Darwin Efficiency Task Force Activity in Review

*The Darwin Port Efficiency Task Force will be three years old in March. While it hasn't made startling changes in port activities or relationships between the various interest groups in the port community, there have been some significant improvements in efficiency which can be measured. There has also been a noticeable difference in the way various groups communicate with each other. Most important of all is growing evidence that all parties want the Port of Darwin to be economically successful for the greater good of the entire port community—to this end things are now, much more often, approached in a spirit of co-operation.*

*Representatives of major 2nd Tier participants have each provided their view on nearly three years of Task Force activity. Port customers have also provided their views, being those most affected by the Task Force results, and in some cases having attended most meetings.*

#### From Territory Stevedoring Services

Even if not all Task Force results are readily quantified, its greatest merit is in providing for consultation between any and all parties associated with the Port of Darwin, and we certainly look forward to the continuation of these frank and constructive exchanges, this at a time when it seems reasonable to believe that shipping activity has bottomed out.

It is worthy to note that other ports in Australia have only lately started to form consultative bodies of a nature essentially similar to the Darwin Task

Force, which has been active for nearly three years.

**Campbell Swift, General Manager**

**From Burns Philp Agencies**

In the two years since the Darwin Port Efficiency Task Force was formed much has been achieved in productivity and industrial relations in the Port. In addition, the regular monthly meetings are an opportunity for bringing together members from port industries and unions, resulting in a far higher degree of communication than existed previously.

The Task Force is to be congratulated in their achievements and I look forward to working with them in the future.

**Peter Wingrave, Manager**

**Ranger Uranium Mines** has been associated with the Task Force from day one. The Task Force was formed mainly to try to improve the service and the use of the Darwin port and the facilities provided. The service and productivity has improved greatly over the years and the Port of Darwin must now be highly regarded in this respect.

Unfortunately Darwin still has extremely high stevedoring costs and this

cost factor is the biggest factor which stops further development and use of the Port. The Task Force must increase its involvement in trying to reduce this cost. Ranger Uranium Mines Pty. Ltd. will continue to support in any way it can the Darwin Port Efficiency Task Force.

**Helmuth Schleemann, Supply Superintendent**

The **Waterside Workers Federation** believes that the Task Force was a necessity as it brought people together to talk on a regular basis, rather than having to solve problems as they occur.

We believe, however, that there are still some problems within the Port which need to be resolved, but we feel that we are attacking these problems to the best of our ability.

The Task Force meetings have allowed the workers to express their opinions and ideas on the Port situation, often leading to increased efficiency. One example of this is an initiative to use the container crane rather than the mobile crane for unloading bags of cargo with the aim of providing a more rapid service and a reduction in costs.

Also, the Task Force meetings have

allowed the workers to contribute ideas on how the Port should be run, which has improved efficiency and reduced costs.

The image of the Port has improved since the establishment of the Task Force which is evident from the large number of positive letters received by the Task Force over the last 12 months.

**Kevin Manski, Secretary**

The Darwin Port Efficiency Task Force arose from the recognition that the Port faced serious problems which weren't going to be resolved through confrontation and conflict.

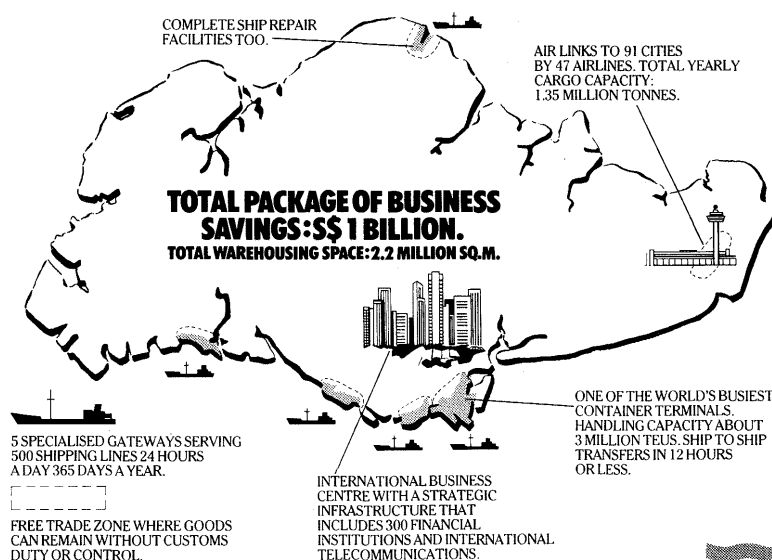
The Northern Territory Government and private enterprise had made massive investments in the Port, yet it suffered because of its poor reputation, low freight volumes, high costs and the establishment of break-away shippers.

During negotiations to resolve on particularly serious dispute when I was Minister for Ports and Fisheries, an agreement was reached to set up a two-tier Task Force to try to overcome the Port's shortcomings through co-operative discussion rather than confrontation.

By working together, the Northern

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Cable: "TANJONG" Singapore.  
Fax: 2795711.



Territory Government, the Port Authority, Territory Stevedoring Services, the Waterside Workers Federation and Port users have been able to resolve many work practice and Port management problems.

The ship-by-ship performance reviews made at each meeting of the 2nd Tier group are particularly helpful in identifying and overcoming difficulties. The Port Efficiency Task Force is doing its job well, and the Port is working better for it.

Through co-operation with the WWF, a reduction in manpower from 78 to 55 has been achieved in the last six months, thus lowering the amount of idle time: and stevedoring charges have now been cut by \$7 an hour.

However, the major task remains the need to substantially increase freight volumes through the Port of Darwin.

The Territory Government is working hard to establish the Northern Territory as a land bridge between Asia and the southern capital cities of Australia. Naturally, the Port of Darwin, as the gateway to the Territory, is the key to the success of this plan.

I have no doubt that the Port Efficiency Task Force will continue to make a valuable contribution to the smooth and efficient operation of the Port, thereby helping the Territory to grow stronger and play its proper role as Australia's northern gateway.

**The Hon. Steve Hatton, MLA**  
**Chief Minister of the**  
**Northern Territory**

(Darwin)

## **New Geelong Facilities To Boost Export Trade**

New cargo-handling technology now in use at the Port of Geelong will lower shipping costs for many primary producers and provide a substantial boost for Australian exports.

The Rocon rotating spreader, which was installed on the container crane at Lascelles wharf early this year and commissioned recently, is Australia's first.

It is attracting strong interest from prospective clients and other port authorities throughout Australia.

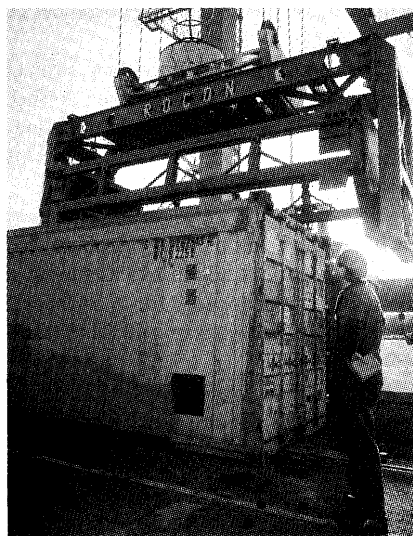
Described as "the answer to small bulk shipment loading," the Rocon unit quickly and economically converts a container crane into a bulk materials shipment facility, allowing exporters

to ship smaller and off-season lots of seed, grain and dried foodstuffs, as well as small lots of mineral silicates, ore and scrap metal, at the much lower bulk shipment rates.

Anything that can be put into a container can now be dumped into a ship.

Rocon units were developed in the USA and have been used successfully in North America and Africa for several years, but until now, the Port of Geelong has been the only port in Australia to recognise the exciting potential of the new cargo-handling technology.

Rocon International managing director, Mr. Don Scruggs, said his company had been looking for a busy Australian port to evaluate and demonstrate the Rocon unit and the Port



of Geelong had been farsighted and progressive enough to welcome the opportunity.

The Rocon unit has proved so effective that the Port is expecting to attract trade worth \$3 million, which is already one of Australia's major bulk Ports.

Port Authority marketing manager, Mr. Martin Shirley, said that by reducing the cost of ship loading and overseas transport, the Rocon unit would make it possible to export bulk materials which had not been exported previously, because of high ship-loading costs.

"Farmers can now shift some of their acreage from highly competitive wheat and rice to whatever commodities are in demand at the time, providing crop flexibility and increased economic protection," he said.

"In depth discussions have already

been held with the Victorian Pea Growers Co-operative, Victorian Farmers Federation Grains Group and the Metals and Minerals Shippers Association of Australia, and since the two trial shipments, inquiries have been flooding in from all over Australia.

"The level of interest has been so encouraging that a second machine is already under consideration."

## **NSW Ports Trade Over 90 Million Tons During 1986/1987**

Trade through the NSW ports exceeded 90 million tonnes during 1986/87 for the second successive year, the Minister for Public Works and Ports, Mr. Laurie Brereton, announced.

Mr. Brereton said the 91.2 million revenue tonnes of cargo which passed through the State's ports system during the year was only 100,000 tonnes below the record set in 1985/86.

"This is a remarkable achievement at a time of great trading difficulties for Australia and reinforces the position of the Maritime Services Board of NSW as the nation's premier ports authority," he said.

"It is a measure of the progress that has been made in improving the efficiency and performance of the MSB since its restructuring three years ago.

"Nearly a third of Australia's total maritime trade now passes over the wharves of the four major NSW ports—Sydney, Botany Bay, New Castle and Port Kembla."

Despite uncertainties within Australia's traditional overseas markets, the NSW ports loaded a record 41.9 million tonnes of export coal during 1986/87.

The Port of Newcastle and Port Kembla both achieved records in their coal exports and in total trade.

Mr. Brereton said the restructured MSB had been able to hold down costs to an unprecedented extent.

"The direct operating costs of the ports have been reduced in real terms for the third year in a row, and the benefit of these savings is being passed on to the commercial customers of the ports," he said.

"Port charges in NSW have risen since January 1984 by only seven per cent, a quarter of the rate of inflation. It represents a saving to the shipping

and export industries of more than \$40M.

"The charges have been frozen for the last 18 months, and I expect that freeze to continue at least to the end of the 1987/88 financial year.

"In addition, coal loading charges at the MSB loaders in Port Kembla and Balmain have also been held to an eight percent increase since January 1983, representing a saving to the industry of over \$35M.

"At Newcastle, where the MSB is a partner with the industry in the Newcol coal loading consortium, loading fees were reduced by 30c a tonne from 1 October.

"The MSB has also reduced its fees for the coal industry in Newcastle over the last four years by \$5 million a year."

Mr. Brereton said the MSB financed its operations and its capital works program out of its own revenue. Total income for 1986/87 exceeded \$300M for the first time.

The MSB invested more than \$36 million in capital works development in the ports and waterways during the year.

"As well as financing its own operations, the MSB each year contributes a percentage of its revenue to the Consolidated Fund," Mr. Brereton said.

"This year, the 'dividend' paid by the MSB to the State is a record \$16.8M, more than \$1M higher than in 1985/86."

He said export industries would continue to face difficult trading conditions in the coming year, and the MSB would maintain its drive for increased efficiency and cost restraint.

"The MSB has commenced, in full consultation with the union movement, an efficiency drive which will lead to cost savings in the order of \$20M a year in the State's ports.

"The savings will help to build Australia's trade performance by containing the costs to shippers at the same time as the MSB continues to expand its services and facilities for the shipping and export industries," Mr. Brereton said.

### **MSB to Donate Land for Commemorative Park**

The Maritime Services Board will provide nearly four hectares of Sydney Harbour foreshore land at Rozelle Bay for a Bicentennial Commemorative

Park.

The MSB will transfer the land to Leichhardt Council later this year.

It will mean that the Council qualifies for a \$500,000 grant from the NSW Bicentennial Council to assist in creating the park.

The first stage of the Bicentennial Park will be completed during 1988.

The MSB will initially hand over to the Council an area of about 2.25 hectares of foreshore land between Pope Paul VI Reserve and Johnstons Creek plus a 15-metre-wide strip of foreshore on the western side of Johnstons Creek.

An additional 1.3 hectares of land behind the foreshore strip, currently used for timber stacking operations, will be transferred to the Council once those activities have been relocated, probably in 1992.

The land on the southern side of Rozelle Bay is outside the area defined by the Working Party on Port of Sydney Strategic Development Needs of having first priority for port purposes.

The northern side of Rozelle Bay will be retained for port purposes.

In addition, Leichhardt Council is considering proposals for a 247-berth marina at the western end of Rozelle Bay.

The marina project has been developed by the MSB and the Public Works Department under the NSW Waterways Program. (MSB News)

### **\$12 Million for Sydney Development**

The Minister for Public Works and Ports, Mr. Laurie Brereton, announced that more than \$12 million would be spent on the development of the Port of Sydney during 1987/88.

Releasing details of the Maritime Services Board's capital works program for the year, Mr. Brereton said the program would increase the standard of shipping facilities and equipment in the port.

At the same time, it would improve efficiency and reduce costs by replacing outmoded and inefficient plant and amenities.

The \$7.5 million redevelopment of Berths 7 and 8, Darling Harbour will be completed during the year.

The project has involved the construction of a new cargo shed suitable for container handling, the provision

of improved offices and amenities and the installation of a security checkpoint.

### **Record Investments in NSW Ports, Waterways**

The Minister for Public Works and Ports, Mr. Laurie Brereton, announced that the State Government would invest a record \$56.5 million in ports and waterways development this year.

Mr. Brereton said the Maritime Services Board's capital works program for 1987/88 was \$10 million more than in any previous year, and would be funded entirely from the MSB's internal resources.

"The capital works program has two primary aims: to improve the facilities and equipment for commercial shipping and other waterway users, and to improve efficiency and reduce costs," he said.

"More than \$23 million has been allocated to the program of providing improved facilities and equipment in the State's commercial ports and the waterways generally.

"The program this year includes major works to improve the cargo capacity of the commercial wharves at Darling Harbour in the Port of Sydney and further development of Port Kembla such as a new access road to the Inner Port and facilities for coke exports.

"Since the Government restructured the Maritime Services Board in 1984, it has substantially improved the efficiency and competitiveness of the NSW ports and its recreational boating operations.

"In a period of extremely difficult trading conditions, the Government is sustaining its commitment to providing the highest level of facilities and services to assist our vital shipping trade.

### **Welfare Measures for Calcutta Port Employees**

Several welfare measures such as subsidised canteen facilities, medical facilities, recreational facilities, educational facilities and subsidised transport facilities etc. are extended to the employees of Calcutta Port Trust including Haldia Dock Complex.

Subsidised canteen facilities are available to the employees at various work sites both at Calcutta and Haldia Dock Systems. In Calcutta there are 16 subsidised tiffin clubs and two de-



partment canteens of which one is at No. 8 workshop and the other at Taktaghat. In addition to tea and snacks, meals are provided in some of these tiffin clubs on 'no profit no loss' basis.

At Haldia Dock Complex 6 canteens are functioning at various work places. Apart from tea and snacks, here too, meals are provided at subsidised rates.

In order to generate and encourage fellow feeling among the employees and to improve their recreational facilities the Port authorities render financial assistance to 3 Institutes for the staff and officers of Calcutta Port within the Port area viz. Hillary Institute, Hide Road Institute and Fairweather House Institute. At Haldia a staff Institute viz. the Haldia Dock Institute and an Officers' Club functions for recreation of the employees of Haldia Dock Complex. In addition, the Port Authorities also give financial aid to two Mahila Samities at Haldia composed mainly of the housewives of the Port employees.

The Port Authorities have built a new Auditorium in the Haldia Township area which will be used by the Haldia Dock Institute for indoor games and other cultural recreational activities. For the Haldia Officers' Club an Auditorium is also under construction.

So far as educational facilities are concerned, the Haldia Dock Complex is running a Primary School for imparting free primary education to the children of the Port employees. The Haldia Dock System has set up another Bengali Medium High School, viz. Haldia Bandar Vidyalaya. In addition financial assistance is given to the local St. Xavier's School which has Primary, Secondary as well as Higher Secondary wings.

At Calcutta there are 3 High Schools, 1 Junior High School and 14 Primary Schools within the Port area near the housing colonies for the benefit of the children of the employees. These Schools get financial assistance from the Port. Special grants for construction, renovation and extension of the existing school buildings are given to these schools. Water and electricity are supplied to these schools free of cost.

There is an on-going scheme for presenting either a wrist watch or a transistor radio to each employee of Calcutta Port including Haldia Dock

Complex who retires on attaining age of superannuation in recognition of his or her service to the Port.

Loans of up to Rs. 3000/- are given to all Class IV employees to meet emergent expenditure and expenses incurred due to natural calamities.

In addition to the medical facilities available at the Port Hospitals and dispensaries viz. Port Centenary Hospital, Dock Hospital and the 5 dispensaries at Calcutta and the new Port Hospital at Haldia, reimbursement of expenses is allowed for specialised treatment outside for employees or their eligible family members, if recommended by Port doctors.

In order to enable the employees of Haldia Dock Complex to reach their work places in time subsidised transport facility is given to them. The Dock Authority operates a number of bus services and a subsidised rate of Rs. 16/- per month is charged from officers and Rs. 8/- from other employees who avail of such service.

*(Port Fare, Calcutta Port Trust)*

## **Iran's Seaborne Trade Constantly Increasing**

*(Extract from IMO document:  
A 15/34/1/Add.7)*

The Islamic Republic of Iran, with hundreds of miles of coastal boundaries in the Persian Gulf and the Caspian Sea, is one of the largest maritime nations of the region.

The Islamic Republic of Iran is one of the few nations which, throughout the history of navigation and since the year 400 B.C. has possessed large naval and merchant fleets of about 4,200 vessels and, from political and economic viewpoints, she has always had numerous interests in her coastal zones in the south and in the north.

At present, the Islamic Republic of Iran owns a large fleet of merchant ships and tankers and most of the country's import and export cargo is transported by that large fleet. In view of the revolutionary dynamism within the country, and the need for self-sufficiency in industry, agriculture and economy — considering the population of the country (45 million) — the volume of the seaborne trade is constantly increasing, which has resulted in the projected volume of about 20 million tons for the years ahead as the contribution of the seaborne trade in the

country's short-term and long-term export and import programming. Considering that sea transportation offers better possibilities in terms of a more economical means of transport, presently, about 70% to 75% of the country's import trade is carried out through the seaports situated in the Persian Gulf, the Sea of Oman, and the Caspian Sea.

All vessels of merchant fleet of the Islamic Republic of Iran meet the International Maritime Safety standards and they are engaged in most of the international shipping routes.

The Islamic Republic of Iran has been a member of the International Maritime Organization since 1958, and, being the first country in the region which accepted this membership, she has always played an active role in the realization of the goals and objectives of the International Maritime Organization. The Islamic Republic of Iran has acceded to a number of IMO conventions and has undertaken consideration of a number of others, the formalities for the accession to those being in process.

A great number of adopted Laws and Regulations in the field of maritime are in line with the conventions adopted by IMO.

The Islamic Republic of Iran has, since long ago, taken appropriate measures in the field of safety of navigation in the Persian Gulf, the Sea of Oman and the Caspian Sea, including laying and maintaining aids to navigation such as lights and buoys, and conducting maritime telecommunication, dredging, etc.

It has always endeavoured to maintain the stability and security of the traffic of tankers and commercial vessels in the Persian Gulf and the Strait of Hormuz.

The Islamic Republic of Iran has made effective and appropriate contribution to the prevention of sea pollution and the protection of marine environment, which is one of the purposes of the convention on the establishment of the IMO. It has conducted successful operations in fighting the pollution caused at large scales by the raids on oil rigs in the Persian Gulf, using only its available technology at those offshore fields.

For the purpose of maritime education and the eventual self-sufficiency in the training of seamen for employment on board the merchant fleet

vessels and in maritime organs, the Islamic Republic of Iran has now established two commercial and semi-commercial universities, which together are responsible for the necessary higher education. Presently, pupils in the fields of marine engineering and navigation are being trained. Other than that, each of the maritime organs have established vocational training centres, for various port and shipping fields of expertise, in order to further the knowledge and information of their personnel and to acquaint them with the latest scientific maritime developments.

The Islamic Republic of Iran has seven major ports in the northern coasts of the Persian Gulf, plus a large number of fishery ports, most of which were restored after the Islamic Revolution and are now active. Also there are two commercial ports in the northern part of Iran which serve the sea transportation needs of the Caspian Sea. Among the major ports of the south, Port Shahid Rajai (Bandar Abbas), with 24 berths of 4,780 m long, and up to 14 m deep; and Port Imam Khomeini, with 33 berths of 7,765 m long and up

to 14 m deep, are among the largest commercial ports in the Persian Gulf. Those ports, with their available equipment and facilities, can respond to the needs of all types of ocean-going vessels, such as bulk carries, general cargo, liquid bulk, containerized and Ro-Ro vessels, etc.

Port Shahid Rajai (Bandar Abbas) is also one of the modern ports where, from the point of view of reception facilities for oily wastes from ships, is equipped with an independent system.

The Islamic Republic of Iran has been one of the first members in the International Maritime Satellite Organization, and is now in the process of establishing coast Earth Stations to play its effective role in the safety of shipping.

In the northeastern part of the Persian Gulf, near Port Shahid Rajai, a large shipyard, namely the "Persian Gulf Shipyard," was established years ago. With the completion of the subsequent phases, the Islamic Republic of Iran would own one of the ship building and shiprepair centres for ocean-going vessels.

### **Sakai-Senboku, Tanjung Perak Fete Anniv. of Affiliation**

On November 7, 1987, at a hotel in Osaka, a ceremony celebrating the anniversary of the sister port affiliation between the Port of Sakai-Senboku and the Port of Tanjung Perak, Indonesia, was held in the presence of Mr. M. Kishi, Governor of Osaka Prefecture, officials of the two ports and representatives of relevant business circles.

According to Mr. Kishi, the two ports were twinned on November 7, 1986, as a result of the friendly cooperation agreement entered into on November 26, 1984 between the East Java Province. He continued that the ties of communication between the two communities have been expanded to include not only generalized areas of mutual cooperation on a province-to-province level but also trade-oriented activities.

Mr. Hiroshi Kusaka, IAPH Secretary General, sent a goodwill message for the event marking the anniversary of the sister ports affiliation. Excerpts of his message read:

Not many words are necessary to

emphasize the importance of mutual understanding and cooperation among people in any country or community, big or small, and however diversified the professions of the people are. Mutual understanding and cooperation are the prerequisites of harmonious relations between peoples. The need for establishing mutual ties can be immediately felt by us all when we realize how dependent we are on each other, internationally or at a mere local level.

As a person who has witnessed the birth of many sister-ports affiliations among world ports as well as the fruits gained from such cooperative ties, I express my sincere pleasure at the arrangement commemorated today as well as confidence in the future development of the ties between the Port of Sakai-Senboku, Japan, and the Port of Tanjung Perak, Indonesia — two IAPH member ports.

The people from these two ports of different countries here on this particular occasion are present, in my view, not only to celebrate the first anniversary of the agreement and cherish what they have already achieved but also to give added impetus to their determi-

nation to succeed in this venture by exploring yet other possibilities and directions of mutual understanding and cooperation.

The motto of IAPH is "World Trade Through World Ports and World Peace Through World Trade". In this context, I wholeheartedly support this gathering of people who speak and work for the development and improvement of transportation and world trade. To attain this eventual goal, let me emphasize that effective communication among people is the most vital element of all.

### **Tokyo, Los Angeles Become Sister Ports**

November 18, 1987 was another memorable day for two giant ports facing each other separated by the Pacific Ocean. A proclamation of Sister Port Affiliation twinning the two ports was signed by the Hon. Thomas Bradley, Mayor of Los Angeles, and the Hon. Shun-ichi Suzuki, Governor of Tokyo, and attested by Mr. Jun Mori, President, Harbour Commission, the Port of Los Angeles. Witnessing the signing ceremony held at a Tokyo hotel were H.E. Michael J. Mansfield, U.S. Ambassador to Japan, officials of both ports and other dignitaries, including Mr. Hiroshi Kusaka, IAPH Secretary General.

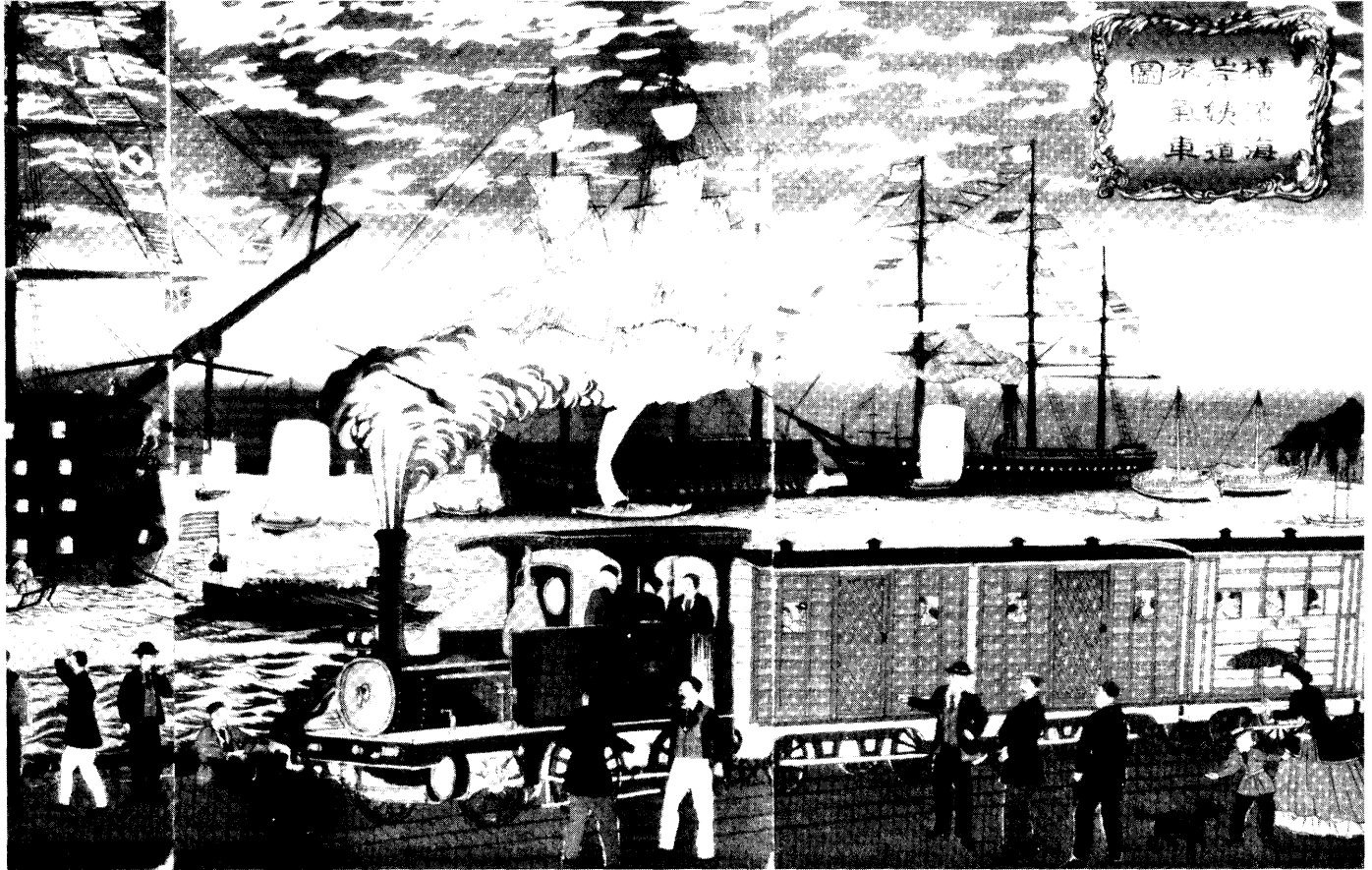
While the projects and undertakings to be involved in the newly created arrangement are yet to be announced, the Proclamation reads as follows:

WHEREAS, the Port of Los Angeles, under the management, supervision, and control of the Board of Harbor Commissioners of the City of Los Angeles, the second largest city in the United States of America, is the largest commercial port on the West Coast of the United States, intensifying its role and function as the Load Center of the West Coast; and

WHEREAS, the Port of Tokyo, under the control of the Tokyo Metropolitan Government, in the capital of Japan, is an expanding and dynamic port known as an international container port, especially in recent years implementing its innovative harbor development, and

WHEREAS both the Port of Los Angeles and the Port of Tokyo, representing the interests of ports in each country, are contributing to the de-

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## YES'89

YOKOHAMA EXOTIC SHOWCASE  
PERIOD: MARCH 25 '89 - OCTOBER 1 '89

The exposition celebrating  
130 anniversary of Port  
opening and centenary of  
municipalization.

velopment of trade between the United States and Japan as the leading ports located on opposite sides of the Pacific Ocean; and

WHEREAS, the world economy and commerce are now engaged in the "Century of the Pacific" with a growing recognition that the 21st Century shall be the era of the Pacific Basin;

NOW, THEREFORE, BE IT KNOWN TO ALL, that the Sister Port relationship between the Port of Los Angeles and the Port of Tokyo has been undertaken in light of the important roles to be played by the two ports to promote friendly relations and mutual progress; and

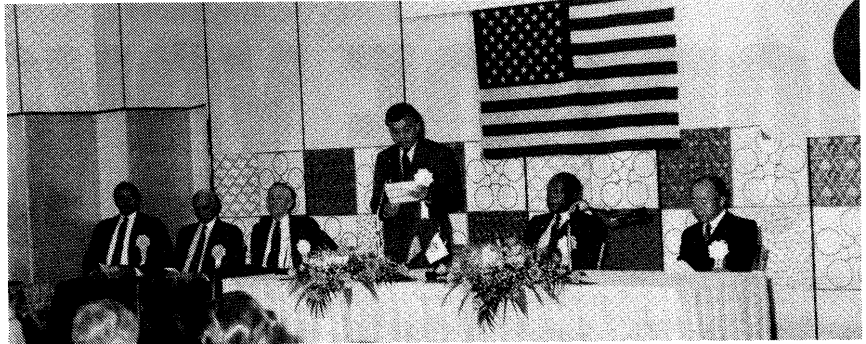
BE IT FURTHER KNOWN, that both parties hereby declare themselves dedicated to the prosperity of worldwide commerce and trade and devote themselves to maintaining peace in the Pacific; and

IN WITNESS OF THIS PROCLAMATION, the Port of Los Angeles and the Port of Tokyo, acting by and through the Board of Harbor Commissioners of the City of Los Angeles and the Port of Tokyo have caused this Instrument to be executed as a memorial to the mutual desires to aid and assist in the furtherance of international commerce and trade on this eighteenth day of November in the year nineteen eighty-seven, when Mayor Tom Bradley and the delegates of the Port of Los Angeles are present in Tokyo on the occasion of the 19th Japan-American Conference of Mayors and Chamber of Commerce Presidents.

## Y'hama Harbor School Upgraded to College

It was announced in a recent Yokohama Port bulletin that a training institution for dock workers, located in the Port of Yokohama since 1972, will officially be upgraded to a "two-year junior college" from April 1988. This will be the first college specializing in the port and cargo-handling industry in Japan.

The facility, though commonly known as "Yokohama Harbor College" for many years, was established as a vocational training and rehabilitation facility for dockworkers. It aimed to address the serious concern felt by dockworkers regarding containerization and other forms of rationalization and technical renovation, which have



L to R: Mr. E. Burts, Executive Director, Mr. R. Rados, Board Commissioner, H.E. Michael J. Mansfield, U.S. Ambassador to Japan, Mr. J. Mori, Board President (standing), the Hon. Thomas Bradley, Mayor of Los Angeles, and the Hon. Shun-ichi Suzuki, Governor of Tokyo

emerged in cargo handling at large since the latter part of the 1960s. Even after completing the primary object of providing the dockworkers with the chance for fuller education and rehabilitation, the school kept functioning as the supplier of well-trained young dockworkers to the local port industries.

The responsible body is the Kanagawa Prefecture Institute for the Development of Technical Skills, the regional wing of a national agency named the "Employment Promotion Agency", which comes under the auspices of the Labor Ministry.

The primary objective of the College is to ensure a stable supply of middle-ranking dockworkers in the fields of stevedoring, harbor transportation and commodity distribution (including import & export procedures), all of which have been exposed to rapid changes under the pressures of the sophistication and diversification of equipment and systems, including the introduction of EDP and ME (micro-electronics and mechatronics engineering) systems.

There will be two courses — on "commodity distribution" and "harbor transportation" — for twenty students respectively. The bulletin continues that they are planning to set up a kind of evaluation council comprising the employers and business circles as well as the actual workers so that the needs of the employers can be reflected in the curriculum. It further says that the college will be prepared to continue to act as an institution where the existing dockworkers can refine their skills and techniques.

In response to the reporter's telephone interview, a management official commented that the management was

pleased to have received active responses both from business circles and high schools as well as the parents of high school students.

(Report by R. Kondoh, IAPH)

## KPA Offers Rebates To Attract More Traffic

### Up to 50% rebates for warehouse rentals in South Port

The Kelang Port Authority is offering rebates ranging from 25% to 50% for rental of its warehouses in South Port.

The move is the latest in the port's promotion campaign to attract more traffic. The rebates offered are aimed at stimulating the growth of the transshipment trade as well as to promote the consolidation of cargo at the warehouses in South Port where liftings from Peninsular Malaysia to Sabah and Sarawak are concentrated.

The South Port has eight warehouses totalling about 34,800 sq. m. (374,000 sq. ft.). Five are leased out to various companies which have rented portions of the warehouses for their operations.

### Rebates for transshipment of bulk liquid cargo

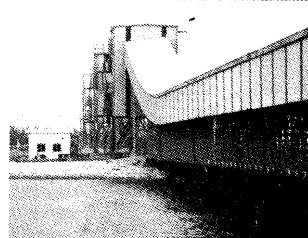
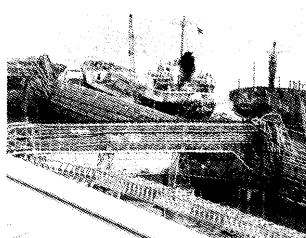
The KPA is for the first time offering tariff rebates for transshipment liquid bulk cargo. The rebates range from 13% to 25%.

The rebate is to encourage greater utilisation of the liquid bulk terminal in North Port, with the objective of making it into a major depot for transshipment of liquid bulk cargo.

The rebates are expected to generate more transshipment bulk liquid traffic and this, in turn, is expected to effect more investment on bulking facilities by installation operators.

(WARTA LPK Malaysia)

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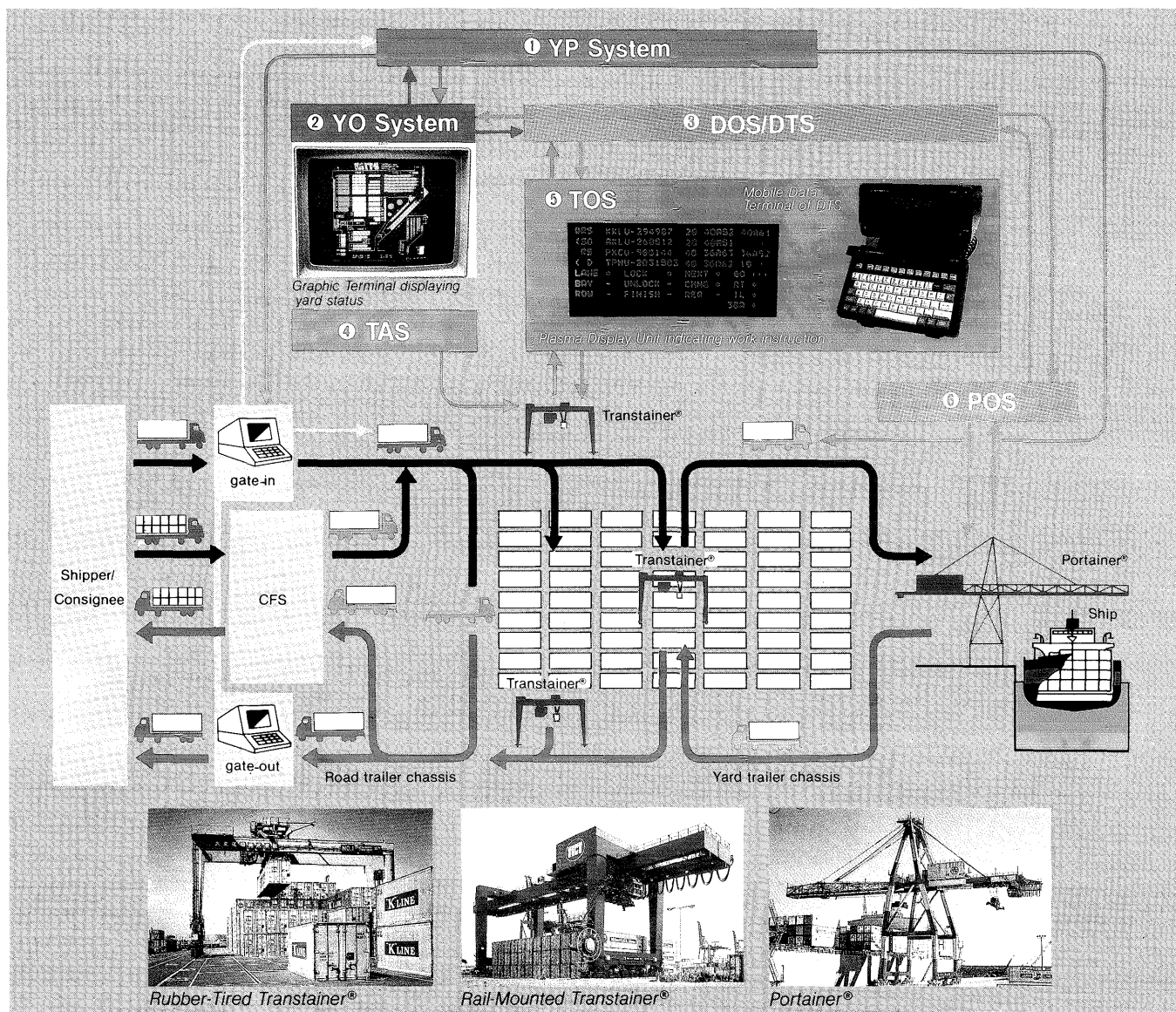
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- ④ TAS: Transtainer® Automatic Steering System
- ⑤ TOS: Transtainer® Operation Supervising System
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