Ports Harbors

March 1989 Vol. 34 No. **2**



The Publisher The International Association of Ports and Harbors

Port of New Orleans

France Road Container Terminal Complex includes the public container terminal at Berths 5&6. Located at the intersection of the Industrial Canal and the Mississippi River-Gulf Outlet, the terminal complex is less than 10 minutes from a transcontinental interstate highway. The MR-GO provides a 40-mile shortcut to the sea for ships visiting this tidewater harbor of the Port.

With a draft of 45 feet on the Mississippi River, larger ships can be loaded deeper along the 13.5-mile riverfront served by the Port. Lake Pontchartrain lies in the background. Relief cargoes for around the world depart from the Port of New Orleans.



PORTS PUBLIC AUTHORITY-KUWAIT

"The Heart of the Trade in the Arabian Gulf"

Port of Shuwaikh:



* 21 Berths, at a length of 4,000 Metres and up-to 10.06 Metres Water Depth.

* All Berths equipped with quay cranes.

* Container Terminal with Gantry/ Tractor/Trailer System, RO-RO, Reefer and CFS facilities.

* Huge storage facilities (covered and open) for all kinds of Cargo.

* Bunker and Fresh Water supply available.

Port of Shuaiba:

"The Industrial/Container and Bulk Deep Port"

* 20 Berths, at a length of 4,070 Metres and up-to 14 Metres Water Depth.

* A Modern Container Terminal with Gantry/ Straddle system, RO-RO, Reefer and CFS facilities.

- * Heavy quay cranes for Bulk Handling.
- * Bunker and Fresh Water supply available.



For More Informations Contact:

"Ports Public Authority-Kuwait Planning & Research Department P.O. Box 3874-Safat 13039-Kuwait." Telex: 1)HMSHP KT 22740 2)MOWANI KT 46915 Fax: 4819714 Tele: 4843211 Ports & Harbors March, 1989 Vol. 34 No. 2

Ports Harbors

Published by The International Association of Ports and Harbors NGO Consultative Status, United Nations (ECOSOC, UNCTAD, CCC, IMO) Secretary General: Hiroshi Kusaka Head Office: Kotohira-Kaikan Bldg., 2-8, Toranomon 1-chome, Minato-ku, Tokyo 105, Japan Tel: TOKYO (591) 4261 Cable: "IAPHCENTRAL TOKYO" Telex: 2222516 IAPH J

IAPH Officers

President: Wong Hung Khim, PSA Delegate, Port of Singapore Authority, Singapore 1st Vice-President: J.H. McJunkin,

International Trade and Marketing Adviser, Port of Long Beach, U.S.A.

- 2nd Vice-President: J. Mather, Managing Director, Clyde Port Authority, U.K.
- **3rd Vice-President:** Cheung Yeun-Sei, Chairman of the Korea Shipping and Port Council, KMPA

Conference Vice-President: C.J. Lunetta, Port Director, Port of Miami, U.S.A.

Contents

IAPH ANNOUNCEMENTS AND NEWS	
Members Asked to Submit Credentials	5
Prize-winning Papers in Essay Contest '88 More Education	
on Ports for Students	. 6
IPD Fund: Contribution Report	
Report: PMAWCA Meeting in Conakry	. 8
Visitors to Head Office Membership Notes	10
MIAMI CONFERENCE SPECIAL SECTION	
16th IAPH World Ports Conference Drawing Near	23
New Port Developments	
Miami Conference Registration Form	
OPEN FORUM	
Frank and Open Dialogue Among World Ports, Speech by Wong Hung Khim	11
IAPH Viewpoint on Environmental Issues in Port Development,	
Speech by J.M. McJunkin	
Ports and Their Environments by Hiroshi Kusaka	
Australia's Waterfront: Barrier or Gateway to the World by J.M. Jenkin	15
INTERNATIONAL MARITIME INFORMATION	
WORLD PORT NEWS	
PSA's Training Courses for 1989 • International Seminar on	
Port Management by IHE	17
OCIMF: Uniform Port Info Format New Publications	18
The Americas	
Halterm Extension Opened at Halifax Marketing Campaign	10
for Cameron Island • Gold-headed Cane to Captain Pimushkin	19
Port of Vancouver Economic Powerhouse Waterfront Management, ILA Talk on Contract	77
ILA Talk on Contract Improved Channel to Spur Houston Economy Massport Strategy	
for Decade to Come	20
Pier J Expansion Project LA to Enhance Port-Citizens Ties	20
NY & NJ: Need for Regional Warehouses	
Oakland Port Commission Orders Restructuring • Port of Oakland	
to Test New Ship/Rail Interface	31
Cooperation Between Customs, Ports Urged • 1987-88 Portland	
Performance Solid • Redwood City Reports Tonnage, Income Up	32
Port Chassis Pool a Start-up Success • Harmonized System Goes into Effect	33
Africa/Europe	
Port of Esbjerg: Improvements, Growth • Le Havre Reviews Port Data Systems	34
Port of Rouen Prepares for 1992 • BLG: Boost from Container Handling	35
Port of Gothenburg to Buy 100 Forklifts Dakar on	
Crossroads of Sea Routes ● 3 Roll-on/Roll-off Berths Planned at Hull	
PLA OKs Construction of Jetty at Delta Wharf	38
Asia/Oceania	
Plan to Restructure Australian Waterfront	38
Industrial Relations Restructuring Urged Brisbane: Old	
Lands for Redevelopment	39
SEAFREIGHT 2000: Survival of Fremantle Another Successful 	
Year for Fremantle	
Port of Geelong Strategic Plan	41
Port of Melbourne Trade Review • Port of Townsville at a Glance	43
PAF Corporate Mission Statement • Port of Hong Kong Expects	, .
Record Growth	
Ports of Auckland Limited Begins Operation	45
A Profile: South Port New Zealand Limited ● Changes in	10
Structure of Port of Wellington	40
PPA OKs Policy on Property Management ● Singapore to Build New Cruise Terminal	17
PSA Corporate Mission Statement	
I SA COLDUTATE MUSSION Statement	+0

Creating is our business.

We add human ingenuity to nature and create new land, make and maintain waterways and harbors all for the benefit of mankind. In the Near and Middle East, we have successfully cooperated and worked together with local technicians in numerous large and small-scale projects since 1961, such as widening and deepening the Suez Canal, so we are thoroughly familiar with the area and work involved. Most important of all, these years of experience have served

> to forge strong human bonds crossing national and cultural boundaries.

We help countries to build their future.



Head Office: 2-8, Koraku 2-chome, Bunkyo-ku, Tokyo 112, Japan Telephone: (03) 816-7111 Cable Address: OCEANCONST TOKYO Telex: 2723054 OCEAN J Overseas Office: Singapore, Malaysia, Hong Kong, India, Indonesia, Sri Lanka, Egypt, Saudi Arabia, Iraq.



Offload and Distribute Your Cargo Faster and Cheaper Than in Any Other Atlantic Port.

Keep your stay short and your cargo intact and make a bigger profit.

• 45 minutes from buoy to berth.

- Cargo, ship and crew support services under one roof.
- 35' drafts, immediaté product transfer, dockside freezer/chill, dry and secured storage facilities.
- Break Bulk processing and handling facilities.
- Immediate access to three interstate highways, Florida's turnpike, rail/piggyback and the national intermodal rail network.
- Foreign Trade Zone for duty-free storage and/or assembly of foreign products.

From point of entry, through storage to final destination, Port Canaveral is your most profitable gateway to the Florida market.

Would you pass him by? Some did...

In 1986, this child was rescued by a merchant ship but only after other ships had passed him by. Today and everyday, there are other children like him, adrift in the South China Sea, in danger of death from drowning or other perils.

Canaveral

(407) 783-7831 • FAX 407-784-6223

TELEX 981573 Ans. Bk. Pt. Canaveral

CANAVERAL PORT AUTHORITY & FTZ #136 P.O. Box 267 • Cape Canaveral, FL 32920

It won't cost your ship in time or money if it stops to rescue refugees in distress. UNHCR can ensure prompt disembarkation and reimbursement for expenses incurred.

For copies of our "Guidelines for the Disembarkation of Refugees" please contact us at the address below.

Whenever your vessel encounters refugee boats, *PLEASE STOP* – the refugees need your help.



United Nations High Commissioner for Refugees P.O. Box 2500 – CH-1211 Geneva 2 Dépôt – Switzerland Tel: 398111 Fax: (22) 319546 TIx: 27492 UNHCR CH



Oude Delft 95, Delft, The Netherlands

International Institute for Hydraulic and Environmental Engineering



in close cooperation with the Port Authorities of Amsterdam and Rotterdam and with the support of the Netherlands Ministry of Foreign Affairs and the Netherlands Ministry of Economic Affairs is organizing

May 16 - June 23, 1989

25th International Seminar on Port Management

Theme:	Responsibilities and Liabilities in Port Organizations.
Topics:	Telematics for port communications and information. Transportation. Port organization patterns. Port finance. Ships reception. Port operation. Dock labour. Cargoes. Terminal operations. The ports of Amsterdam and Rotterdam.
25 th Anniversary:	The final week of the Seminar will be a special occasion and open to participants of the 24 previous seminars. The theme, 'The Future of Port Management', will be addressed by keynote speakers, also selected from previous courses. Former participants are invited to apply for this special celebration.
Study tours:	Germany and Denmark.
Language:	English.
Application and admission:	The seminar is intended for qualified candidates who are confronted with port management problems in their daily activities. Applicants should have at least five years of practice. The number of participants is limited to 35.
Fellowships:	A limited number of fellowships will be granted to participants from developing countries by the Netherlands Government. Fellowship applications should be submitted through the Netherlands Diplomatic Representative not later than March 16, 1989. Other fellowship granting organizations are: United Nations, UNCTAD, International Labour Organization (ILO), IAPH and several other semi-governmental maritime organizations. Nationals of countries associated with the European Economic Community may apply through the Delegation of the EEC in their country.
Fees and other expenses:	Dfl. 3500, which includes tuition fee, travel cost for all study tours and lodging outside The Netherlands.
	For further information, please contact: The IHE Registrar, P.O. Box 3015, 2601 DA Delft The Netherlands
	Phone (0)15-783404 Telex 38099 ihe Fax (0)15-122921

IAPH ANNOUNCEMENTS AND NEWS

Members Asked to Submit Credentials

The Secretary General, in his recent letter to the Regular Members, asked them to submit a form of credentials advising the name of the delegate of each member organization attending the 16th Conference in person, or one of proxy specifying the names of individuals attending the Conference on behalf of organizations from which no delegates will be able to attend.

At the same time, the IAPH Directors were asked to file to the Secretary General notice of their attendance at the Board meetings scheduled for Sunday, April 23 and Friday, April 28 respectively, by a form of credentials. Moreover, any Directors who will be unable to attend the Board meetings in person were asked to submit a form of proxy.

IAPH Directors and Alternate Directors are elected from among the Regular Members in their respective countries. The number of the elective Directors to represent each country relates to the number of Regular Members in the country — one Director (and one Alternate Director) from a country with Regular Members numbering fewer than 10, two Directors from a country with Regular Members of more than 10 and fewer than 20, and three from a country with members of more than 20, respectively. At the moment, Japan (39 Regular Members) and the U.S.A. (26 Regular Members) are represented by 3 Directors each, Australia (16 Regular Members) and Canada (11 Regular Members) by 2 Directors each, while all other countries are represented by one Director.

The By-Laws provide that the election of Directors may take place at any time and that not less than one such election be held by each group of Regular Members in each period between Conferences, not later than thirty days before each Conference.

If no period is specified, each Director shall hold office until the closing of the Conference next succeeding that which follows each such election, and in every case until a successor has been elected and taken office.

The results of every election shall be communicated to the Secretary General. Directors and Alternate Directors shall be eligible for reelection.

In the event a vacancy shall occur in the office of any elective Director, the elective Alternate Director from the same country shall become a Director, and in the absence of a Director at any meeting of the Board of Directors, his Alternate Director shall act as Director for the duration of any such absence.

In the hope of winning greater understanding of the important role played by our Directors, we introduce the powers and duties of the Board of Directors as provided in the By-Laws.

Section 12 — Powers and Duties of Board of Directors

The Board of Directors shall have power and it shall be its duty, in accordance with the provisions of the Constitution and these By-Laws and subject to control by bill or resolution adopted by this Association at any Conference or by correspondence:

1. To fix the Membership Dues and the registration fee for each individual attending and to determine the agenda for Conference;

2. To prepare and propose to the Association at Conferences amendments to the Constitution or the By-Laws;

3. To propose the names of meritorious individuals to the Honorary Membership Committee at a Conference for election as Honorary Members of this Association;

4. To appoint and dismiss the Secretary General;

5. To prepare and propose the budget and statements of account to the Association at or before each Conference and authorize approval of the payment of bills;

6. To procure or contract for an audit of the books and accounts of the Association for each two fiscal years, as provided in Section 24 of these By-Laws, and cause the same to be presented to the President at or before each Conference;

7. To delegate or entrust to the Executive Committee, particularly during the interim period between Conferences, such executive powers and administrative responsibilities as it may deem advisable or expedient, including supervision over the Secretary General;

8. To promulgate rules and regulations for the execution and enforcement of the provisions of the Constitution of this Association, of these By-Laws and of any of the powers, responsibilities and duties of the Board of Directors and of the Executive Committee;

9. To determine and establish policies and generally supervise the Executive Committee's conduct of the business and affairs of this Association, especially in the interims between Conferences;

10. To appoint, prior to the holding of a Conference, a chairman for such Conference who shall for the duration thereof have the title of Chairman of the Conference and who shall preside at all functions of the Conference, other than Plenary Meetings of the members;

11. To appoint the members of the Nominating Committee and to present their nominations to a Plenary Meeting of the Conference; and

12. To assume such further powers and perform such further duties as this Association may from time to time determine by bill or resolution adopted at a Conference.

More Education on Ports for Students

"Improving schoolchildren's knowledge of ports and shipping" has been one of the important themes that the IAPH Committee on Public Affairs (PACOM), chaired by Mr. R.N. Hayes, General Manager of Dublin Port and Docks Board, has been promoting. As the first of a series of IAPH international publications, an IAPH coloring book for pre-schoolchildren was produced and distributed to all IAPH members from the Tokyo Head Office last July.

The PACOM is now considering its next task, which includes:

(a) A book for children in primary schools

(b) A book for children in secondary or high schools

(c) An information book for teachers.

In this endeavor, Chairman Hayes seeks information from IAPH member ports who may have educational books available of the type that his committee is proposing to process. If such documents are available, you are requested to send them to:

R.N. Hayes Chief Executive Dublin Centre Alexandra Road Dublin 1 Ireland

or alternatively bring them with you to the forthcoming Miami Conference. In this way the PACOM would not necessarily be starting from scratch but would start its project by reviewing the existing material and seeing whether it could form a suitable basis for the prototypes which would become the IAPH books.

Thus, Chairman Hayes solicits your special cooperation in providing the committee with suitable material and information from your own and from adjacent ports.

Prize-winning Papers in Essay Contest '88

As announced in the previous issue of this journal, Mr. K. Dharmalingam of the Mauritius Marine Authority has been selected as the recipient of the first prize, known as the "Akiyama Prize", in the IAPH Award Scheme 1988, an essay contest for port personnel employed by IAPH member organizations in developing countries. The prize for Mr. Dharmalingam consists of an invitation to the Miami Conference, with the airfare and hotel accommodation provided, US\$750 and a silver medal. Thus, the Secretary General has issued the Association's official invitation to Mr. Dharmalingam to participate in the Miami Conference, where he will receive the "Akiyama Prize" at the first plenary session on Monday, April 24, 1989.

Another condition for the top prize winning entry was to publish it in this journal. However, in view of the length of the paper, the author has been requested to rewrite it so that the entire length is reduced to half that of the original paper. The summarized version of the paper will be featured in a forthcoming issue when it is received from Mr. Dharmalingham.

In the meantime, in accordance with the panel's advice,

in this issue we carry a summary of all the prize-winning papers as provided by Mr. C Bert Kruk, the panel chairman.

Summary of paper of Mr. Dharmalingam, The Akiyama Prize (First Prize) winner

Theme: "How could the efficiency of your port be improved?"

The paper first presents the history and the present state of Port Louis Harbour and goes on by offering the author's suggested definitions of efficiency.

Next, the paper identifies a number of areas which offer scope for efficiency improvement. In detail these areas are the operational system, the optimization of physical resources, the critical review of planning principles, supervision and control, the simplification of documentation procedures and environmental aspects.

In each of these areas the paper describes improvements and continues by summing up the direct financial and berth-day gains and expenditures as well as the financial gains not susceptible to quantification.

Summary of paper of Messrs. Carlos E. Gines, Miguel A.R. Garelli and Roberto A. Ascani, Administracion General de Puertos, Argentina, the second prize winner

Theme: "Optimization of a load system for cereals"

The loading facility for cereals of Ingeniero White Port consists of eight belt conveyors of 500 t/h of capacity along the quay, which unload the cereals into the cargo holds through several transversal pipes. In order to make the loading for gravity possible, the minimum angle with the horizontal of these pipes must be 30 deg. To match that condition with the load of 50,000 D.W.T., ships with berth in high tide, a loading waiting time of 3.5 hours is necessary to allow the pipe to pass above the total freeboard, the hatch coaming included. Sometimes several problems referring to the berth and the operation increase the waiting time by more than 50% over the normal loading time. The hours lost in one year amount to more than 600.

The proposed solution consists of the installation of two horizontal belt conveyors, transversely to the quay, with approximately 15m. of outreach and a capacity of 1,000 t/h. These belt conveyors overcome the gauge problems and work while the pipes cannot do so.

An economical study shows a yearly saving of nearly US\$200,000 and the investment is returned in about 3 years.

Summary of paper of Mr. Gichiri Nudua, Kenya Ports Authority, the third prize winning paper

Theme: "Containerization: Maximizing gains through investment rationalization"

The aim of the author is the enhancement of productivity by saving as much as possible on investment.

More precisely, the paper focuses on ways whereby existing capital productivity in container facilities will be enhanced and benefits realized. Notwithstanding the fact that ports invest ahead of demand, better capacity utilization of the existing capital stock in the Port of Mombasa would lead to higher productivity and returns. The paper examines the relocation of some projects with a view to achieving higher returns and explores the possibility of postponing or even avoiding some investments.

In his effort to achieve the desired investments, the author analyzes the scope for future containerization in Kenya and tries to establish the demand for containers through to the year 2015. Subsequently he tries to relate demand to supply by focussing on existing as well as planned container capacity.

The author concludes that development plans should never be adopted in isolation but should be considered in the light of national development objectives. Moreover, selection of the timing and location of the projects are of paramount importance in determining the return on investment.

Summary of paper of Mr. Mamadou Fall, Port Autonome de Dakar, Senegal, a consolation prize winner

Theme: "Organization and Optimal Management of the land areas in the Autonomous Port of Dakar"

The paper first analyzes a number of factors that have contributed to causing congestion in the storage areas, and subsequently to blocking normal operations in the port.

This situation has warranted concerted action from the port, its main users and the customs and has led to the implementation of a series of measures aiming at an improved use of the storage areas and faster cargo and ship turnaround.

Mr. Fall details the measures taken by the port, such as the introduction of rules governing the use of storage areas, the allocation of traffic flows to specific port areas, the establishment of a consultation machinery with customs, the creation of bonded warehouses, the introduction of a host of measures to reduce cargo dwell time and the preplanning of storage area use.

The annual benefits of these measures, which cost the port less than 100 million fancs CFA, are estimated by the author at 2.345 million francs CFA. Calculated over a 30-year period this result is equivalent to the benefit generated by a major port infrastructure scheme costing 20 billion francs CFA and yielding an economic rate of return of 12 percent.

Summary of paper of Mr. Douglas B. Ra-nasinghe of Sri Lanka Ports Authority, a consolation prize winner

Theme: "How could the efficiency of your port be improved?"

The entry discusses a number of problems affecting the productivity of container and fertilizer handling in the Port of Colombo. Problems on the container terminal include shortage of storage space, breakdown of equipment and over-manning, whilst difficulties encountered in fertilizer imports, which are mostly handled by direct delivery to road vehicles, include manning levels and ship detention caused

(Continued on Page 8, Col. 1)

IPD Fund: Contribution Report

The contributions from members to the Special Port Development Technical Assistance Fund ("the Special Fund") as of February 10, 1989 are listed in the box below. The amount received in contributions in the on-going campaign totals US\$30,735, leaving the amount of US\$39,265 — or more than 50% of the targeted amount — yet to be raised. In order for us to achieve the targeted amount of US\$70,000, all members' continued support is indispensable.

Contributions to the Special Fund (As of February 10, 1989)

Contributors Paid:	Amount (US\$)
Associated British Ports, UK	3,000
South Carolina State Ports Authority, US	
Cyprus Ports Authority, Cyprus	700
Japan Port & Harbor Association, Japan	450
Toyo Construction Co., Ltd., Japan	234
Toa Corporation, Japan	500
Port Alberni Harbour Commission, Canac	
Korea Dredging Corporation, Korea	300
Port Authority of New York &	200
New Jersey, USA	1,000
Vancouver Port Corporation, Canada	1,000
Klang Port Authority, Malaysia	200
Saeki Kensetsu Kogyo Co., Ltd., Japan	250
Penta-Ocean Construction Co., Ltd., Japa	n 1,000
All French Ports by UPACCIM*	1,560
Shimizu Construction Co., Ltd., Japan	390
Taisei Corporation, Japan	390
Japanese Shipowners' Association, Japan	390
Port of Redwood City, USA	100
Puerto Autonomo de Barcelona, Spain	991
Port Authority of Thailand	100
Port Rashid Authority, UAE	500
Japan Cargo Handling Mechanization	200
Association	390
Obayashi Corporation, Japan	400
Port of Copenhagen Authority, Denmark	1,000 1,000
Clyde Port Authority, UK Public Port Corporation II, Indonesia	1,000
Toyama Prefecture, Japan	420
Georgia Ports Authority, USA	1,000
Port of Oakland, USA	350
Kuantan Port Authority, Malaysia	200
Port of Seattle, USA	1,000
Kajima Corporation, Japan	420
Port of Reykjavik, Iceland	500
Canada Ports Corporation, Canada	250
Nigerian Ports Authority, Nigeria	250
Port of Montreal, Canada	1,000
Ports Public Authority, Kuwait	1,000
Tanzania Harbours Authority	200
Junta del Puerto de Gijon, Spain	500
Sharjah Ports Authority, U.A.E.	500
Port of Yokohama, Japan	4,950
Port of Long Beach, USA	1,000
	\$ 30,735
Pledged:	Nil

* Union of Autonomous Ports & Industrial & Maritime Chamber of Commerce

Report: PMAWCA Meeting in Conakry

Mr. C. Bert Kruk (Port of Rotterdam), Chairman of the IAPH Committee on International Development (CIPD), took part in the Meeting of the Port Management Association of West and Central Africa (PMAWCA), which was held in Conakry, Guinea, in December 1988. Mr. Kruk's report on the Conakry meeting and his address given on that occasion follow.

Conakry, Guinea, 5-10 December 1988

By C. Bert Kruk Chairman of the Committee on International Port Development Director, Technical & Managerial Port Assistance Office (TEMPO), Port of Rotterdam



Summary and Conclusions

As the Official Representative of IAPH, but also in

Prize-winning Papers

(Continued from Page 7, Col. 1)

by shortage of transport.

Various solutions are proposed for improving operational efficiency. Of particular interest are the changes proposed to the methods of charging port users to encourage behaviour patterns which will allow operations to run more smoothly.

Summary of paper of Mr. Bakitesila Nsingi, Port of Kinshasa, Zaire

Theme: "Investigation into the optimal routing for the handling of copper in bundles through the Ports of Kinshasa and Matadi"

After sketching the context in which the exports of Zaire take place, the author sets out to determine the optimum routing of this cargo both through the port facilities in Kinshasa and in Matadi. For this purpose he first constructs a model of all alternative routes in both ports and then determines for each route the resource utilization.

In the next step an estimate is made of the time needed to complete each of the routes, including the time to execute the operation and the idle times resulting from non availability of equipment, the simultaneous demand on scarce resources and non-foreseeable constraining factors.

Then the paper proceeds to quantify the direct cargo-handling costs related to each of the various routing options and finally ranks them according to various measures such as the cost of handling and the expected delay times. my capacity of Chairman of the Committee on International Port Development (CIPD) of the IAPH, the President and the Secretary-General of the Port Management Association of West and Central Africa (PMAWCA) invited me to attend the 14th Council Meeting of the PMAWCA which was held in Conakry, Guinea, from 5 to 10 December 1988.

In total 114 delegates attended the Meeting.

Member countries represented

Angola	Ghana	Nigeria
Benin	Guinea	Senegal
Cameroon	Guinea-Bissau	Sierra Leone
Congo	Equatorial Guinea	Togo
Cote d'Ivoire	Liberia	
Gabon	Mali	
Gambia	Mauritania	

Observers of the following Organizations attended the Meeting

- INF Afrique
- Ministerial Conference of West and Central African States on Maritime Transport
- IMO (International Maritime Organization)
- ILO (International Labour Office)
- Ramboll and Hannemann, Consulting Engineers, Denmark
- Autonomous Port of Le Havre
- Wang Computers, Brussels
- Port of Boston
- Wang Laboratories, Massachusetts, USA
- ECA (Economic Commission for Africa)
- ECOWAS (Economic Commission for West African States)
- UCCA (African Shippers Council)
- Opeform, Consulting Engineers, France
- Lackner Partners
- Port of Antwerp
- ADB (African Development Bank)
- Autonomous Port of Marseilles
- UNCTAD (United Nations Conference on Trade and Development)
- DEMAS (Dredging and Management Services)
- IAPH (International Association of Ports and Harbors)/Port of Rotterdam
- IALA (International Association of Lighthouse Authorities)

As was the case last year, when the 13th Council Meeting was held in Cotonou, Benin, I gladly accepted the invitation. The main reason is that many of the activities of the PMAWCA coincide with the work of the CIPD. Moreover, I could now follow-up the actions which resulted from my presentation of IAPH (with emphasis on the work of CIPD), which I held at the Cotonou Meeting.

During one of the Plenary Sessions I was given the floor to address the Delegates.

In this presentation (a copy has been attached) I specifically pointed at:

- Membership of the IAPH
- Follow-up of the 57 + Scheme
- Follow-up of the Bursary Scheme and the Training Questionnaire currently being processed
- The Miami Conference

I personally approached the PMAWCA Members which are not yet members of the IAPH and tried to convince them of the benefits of IAPH membership. The appropriate follow-up action has meanwhile been taken.

Of course the successful Abidjan and the forthcoming Miami Conferences were remembered in the Goodwill Message that I had the honour to present at the Plenary Session on behalf of the Secretary General of the IAPH. A copy of this Message is annexed to this Report.

Besides the discussions and presentations mentioned above, I had the opportunity to talk to many Delegates and to the various Representatives of International and Intergovernmental Organizations as well as of several European and American ports to exchange ideas and/or to discuss matters of mutual interest.

Finally, I had the opportunity to discuss several arrangements regarding the Working Sessions of the Miami Conference with Mr. Jean Michel Moulod, the President of the PMAWCA.

Reviewing it all, I must conclude that my stay in Conakry was fruitful for the IAPH in general and for the CIPD in particular and it is only right to express at this stage my sincere gratitude to the President and the Secretary General of the PMAWCA for their friendship and support.

The 15th Council Meeting is scheduled to take place in Douala, Cameroon in December 1989.

Short Statement by the Chairman of the Committee on International Port Development (CIPD) of the International Association of Ports and Harbors (IAPH)

Mr. Chairman, Distinguished Delegates, Ladies and Gentlemen,

I am most grateful for the few minutes that you have allowed me during this Plenary Session to address you on some IAPH matters.

Last year, during the 13th Council Meeting in Cotonou, I had the honour and pleasure to give you a presentation of the IAPH.

This presentation had led to interesting further contacts, but yet it is obvious from the IAPH Membership Directory that several members of the PMAWCA are not yet members of the IAPH.

May I, on this occasion, request those PMAWCA members to consider seriously joining the IAPH family.

The reasons why it is important for all ports to be members of IAPH as well as the benefits of membership have been described in a brochure "Invitation to IAPH", copies of which I have available.

Mr. Chairman, finally I hope you will allow me to touch upon some points of concern in the CIPD, the Committee I chair.

a) 57 + Scheme

This scheme, providing short term operational expertise at minimal cost, has been launched via a successful Pilot Project which was carried out in Ghana.

Since then I have advertised the Scheme in a Letter to all IAPH Members, but the number of responses from this Sub-Region has, so far, been very small indeed. Therefore, I would like to urge members to take notice of the Scheme and to reply to the letter. Spare copies are available.

b) Bursary Scheme

Since the Seoul Conference I have received hardly any Bursary Request from this Sub-Region. This, by itself, is surprising because the funds are available and



The official opening ceremony of the 14th Council Meeting of the PMAWCA.



Delegates in front of the Port of Conakry's Main Office.



Delegates visiting the Port of Conakry.

training, as was also discussed in the Committee on Training and Staff Rules, is essential. For those of you not familiar yet with the system, I will be most happy to discuss it in detail.

c) Training Questionnaire

Currently I am carrying out a survey among all IAPH Members to obtain a complete inventory of all training possibilities provided by and available to all IAPH members.

The inventory, scheduled to be presented at the Miami Conference in April, 1989, will list all details of all training activities.

Unfortunately, I have received only one answer from your Membership and I therefore would like to call upon all other members to return the questionnaire to me so that we can be sure that the inventory really is the overview of the entire IAPH family.

Copies of the letter are available.

d) Miami Conference

The 16th IAPH Conference is, as mentioned, scheduled to take place in Miami, USA in April 1989.

Of course I think it is important for every IAPH Member to attend that important event.

Moreover, however, I would like to point at the importance of the various Working Sessions.

Especially during Working Session 6, I, as Chairman of the CIPD, have the possibility to present your problems in the field of containerisation and concerning the larger dimensions of containers and containerships to the large port and maritime audience attending the Conference.

Please feel free to approach me at any moment here in Conakry, or later by correspondence. Any imput is welcome and, as mentioned, it offers you a possibility to have your voice heard at Miami.

Thank you for your kind attention.

Visitors to Head Office

December 27, 1988 – Mr. Tatsuhiko Ikeda, Project Engineer, Asian Development Bank, Manila, Philippines

January 17, 1989 – Dr. Ernst G. Frankel, Professor, Massachusetts Institute of Technology, Mass., U.S.A.

January 30, 1989 – Mr. A.G. Virili, Official Representative – North Asia, Government of Western Australia, Tokyo, Japan

Membership Notes:

New Members

Regular Member

Office des Ports et Rades du Gabon (Gabon) Address: P.O. Box 1051, Libreville Telex: 5 319 GO Tel: 70.00.48, 70.37.35 (Mr. Marius Foungues, Managing Director)

Temporary Member

Puerto Autonomo de Bilbao (Spain)

Address: Campo de Volantin, 37, 48007 Bilbao Telex: 32708 PADB E Tel: 445.20.00 Fax: 446.54.09 (Mr. Manuel M. Santos Sabras, General Manager)

Associate Members

Dr. Yuzo Akatsuka [Class D] (Japan) Address: Professor, Dep. of Civil Engineering, University of Tokyo, 3-1 Hongo 7-chome, Bunkyo-ku, Tokyo 113 Tel: 03-812-2111 Ext.6131

Lloyd's of London Press Ltd. [Class D] (U.K.) Address: Sheepen Place, Colchester, Essex CO3 3LP Telex: 987321 Tel: 0206 772277 (Mr. Alan Condron, Publisher)

Kocks Crane & Marine Company [Class A-II-1] (U.S.A.) Address: 1003 McKnight Park Drive, Pittsburgh, PA 15237

Telex: 902946 Tel: 412/367-4530 Fax: 412/367-4519 (Mr. Richard W. Theobald, President)

Frederic R. Harris, Inc. [Class A-III-1] (U.S.A.) Address: 300 East 42nd Street, New York, N.Y. 10017 Telex: 12409 Tel: 212/973-2900 (Dr. John E. Ricklefs, Vice President)

Changes:

Kenya Ports Authority [Regular] (Kenya) Operations

Manager Container Operations: Mr. E.A. Karanja Manager Conventional Cargo: Mr. L.S. Njama Manager Marine Operations: Capt. A.J. Ketoyo Commercial Manager: Mr. John S. Kyandih Finance

Manager Financial Accounting: Mr. Julius M. Tua Manager Management Accounting: Mr. S.R. Kombe Manager Computer Services: Mr. W.B. Petrie Technical Services (Engineering)

Chief Marine Engineer: Eng. Jacob Makau Chief Electrical & Mechanical Engineer: Eng. S. Okumu Personnel

Administration Manager: Mr. F.M.N. Muindi Personnel Manager: Mrs. J. Kahome Senior Medical Officer: Dr. G.M. Thuo Pricipal Bandari College: Mr. C.A. Mwakwere Management

Head of Corporate Development: Mr. B.A. Odera-Ongola Head of Internal Audit: Mr. D.A.G. Omenye Head of Security Services: Mr. R.P.K. Biwott Public Relations Officer: Mr. Alex Kabuga

Administracao do Porto de Lisboa [Regular] (Portugal)

Board Members: Mr. Sousa Valles (He is serving as Alternate Director of the IAPH from Portugal) Mr. M. Rocha Nadais Mr. Eugenio Borralho Mr. Rogerio Beatriz Directors of Division: Mrs. M. Helena Figueiredo Mr. F. Vian Costa Mr. Sabino Correia

Mr. Carlos Perdigao

Mr. F. Pereira Morgado

The Association of Australian Port and Marine Authorities [Class B] (Australia)

Address: P.O. Box R536, Royal Exchange, Sydney, N.S.W. 2000

Pacific Consultants International [Class A] (Japan)

Mailing Addressee: Mr. Tamio Araki, President

INTERTANKO [Class B] (Norway)

Address: Gange-Rolvs gate 5, N-0273 Oslo 2 Tel: (02) 44 03 40 Fax: (02) 56 32 22 Telex: 19751 ITANK N

Coast Engineering & Manufacturing Company [Class A] (U.S.A.)

PACECO, Inc. has been changed its name to the above recently. The postal address and phone number remain the same.

OPEN FORUM

Frank and Open Dialogue Among World Ports

Speech by Wong Hung Khim, General Manager of Singapore TELE-COMS and President of International Association of Ports and Harbors (IAPH) on Friday, 9 December 1988 to participants of BIMCO course on



practical shipping matters held in Singapore

(Note: BIMCO stands for Baltic and International Maritime Conference)

Ladies and Gentlemen,

Thank you for giving me the opportunity to address the participants of the 2-day BIMCO Course on Practical Shipping Matters. I would like to compliment BIMCO for organizing the course in Singapore. Judging from the range of subjects covered by the course and the many prominent speakers you have been able to assemble, I have no doubts that the participants will benefit a great deal from the course. I am confident that demand for such enriching BIMCO courses will grow in the years ahead. Credit must also be given to the Singapore National Shipping Association and its members for co-sponsoring this first BIMCO course in Singapore.

As President of the International Association of Ports and Harbors (IAPH for short), I would be failing in my duty if I did not take this opportunity to tell you a little about the Association. Like BIMCO, IAPH is a non-governmental organisation comprising Regular Members who represent port and harbour authorities from both developed and developing countries. We also admit Associate Members who may be individuals or organisations which have interests in or dealing with the ports. People like you for instance. The Association was founded in 1955 and to-date it has 233 Regular and 121 Associate Members from 81 countries. I would like to think of the Association as the United Nations of Ports.

The principal aim of the IAPH is to increase the efficiency of ports and harbours through the development

and dissemination of useful information. It encourages members to exchange views, experience and knowledge in various aspects of port operation, management and development. Traditionally, the Association holds biennial conferences to provide the forum for members to discuss port-related issues and arrive at a common stand on important matters that affect or are of interests to all ports. For example, the Association contributes valuable inputs to various international organisations such as IMO, on pollution problems, dumping of waste into the sea and the facilitation of seaborne trade. These are matters which are also of interest to members of BIMCO, I am sure.

As most of the international maritime organisations are based in Europe, the Association has a full time Representative based in London to keep tabs on maritime issues affecting its members. Where necessary, the Association will submit its views and suggestions for the consideration of these international bodies. It is the policy of IAPH to always keep in close and friendly contact with all international maritime organisations including BIMCO. In each case, IAPH and its counterpart enjoy mutual access to each other's expertise and resources in relevant areas. This may be one reason why I am invited to address you this afternoon.

In 1967, the IAPH set up a Special Port Development Technical Assistance Fund. Under this fund, the Association offers bursaries to employees of member ports. I wish to emphasise that so far only employees of developing ports have been given these awards. The value of each bursary is US\$3,500. About 10 bursaries are given out each year to enable the recipients to attend port seminars and training courses. So far, a total of 58 bursaries have been awarded and the recipients have come from 21 countries, most of them from the African continent. Contributions by the developed ports have made it possible for the Association to disburse a total of US\$220,000/- so far. We certainly hope that more contributions will be forthcoming so that much more can be done for the developing ports.

The effectiveness of the Association is largely dependent on the work of its six technical committees. Collectively, they cover a wide range of subjects such as engineering construction of port facilities, cargo handling systems and equipment, vessel traffic systems, legal aspects of port activities and responsibilities and even the integration of the ports with their local communities. The reports of these communities are important reference and resource materials for all member ports as they represent the collective wisdom, experience and knowledge of the experts in the field.

A recent development on which the Association is focussing its attention is the introduction of Electronic Data Interchange (or EDI in short) in the port and shipping industries. As larger container vessels are introduced by ship owners, it has become more pressing to reduce their turnaround time in the ports to the minimum. Hence documentation clearance and processing should be done well ahead, through the means of EDI, even before the vessel's

(Continued on Page 12, Col. 2)

IAPH Viewpoint on Environmental Issues in Port Development

By J.H. McJunkin, First Vice-President of IAPH Port of Long Beach

The speech delivered at the IMO Workshop on Environmental Impact Assessment on Port Development, Baltimore, Maryland, U.S.A., November 14 – 19, 1988.

Please allow me to express the regrets of Mr. Kusaka, the Secretary General of the International Association of Ports and Harbors, who cannot be with us tonight to deliver his views as to IAPH's viewpoint on environmental issues in port developments.

Therefore it is my honor to substitute for him. I shall not, however, read Mr. Kusaka's most excellent paper. Copies are available and will be made a part of the record of these proceedings. Rather, I will give you my version of the IAPH viewpoint on environmental issues in port development.



IAPH is a relatively new organization. It celebrated its thirty-third birthday last week. On November 7, 1955, a group of port leaders met in Los Angeles for the first conference. Those far-sighted port officials realized that after 25 years of global depression and war the pent-up demand for trade was going to create an unprecedented requirement for new port facilities around the world. They further realized that establishing a global port organization where port officials from all nations could gather to exchange ideas and knowledge and where detailed technical information could be obtained would be of vast benefit to all ports as they prepared to build new facilities or rebuild facilities destroyed by the war.

How right they were! In just a few more years, ports were faced with the growth of trade they had anticipated, but they were also faced with a technical revolution in cargo-handling methods and ship design.

The big three of these changes were containerization, the development of bulk carriers and huge increases in tanker sizes. Having had the privilege of knowing many of the shipping and port leaders of the recent past, I sincerely doubt that any truly foresaw the vast changes this technical revolution would cause. The ability to gather at IAPH conferences and to call upon instant experts at other ports was truly a godsend during the 1960's.

"Instant expert" is probably a generous description of the early container experts. I can recall, together with a gentleman who is now the president of a major container line, doing the conceptual layout of a container terminal at Long Beach. Neither of us were engineers, our total experience was viewing a half dozen terminals. Luckily our plan has proved to be a good terminal.

I am not an environmental scientist; therefore, their jargon is alien to me. Instead I prefer container ship terminology. Container ships are spoken of by generation, with the smallest referred to as first generation ships and the current largest as fourth generation vessels. Like container ships, there are currently four generations of environmental issue categories.

Using container shipping terminology, the first-generation environmental challenge was to construct terminals both to meet the demands of increasing trade and of new cargo-handling techniques. IAPH proved to be a great supporter of this development and an important source of knowledge.

In the late 1960's the second-generation port development environmental challenge hit the port industry like a hurricane. This was, and for that matter still is, the multitude of national and international laws and regulations against

Frank and Open Dialogue

(Continued from Page 11, Col. 2)

arrival in port. In this area, the IAPH has been in close consultation with the Customs Co-operation Council in accelerating the greater use of EDI technology. This is another area where BIMCO and IAPH can work closely together to get EDI accepted and implemented world-wide, as its success will definitely contribute to a better bottom-line in your P & L statements!

For the near future, IAPH aims to encourage more ports from the non-English speaking regions to participate in the activities of the Association. We are especially interested in the French-speaking ports in Africa and the Spanish-speaking ports in South America. One way to achieve this is to hold our annual meetings and conferences in or near to these two regions. Hence, in April 1988, our Executive Committee and the various Technical Committees met in the French-speaking port of Abidjan in Côte d'Ivoire. Similarly, the 16th IAPH Conference will be held in Miami in April 1989. And the 17th IAPH Conference will be hosted by the Port of Barcelona in Spain in 1991. Our objective is clear. It is to ensure that developing ports in these two regions are not left too far behind as we march towards the 21st century, when world ports are expected to be highly containerised, computerised and automated.

The IAPH has succeeded in maintaining and encouraging frank and open dialogue among the community of world ports. World trade certainly stands to benefit as more and more ports can make use of computer technology and automation to increase their efficiency and service levels. Whilst developing ports have to cope with the more pressing demand of human resource development and the judicious investment of their limited funds, the IAPH will continue to devote as much time and as much of their resources as possible to help them through training, education and other forms of technical assistance. I hope BIMCO and other international maritime organisations will do the same, as they also have a vested interest in the ability of these ports to handle cargo efficiently and productively.

As shipowners, I know that you have all gone through very rough times during the last few years. Fortunately we are now beginning to see the light at the end of the tunnel. Although the ports have not been badly affected, or at least not as much, it is still an experience we will gladly forget. I know I am speaking for all of you present here when I say that we look forward to the day when there are lots of cargoes for lots of ships and none of them have to wait too long for a berth in port. Let's hope that that day will dawn soon!

Thank you.

ocean dumping and - particularly dredging. The port industry was caught asleep in that most of the legislation and many of the implementing rules were in place before the ports reacted. Consequently I believe dredging received an unwarranted bad reputation, and rules that are unnecessarily harsh are in place in many parts of the world. The week you are spending here attests to this fact. Had it not been for people like Herb Haar and the fact that IAPH had consultatory status with the U.N., the situation would be worse. Again, the ability to work together on a global basis and to share knowledge was of great importance, but more importantly for port development port groups such as the AAPA in the United States and IAPH before the U.N. organizations began to take a pro-active posture. In other words, ports finally began to present factual data as to the consequences of dredging and the necessity of proper port facilities for economic development prior to the promulgation of laws and regulations.

Unlike the various generations of containership where the new generation replaces the old, the generations of environment are cumulative. Each generation adds something new but the old problems do not go away.

In our area the third generation of environmental problems is probably more troublesome than the second generation. I define third generation as pollution problems other than those associated with dredging. The paramount example of these is air pollution. In the Los Angeles area the local air pollution control district is seriously proposing the establishment of rules requiring that the engines of ships be turned off when they are alongside the dock. The Ports of Los Angeles and Long Beach, together with the Los Angeles Steamship Association and the local air pollution district, are now spending thousands of dollars on studies which are due in May of 1989. As you well know, you cannot turn a ship's engines off and on as you can an automobile, neither can you plug a ship into a wall receptacle like a refrigerator. Literally billions of dollars would have to be spent modifying ships and installing shore power systems. Don't laugh - many of you will be facing this problem in a few years, particularly if rules are established in Los Angeles.

Hazardous cargo, which not only includes cargo which is explosive or flammable but also includes cargoes which could contaminate soil, is still another third-generation problem that is with us not only for port development but also for operating existing facilities.

Several ports in this country are finding that it is virtually impossible to redevelop prime port properties because of past uses that have contaminated soil to the extent that the clean-up is economically impossible. I urge all of you to be most careful about such things as underground petroleum product tanks or the storing of ores on unpaved ground. You or the next generation will live to regret it.

We still have time, if we collectively begin, at once, to have a voice in determining worldwide rules for handling both air pollution and contaminating cargo handling rules before they are enacted. If we do not, I fear we shall be facing a situation similar to our dredging problems all over again.

The fourth generation of environmental challenges is more local in nature. These are the challenges of competing uses for port land, the desire of the public to share the port atmosphere and the local problems such as traffic congestion. Here too we have the same problems, and by communicating with one another can obtain solutions based on ideas that have worked or not worked elsewhere. In this case national or international rules, of course, are not needed.

In summary, we all share the same categories of environment challenges. I do not think that a country's status as a developed or lesser-developed nation really matters. This status merely determines which generation of environmental challenges is of most current importance. In reality we ports face two basic challenges, and those are the demands of our customers for better port facilities and those of our public for a cleaner, healthier and more beautiful community. Unless we meet both challenges, we cannot solve either. The IAPH position is that by working together to share information and knowledge and by mutually acting through the Association on global matters in a timely manner, we can achieve better solutions easier. It is as simple as that...

Ports and Their Environments

By Hiroshi Kusaka Secretary General, The International Association of Ports and Harbors (IAPH)



(The paper contributed to the IMO Workshop on Environmental Impact Assessment on Port Development held in Baltimore, Maryland, U.S.A. in November 1988)

1. Definition of "environments"

In this presentation, 'environments' are meant to include not only nature and people's natural surroundings but also the ecological circumstances in which human beings live and the integration of their intellectual and behavior patterns, and physical achievements.

2. Characteristics of ports

Ports as communities: Since the beginning of the history of mankind, ports have constantly been places where people traded in commodities and communicated with other people. Just as was the case in the very many bazaars and trading posts developed along the Silk Road in the Orient, such functions helped people to settle and establish communities.

In this context, ports meant human settlements and communities, and the development of ports was equal to that of their human communities and became the basis of bringing happiness to people.

Along with the people and commodities coming into the community, new cultures were imported to affect the existing ones and to create yet other cultures.

Ports as vulnerable environment: Ports are located at the interface between land and water. Such places have ecologically had rich and versatile natural environments.

However, for the disposal of the waste materials of modern human activity there are not many alternatives other than dumping them into the water or releasing them into the air. In this context, in many cases ports have become destined to be the final outlet of such substances before they are considered disposed of for good. In some cases, such substances might travel to other places, crossing over national borders to settle and accumulate at yet other ports, as the areas of enclosed water at ports are more often than not suited to harboring such substances.

No matter how final such forms of disposal seem, these waste substances, even if to a degree of seemingly fractional insignificance, do accumulate and concentrate on the sea bottom or circulate within the water and continue to affect the environment, albeit gradually.

3. Degradation of the environment

Economic development and the environment: The prodigious process of global economic development since the latter part of the 1940s in various parts of the world evidently has resulted in the production of an unprecedented volume as well as numerous types of waste matters. All of these factors have helped to step up the tempo of environmental deterioration to an alarming degrees. The situation has inevitably been most conspicuous in the so-called industrialized countries.

It might be possible to say that ports have acted as the litmus paper indicating the results of such human conducts by testifying to the degredation of water quality and the contamination of bottom sediments by harmful substances. In the course of their development, ports must have witnessed how natural environments were lost to land-filling and gave way to industrial plants. In this context, it should be accepted that the emphasis on economic development was not necessarily backed up by the comprehensive consideration of the environments.

International concern: The degredation of the environment was so serious that the United Nations Conference on Human Environment in 1972 led to the United Nations Environmental Programs and to the introduction of MARPOL.

National concern: Gradually though, from the early part of the 1970s, we witnessed an allout fight against the worsening of the environment. A number of international conventions were introduced to relieve the situation on a global basis. Each government, in support of this international cause and in self defence, also tried to establish national policies and made up the gap heretofore left unattended by formulating a large number of laws and regulations applicable to very many aspects of human activities.

4. Ports' stance towards environmental protection

Ports, as manifestation of national environmental policies and legal systems, have been engaged in efforts aimed at the prevention of public nuisances from pollution and at the restoration and improvement of environments within port waters.

Among the efforts being made are those to control the quality of the water, the formulation of the total volume of disposable items, the disposal and treatment of contaminated substances from ships in ports, and the disposal of dredged waste into the water.

Depending upon where the ports are located, however, these preventive measures and control systems have become part of the normal function of ports. Such measures may well include the removal of contaminated bottom sediments, the creation of reception facilities for polluted and contaminated substances from ships and firms, more careful assessment of disposal of dredged materials into sea, confinement of contaminated substances into the protected enclosures, and many others.

In general, however, the current situation of ports as they try to achieve the restoration of their ecologies is like that of people visiting clinics for treatment. There is a lot more to be done.

5. Loss of identity of 'ports' as 'human communities'

Today, the status long enjoyed by ports as the melting-pots of people and cultures seems to have nearly gone. Or, if this function has not vanished for good, it has moved somewhat away from the pier-head areas.

Many aspects of modern ports which are appropriate and necessary in this day and age have made the ports steadily less accessible to and more remote from the citizens. Such factors, just to name a few, must include the emergence of new modes of transport plus matching cargo handling systems, the growth of trade volumes and the consequent vast amount of space used for cargo handling, the specialization of ships, the development of industrial complexes and the destruction of natural beaches and coastal areas.

The ports, for many citizens, have become nothing but the factory sites of industries.

6. People's growing desire for access to waterfront:

Today, while the trend has not been uniform, along with the improvement in standards of living, changes in people's life styles, and more importantly the changes in people's perceptions, people have become more conscious of and enthusiastic about their living environments. They are increasingly eager to have freer access to waterfronts rather than contending with going to nearby beaches or coastal areas. They are eager to use the existing or potential space at waterfronts for such purposes as pleasure, recreation and housing.

7. Transformation of waterfront area:

The current trend seems to suggest that urban waterfronts cannot be used only for conventional purposes but must also serve other purposes identified by their communities.

The structural changes in cities and the way they function have made it increasingly necessary that the space available at waterfronts should be integrated into urban planning. The more mature and sophisticated urban life is, the greater is the need for waterfronts, and the greater is the value for the communities. In other words, ports have to become yet more integrated into and involved in people's lives in the community. It is a direction which needs to be carefully looked at in coming years.

8. Roles played by ports in environmental protection

National policy and ports It is essential for governments to formulate an overall national policy for environmental issues and to clearly define the range of responsibilities for ports within the total national system.

To this end, ports must be fully prepared to take concerted action to establish a balanced national policy together with all the other sectors involved by having the position of ports accurately reflected in such systems.

Responsive attitude by ports towards the requirement of the day: Ports and their communities (towns) have developed inseparable links. This relationship will not change as long as ports can work towards the promotion of the happiness of the people in their communities. However, ports must be flexible in accommodating to current changes in people's perceptions of ports and waterfronts.

It is true that the current responsibilities shouldered by ports towards environmental problems - whether they concern preventive measures or action in response to already existing problems - are considerable. However, it should be admitted that the requirements of the day necessitate a yet more responsive stance by ports.

Ports need to contribute further to the creation of an environment where people can live and enjoy their lives by meeting other people and encountering other cultures. At the same time, ports must maintain and develop their original functions as a link of transport chain by adapting themselves with the tempo of development of technologies.

9. International cooperation among ports

Ports should be prepared to take concerted action for the formulation of international conventions, rules and regulations concerning ports and the environment by constantly having their positions reflected in the deliberations of their national representatives.

Furthermore, ports can contribute to international deliberations towards the formulation of such international codes and regulations by means of taking part in non-governmental organizations such as IAPH which have been granted the status of consultative organizations by the United Nations.

Many ports in the highly industrialized countries have experienced the serious degredation of their environments. The expertise and knowhow developed and accumulated through their crucial experiences are of invaluable reference to many other ports which are facing similar problems.

In this context, the dialogue among those who have experienced and those now tackling such problems on how to better utilize the accumulated expertise will be very useful to the latter, in particular to enable them to avoid some of the pitfalls involved. The needs for international forums such as the IMO Workshop and IAPH Technical Committees is now more acute than ever before.

Australia's Waterfront: Barrier or Gateway to the World



One Day Symposium - Sydney, October 24, 1988

By Mr. J.M. Jenkin, President Association of Australian Port and Marine Authorities (AAPMA)

It is now some four years since the previous Minister for Transport Mr. Peter Morris convened a national conference on waterside costs in Sydney. I was fortunate enough to attend that conference and brash enough to deliver a paper. The four years have passed and in terms of concrete improvements on the waterfront, very little has happened. We have had the Webber Report, which drew together a number of the strands which most of us knew existed but which had not been expressed as coherently. Ian Webber and his taskforce were themselves brash enough in their turn to suggest areas where improvement was badly needed.

The ports of Australia were amongst those which received attention from the Webber report. With the report in hand, Minister Morris had the problem of knowing what to do to progress the knowledge further and to move towards what I am sure he believed should be quite radical change but without triggering the chaos of non-cooperative industry. Minister Morris conceived the idea of the four main participating areas in the waterfront being put into groups and coming up with a process of change. I am sure he recognized that more than one hundred years of practice and developing vested interest in all areas would not easily come to the degree of change demanded by the rest of the Australian community and by the facts of international economic life for Australia towards the end of this century.

The Inter-State Commission was then briefed to ride hard over the four groups and to undertake a public enquiry, following which concrete recommendations could be made to the Government for structural change. Whilst time has passed and yet little in the way of concrete change has emerged, we have come far in terms of attitudes. Possibilities are being discussed now which, even six months ago, would have been thought impossible in some quarters and heresy in others. This is the contribution of the process so far and I see the preliminary findings of the Inter-State Commission in this light, as an essential stage in the developing wisdom of what can and should be done.

All of us have constituents of one sort or another and amongst these we have doubters as to whether this long process has any chance of showing results commensurate with the effort. It is essential that we move quickly to concrete action and real improvement, because without the drastic improvement Australia will not be the place we want for our children in the next years. As the economies of the rest of the world gain in sophistication and strength, the level of expectation is now such that change is possible — but time could well sour the opportunity in front of us.

I would pause here to re-state the fundamental objective of the waterfront strategy. It is not a concern at every last work practice, management practice or the costs associated with them in their own right. It is not a concern about the bonafides or integrity of either management or workforce. It is about improving efficiency through the removal of the many self imposed barriers which the industry has saddled itself with over many years. Whilst cost is important, of far greater importance is reliability and productivity. I have personally spent ten years of my life living abroad attempting to promote and sell Australian goods and services. We start from the point of being a distant supplier from most markets simply as a fact of our geography, but I can tell you with absolute assurance that by far the biggest disincentive to dealing with Australia has usually not been the products we can make, nor our price — but the gross uncertainty of the supply line.

The cost of unsatisfactory work or management practices on every item inside a container in itself is less important. The cost in terms of inventories, expensive ship time and in the impact upon buyers' attitudes is enormous. The objective must be seen as a freeing up of the processes which allow us to trade.

I mentioned earlier that the Webber Report had pointed out quite a range of matters which it believed required attention from port authorities. Even before the findings contained in the Webber Report, attitudes and practices were changing amongst our port authority managements and boards around the country. Many were already instituting their own program of change. Almost all recognized two things: firstly, that they should accept greater responsibility for the totality of what happens in the ports and secondly, that especially given the centralised nature of other sectors of the waterfront industry there was a larger role for their national ports association to play. The A.A.P.M.A. Conference held in Fremantle in 1986 clearly expressed these views in the record of proceedings and took action to revamp the national association secretariat. This conference decision was implemented with the appointment of effective policy staff who have greatly increased the ability of the association to harness the enormous expertise which exists within the Associations.

Without this strengthening of the secretariat, the Association would not have been able to make the contribution that it has to the Inter-State Commission nor would the Association effort to progress individual matters have gone so far.

Let me deal with some of the things which have been done. One of the issues raised by the Webber Report was the need for greater so-called transparency in port management affairs.

The call for transparency is to some extent in conflict with a further call for ports to be more commercial, but most of the port community accepts that the balance in favour of obscurity had gone too far and was doing little to enhance the confidence of users in the correctness of charges made or in the application of charges to their particular use of port facilities. A.A.P.M.A accepts that in Australia because of our long distances between ports, there are elements of natural monopoly.

For this reason and with the particular help of the Port of Melbourne, A.A.P.M.A joined in a project of the United Nations Regional Economic Commission E.S.C.A.P. to establish a common port tariff structure. This tariff will not set particular pricing levels but is a system of nomenclature which will allow users of ports to know exactly what they are being charged for, for any given fee and they will be able to compare that charge precisely with similar charges levied by ports elsewhere.

The E.S.C.A.P. model tariff is largely completed and will be recommended by the A.A.P.M.A. to its members as an appropriate basis for a port charging system.

It may be worth talking a little more about competition on the waterfront. Economists have searched long and hard for examples of absolute competition. For a whole range of reasons, not the least being the geographic distance between ports, the waterfront is far from an environment of perfect competition. However it is not without competitive elements and some of these can be enhanced as part of an effort to improve efficiency.

The question of performance indicators is being examined by the Inter-State Commission in some detail. The ports also are accepting that performance indicators as long as they are not too numerous nor too complex, and in spite of many difficulties of comparability and interpretation, will none the less assist the process of so called transparency and of competition. A.A.P.M.A. has co-operated once again with E.S.C.A.P. in their PORTMIS port information system. An extremely well attended seminar was held in Fremantle earlier this year and action is being taken to introduce the PORTMIS system into Western Australian ports and ports elsewhere in the country are looking at the detail of Portmis. There is still a need to adjust it somewhat to suit the Australian environment and additional work is being undertaken in that regard. Portmis would provide a far better analysis of input costs of capital and labour and would permit examination of rural port industry performance on an individual ship by ship basis. In addition, this performance would be comparable with other ports employing the system in Australia and overseas.

The ports recognize that performance indicators or appropriate statistical information within the total port operation is essential if performance targets are to be set and if the effectiveness of arrangements is to be judged. In this way the amount of intra-port competition may be increased and made more relevant by passing on benefits to the end user.

Before leaving the question of competition, I would make the point that there is a long-term element of competition which applies to ports which is very relevant. Especially, given greater visibility and the greater ability of users to compare port costs and performance, long-term location decisions by industries and commercial activities such as warehousing will be made which will favour the efficient. Some degree of both short- and long-term competition is already in play, especially between ports such as Adelaide and Melbourne and Brisbane and Sydney, but with greater what I would prefer to call visibility. The question of long-term competition will become more important, bringing very strong pressure to bear on port authority communities to provide the services their hinterland requires.

As part of the scope of being more commercial, ports have been exorted towards such things as corporate planning. Over the past four to five years almost all ports have been involved in formal corporate planning. In most States this has now become a requirement of the separate State Governments or even a legislative requirement under audit regulations.

The A.A.P.M.A. fully supports the need for planning and has formed and distributed guidelines to its members for corporate planning in the port environment. An all ports seminar on corporate planning was held in May of this year. As well, an increasing number of Australian ports are heading to a greater degree of corporatization of their activities, which involves management taking much greater responsibility for performance and improving its relationship with its Government proprietors. This is a trend which I see increasing over the coming twelve to eighteen months.

The A.A.P.M.A. system is that all major changes in direction must be approved by the Biannual Conference. (Continued on Page 18)

International Maritime Information **VYORID PORT NEVVS**

PSA's Training Courses for 1989

S/No	Course Title	Dates	Duration	Frequency	Fees
1	Port Management & Operations	5-16/6/89	2 weeks	Once a year	S\$1600
2	Port Safety & Security Management	4-15/9/89	2 weeks	Once a year	S\$1600
3	Improving Port Productivity through QC Activities	19-30/6/89	2 weeks	Once a year	S\$1600
4	Managing Container & Operations	29/5-9/6/89	2 weeks	Once a year	S\$1600
5	Cargo Operations at Conventional Wharves	15-27/5/89	2 weeks	Once a year	S\$1300
6	Harbour Pilotage Operations	20-31/3/89 19-30/6/89 18-29/9/89	2 weeks	Three times a year	S\$1600
7	Civil Engineering & Project Management	6-17/3/89	2 weeks	Once a year	S\$1600
8	Oil, Chemical & Liquefied Gas Tanker Safety Familiarisation	21/8-1/9/89	2 weeks	Once a year	S\$1300
9	Management & Maintenance of Port Equipment/Facilities	14-26/8/89	2 weeks	Once a year	S\$1600

The objective of the course is to provide senior officers who are responsible for the efficient management and maintenance of port equipment with an overview of the systems and procedures adopted in the PSA.

Particular emphasis will be placed on such subjects as equipment selection procurement, performance evaluation, maintenance appraisal and information systems, workshop management and maintenance of container handling equipment.

In addition to lectures and discussions, opportunities will be provided to participants to observe preventive maintenance functions and activities in progress through programmed visits to the PSA's line engineering departments.

Coverage

* Selection and evaluation of cargo handling equipment

* Overview of maintenance management system

* Preparation of maintenance budget and cost control

* Job estimation

* Maintenance of quay cranes, transtainers, prime movers

* Maintenance of equipment at

conventional wharves

* Inspection

vehicles/plants/equip- ment

* Quality assurance & safety

* Organisation of slipway & workshop

of

* Operation & maintenance of electrical distribution systems

* Maintenance of electrical installations in high-rise buildings

* Purchasing & inventory control system

- * Store management
- * Management of workshop safety
- * Training of maintenance personnel
- * Maintenance information system

FOR WHOM: Engineers and Technical Officers involved in the management and maintenance of port equipment

DURATION: 2 weeks

FREQUENCY: 1 course per year

DATES: 14 Aug-26 Aug 89 For further information, please write to:

Training Manager Training Department, Port of Singapore Authority 7 Koppel Bood #02.28 Taniong

7, Keppel Road, #02-28, Tanjong Pagar Complex,

Singapore 0208, Republic of Singapore

International Seminar on Port Management by IHE

The 25th six-week International Seminar on Port Management, organized by the International Institute for Hydraulic and Environmental Engineering (IHE) Delft, The Netherlands, in close cooperation with the Port Authorities of Amsterdam and Rotterdam and with the support of the Netherlands Ministry of Foreign Affairs, will be held May 16 - June 23, 1989.

An intensive full-day study programme comprises lectures on port planning, port finance, port administration, multi-modal cargo handling, traffic problems, decision-making exercises, study tours to the ports of Amsterdam and Rotterdam, and a one-week study tour to Germany and Denmark.

More than 700 port specialists from 86 different countries have already attended these seminars. Details and application forms may be obtained from the IHE Registrar, Oude Delft 95, Delft, The Netherlands. Telex 38099 ihe; telephone (0) 15-783404; fax (0) 15-122921.

This year the programme will be celebrating its 25th anniversary, in close cooperation with the Port Authorities of Amsterdam and Rotterdam and the Ministry of Economic Affairs. The seminars have been enormously successful as proven by the programme's 25-year history and by the increasing number of applications.

On the occasion of this anniversary the participants of the 24 previous seminars will be invited to a special anniversary celebration to be held during the last week of the regularlyscheduled seminar, June 19-24, 1989. Keynote speakers, of which several have been selected from participants of previous port seminars, will present their views on the future of port man-

agement.

This programme will be partially combined with the regular programme for the current participants.

Details and application forms may be obtained from the IHE Registrar, Oude Delft 95, Delft, The Netherlands. Telex 38099 ihe; telephone (0) 15-783404; fax (0) 15-122921.

OCIMF: Uniform Port Info Format

Most ports and terminals issue their own individual information books. However, these are published in a wide variety of formats, and the information they contain is presented in widely differing manners and styles. As a result it can sometimes be difficult for ship's personnel to locate any particular item of information which they may require.

OCIMF (Oil Companies International Marine Forum) members considered that a summary of essential data presented in a consistent and uniform format would make such data more readily accessible to ship's personnel thus enhancing the effectiveness of the ship's interface with the port and terminal, thereby contributing to the overall safety and efficiency of operations for the ship, port and terminal.

The attached Port and Terminal Information document (see Page 20) was developed by OCIMF's member companies as a result of their concerns. The intention of the document is to present a summary of essential port and terminal information in an easily consulted and readily accessible uniform format. It is intended to supplement, not to replace, the port or terminal's own book(s) which should always be consulted for detailed and definitive information about the port or terminal and the facilities and services available.

It is not the intention to request port authorities or terminal operators to complete these forms and return them to a central location for dissemination in a "global" information book. Rather, it is envisaged that the document will be copied by a port or terminal with the relevant data inserted and that the completed form would then be issued to ships as they call at the port or terminal. The simple easily filed format will thus permit ships to gradually build up a central file of port and terminal data which could be consulted on subsequent visits. Thus the main library of port and terminal information books will be supplemented by documents which can be easily consulted, even during the approach to a port or berth.

Ports and terminals are invited to copy this document for their own use. It is however strongly recommended, for the sake of consistency and uniformity, that any departures from this format which may be necessary should be kept to the absolute minimum.

OCIMF would welcome any comments or suggestions for improving the document which could be considered for inclusion in the future.

New Publications

1988/89 Edition of the Offshore Register

Lloyd's Register has just published the Register of Offshore Units, Submersibles and Diving Systems for 1988/89, following the success of last year's first independent edition.

LR's *Offshore Register* is the only publication to cover such a wide and varied range of mobile offshore equipment. It provides extensive technical information on mobile drilling rigs, submersibles, diving systems and work units, together with a section on owners of offshore equipment.

Improvement in the current edition include a "former name index" at the end of the section on mobile drilling rigs and another at the end of the section on work units to enable subscribers to trace vessels which have changed name.

A handy plastic header is now provided, with a key for each of the four sections on equipment. Replacing the printed keys at the top of each page, the plastic header can be placed conveniently against any entry.

The Offshore Register can be purchased for £85.00 including air freight costs. Copies are available from Maritime Information Publishing Group (ref.: MIPG/MPMS/GNW/ 2438), Lloyd's Register of Shipping, 71 Fenchurch Street, London EC3M

Australia's Waterfront

(Continued from Page 16, Col. 2)

Earlier this month the A.A.P.M.A. Conference reviewed the progress made over the past two years and made further decisions to cover the next two years. Importantly, the conference endorsed all the actions of the A.A.P.M.A. Council in support of the waterfront strategy and provided a very firm mandate for this so called pro-active role for ports to continue into the future. As well, the Conference made two other important decisions. Firstly, it voted to change its status from that of an informal Association to an incorporated body. This move underlines the broad support within the Association for ports centrally playing a greater role in the process of change.

Secondly, the Conference voted in favour of and to fund A.A.P.M.A. participation in a management company to establish a community network for electronic data interchange or E.D.I. This decision picks up the initiative of Ian Stoney's national working party on E.D.I. and is a positive action on the part of the ports of Australia to support this vitally important improvement in our trading process. Ian

18 PORTS AND HARBORS March 1989

has addressed you on this subject and I do not intend to dwell on the ground which he has covered. I would, however, point out the opportunity which we have in this country to avoid a fragmented and therefore less efficient system for trading documentation. For once, we have the chance to establish a competitive advantage for ourselves and this chance must be taken. As far as the ports are concerned, it is not our intention by this means to establish any sort of control over such a network. On the contrary, it is our wish to participate with as many other parties as possible so that the network can become truly a community network, not hostage to any particular interest group or set of interests.

So far I have addressed my comments to the general need for change and the actions being taken by ports. As I said earlier, and as was pointed out once again by the Webber Report, ports have a broader responsibility on the waterfront than the activities they directly undertake.

There is no other group available to take this overseeing role. Therefore we have already had some thoughts to contribute on the broader question of re-structuring and these thoughts are now being developed in a way which will form the basis of a response to more recent questions put to us 4BA. Telephone: 01-709 9166; telex: 888379 LR Lon G; fax: 01-488-4796.

The Americas

Halterm Extension Opened at Halifax

On November 3, 1988, the 50-metre extension to Halterm Container Terminal was officially opened by Halifax MP, the Honourable Stewart McInnes, Federal Minister of Public Works. Before cutting the ribbon, Mr. McInnes spoke to the gathering of invited guests about the enormous economic impact that the Port of Halifax, as a gateway to international trade, has on the Maritimes as well as Canada. He congratulated the Halifax Port Corporation, stating, "The extension of one of the first container terminals in Canada is a fine example of the foresight and initiative shown by the Port Corporation".

At a reception afterward in the Hotel Nova Scotian, Halterm President, Mr. Brian Doherty, thanked everyone for coming to help celebrate this momentous occasion. He said the money being spent at the terminal places Halterm on the "leading edge" of the container business. "That's the direction we're moving in and the evidence is reflected in our increased volumes." Growth at Halterm has been very good, with the addition of five new shipping lines in the past two years, bringing the total of international container lines calling there regularly to ten. Halterm also intends to make improvements to one of its cranes in the new year.

The \$5.2-million project was funded by port working capital and required 70 person years of employment to complete.

According to projections from the Halifax Port Corporation, in 1988, the Port of Halifax expects to handle over 16 million tonnes of cargo, of which almost 4 million tonnes will be containerized cargo, an increase of one-third over 1987. The year will mark the Port's third consecutive record-breaking year for containerized cargo. (Port of Halifax)

Marketing Campaign For Cameron Island

The Nanaimo Harbour Commission has launched a major marketing drive for Cameron Island, Commission Chairman Howard Johnson has announced.

A marketing and informational brochure has been produced by MTR Consultants Ltd., project co-ordinator for Cameron Island development. MTR is distributing the brochures to a select list of developers, investors and other potential participants in the spectacular waterfront development opportunities afforded by Cameron Island. Local, British Columbia based, national and international developers are being invited to express their interest in the 11-acre site in the heart of both downtown and the inner harbour.

Cameron Island, which is really a peninsula, was purchased by The Nanaimo Harbour Commission earlier this year with the intent of stimulating rapid redevelopment of this prime site. A major component of any planned redevelopment is a visiting vessel pier designed to handle non-cargo ships.

It is the intention of The Nanaimo Harbour Commission to sell Cameron Island to private sector developers who will not only undertake immediate redevelopment of the property, but also ensure that the development relates to the public waterfront walkway, the visiting vessel pier and the downtown core of Nanaimo.

(Nanaimo Harbour News)

Gold-headed Cane To Captain Pimushkin

The Chairman of the Board of the Port of Montreal, Mr. Ronald Corey, and the General Manager and Chief Executive Officer, Mr. Dominic J. Taddeo, presented the famous Gold-Headed Cane to Captain Vladimir Pimushkin, Master of the M/V Nikolay Golovanov, the first ocean-going vessel of the year to reach port without a stopover.

The ceremony, in keeping with a (Continued on Page 27, Col. 1)

by the Inter-State Commission.

We have a particular concern about a fragmented approach to re-structuring. The Association was concerned from the beginning that one group, such as the stevedoring industry review committee, might work out a package which was suitable to its participants but which had no relation to the rest of the waterfront. Our fears may be groundless, but the exclusive nature of their discussions to date leads one to question whether fragmentary considerations of that kind will really provide the broader solutions required for the waterfront as a whole.

The waterfront is a single industry. Many of the skills are similar, whether the workforce is employed by port authorities, stevedores, repair services or the like. Many of the inflexibilities which we face have been brought about by other often artificial deliniations and demarcations between both employers and employees. A broader approach to industry re-structuring is vital if the hope for substantial improvement is to be realised. I would hope, before any final packages are agreed between the members of any individual part of the waterfront that these would be exposed to consideration and comment from other sectors of the waterfront.

I hope too, that as implementation of the Waterfront Strategy develops, all parties will be prepared to work and contribute towards a whole of industry solution.

Ladies and gentlemen the problems of the waterfront have long appeared like something of a Rubic's cube puzzle, although we have gone one step further than Mr. Rubic, his adherents are at least able to implement any proposed solution.

Like the Rubic's cube, the problems of the waterfront are not insoluble. However, it is clear that the broad range of participants in the waterfront must work together. It is just as clear that some of them will have to put aside some part of their short term interests. This will include the ports as well as other sections of the waterfront community. Significant re-structuring and change simply cannot be achieved with the maintenance of existing rights or economic interests. Change does not mean long term disadvantage. I would suggest to you that if the opportunity in front of us can be grasped to implement rational change, then the long-term interest of all of us will be hugely enhanced. So will those of our various communities and of the nation. 20

PORTS AND HARBORS March 1989

Port

CENTF OIL COMPANIES INTERNATIONAL MARINE FORUM

PORT AND TERMINAL INFORMATION

INSTRUCTIONS

This Port and Terminal Information sheet is intended to be a document for the uniform presentation of basic important port and terminal data, in an easily available and easily consulted format. It is not intended to replace the information booklet published by most terminals and/or ports which gives detailed information of the facilities available. It presents the information in a consistent summarized form for easy and immediate reference by ships personnel, shipowners/operators, charterers, and others.

Terminals are invited to copy this document for their own use and although it may be necessary for some terminals to make alterations to the format it is strongly recommended that, for the sake of uniformity, departures from the format be kept to the absolute minimum.

It is recommended that berth limitation be indicated by maximum displacement, LOA, beam, draft, freeboard, and/or other physical characteristics of importance. It is strongly recommended not to use summer DWT as this may not necessarily indicate the true size of the ship.

Information that should be provided, includes where relevant:

Section 4.2 Derrick SWL, closed loading, venting requirements, gauging requirements, berthing trim etc.

Section 4.3 This should give the datum point against which the water depth alongside is measured.

Section 4.4 Indicate any tidal limitations, shoal water etc.

Section 4.5 Should include any minimum limitations in physical dimensions etc: include any air draft restrictions.

Terminal

Section 4.7 Mooring Arrangements and Procedures: Type and layout of moorings, maximum angle/velocity of approach, requirements for SPM equipment, requirements on number size and type of mooring lines, brake holding capacity, etc.

Section 4.8 Hoses and Arms: Give details of number types and size of arms/hoses, size of connection, any special requirements at manifold (eg hydraulic connection, sampling spools etc.)

Section 4.9 Cargo Handling: Give details of maximum/ minimum rates/pressures, any special cargo handling requirements.

Section 4.10 Ballast & Slop Handling: Give details of dirty ballast reception capacity, maximum rates, hose/arm size, advise if segregated ballast has to be discharged ashore, details of slop handling capability.

Section 4.11 Other Items: Ship/shore gangway, early departure procedure, etc.

Section 6.1 Charts and sailing directions covering the terminal and/or port and its approaches.

Section 6.2 Tidal Information: diurnal/semi-diurnal, reference datum, tidal range (neap/spring), any tidal restrictions on entry, berthing, or departure.

Section 6.3 A brief description of anchorages and their locations.

Section 6.4 Approach/Departure Channel: Least depth, minimum width, any restrictions, etc.

Section 6.5 Turning Basin: Diameter, depth, any restrictions, etc.

Section 6.6 Fog Signals: Characteristics and position.

Section 7 Pilotage: Pilot/mooring master boarding area, embarkation method, access requirements, if he serves as a loading master, etc.

Section 8 Towage: Number, power/bollard pull of tugs, requirements, etc.

Section 9 IGS and COW: Terminal requirements and regulations.

Section 10 Communications: ETA requirement, radio/ telex numbers, VHF channels for port authority, terminal, pilots, etc., pre-arrival checklists, important telephone numbers, etc.

Section 11 Emergency Procedures: Action in case of an emergency.

Section 12 Safety Procedures: Port/terminal requirements.

Section 13 Pollution: Port/terminal requirements/ capabilities.

Section 14 Compliance with Regulations/Safety Guidelines: Requirement to comply with international, local and terminal regulations and operating guidelines, compliance with ISGOTT, etc.

Section 15 Other: Include brief details as to whether stores handling permitted over jetty or alongside, bunker handling ex jetty or by barge, etc.

Notice of Terms of Use

While the advice given in this guide has been developed using the best information currently available, it is intended purely as guidance to be used at the users own risk. No responsibility is accepted by the Oil Companies International Marine Forum, or by any person, firm, corporation or organisation who or which has been in any way concerned with the furnishing of information or data, the compilation, publication or authorised translation, supply or sale of this guide, for the accuracy of any information or advice given herein or for any omission herefrom or for any consequences whatsoever resulting directly or indirectly from compliance with or adoption of guidance contained herein even if caused by a failure to exercise reasonable care.

EXHIBITION OPPORTUNITIES AT THE INTERNATIONAL ASSOCIATION OF PORTS & HARBORS



APPLICATION

I am interested in taking exhibition space between April 22-25 1989 at the 16th World Ports Congress of the IAPH.

Please contact me with further information.

Please reseve the following space or nearest available alternati Stand No	ve. (2nd choice) Price US\$2150 per unit.
Name	
Position	
Position Company	
Nature of business	
Address	
Telephone	
Telephone	Fax
Authorized by	Position
Signature	Date
Name of representative who will coordinate our exhibition re	
-	•

We have read the enclosed Rules and Regulations of the exhibition and agree to comply with them. We also understand that these Rules and Regulations form part of the contract.

Please complete and return this form to:

Michael Kazakoff, Seatrade North America Inc., 40 Rector Street, Suite 1805, New York NY 10006, USA Telephone: (212) 393 1000 Telex: 233629 SEA UR Fax: (212) 608 5974

EXHIBITION RULES AND REGULATIONS

INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS 16th Conference: FONTAINEBLEAU HILTON HOTEL Miami Beach, Florida, USA April 22-28, 1989 Exhibition dates: April 22-25, 1989

1. Site Leasing

- a. The Organizers of the Exhibition and Conference are Seatrade North America Inc., Suite 1805, 40 Rector Street, New York, NY 10006, USA.
- b. Sites are let strictly to the exhibitor only or to his reprsentative as previously approved by the organizers.
- c. No sub-letting or the use of any space by a non-exhibitor is permitted.
- d. The organizers must be convinced that satisfactory use is being made of the space allocated. This applies to the installation period as well as to the term of the exhibition. Should the organizers not be satisfied with the use being made of the site, they reserve the right to clear all or part of the site at the exhibitor's expense. Any payment made in respect of space will be forfeited.
- e. Any loss or damage is entirely at the exhibitor's own risk. Exhibitors are advised to cover themselves by adquate insurance (see Rule 3).
- If any exhibitor is in breach of any of these rules and regultions, or fails to pay any monies due, the organizers retain the right to cancel his allocation of space, exclude him, his agents and property from the exhibition and re-allocate the space. Such action will not vitiate any claim for payment which the organizers may have against him.

2. Exhibits

- Exhibitors may distribute advertising literature only from their а. own stands and may advertise within the exhibition outside their own stands only with the approval of the organizers.
- b. All exhibition stands must be controlled by an authorized representative of the exhibitor throughout the opening hours.

3. Insurance

Exhibitor assumes entire responsibility and hereby agrees to protect, indemnify, defend and save Seatrade North America, Fontainebleau Hilton Hotel, Hilton Hotels Corporation, Hotelerama Associates Ltd., and its employees and agents harmless against all claims, losses and damages to persons or property, governmental charges or fines and attorney's fees arising out of or caused by Exhibitor's installation, removal, maintenance, occupancy or use of the exhibition premises or a part thereof, excluding any such liability caused by the sole negligence of Fontainebleau Hilton Hotel, Hilton Hotels Corporation, Hotelerama Associates Ltd., its employees and agents. In addition, Exhibitor acknowledges that Seatrade North

America, Fontainebleau Hilton Hotel, Hilton Hotels Corporation, Hotelerama Associates Ltd., do not maintain insurance covering Exhibitor's property and that it is the sole responsibility of Exhibitor to obtain business interruption and property damage insurance covering such losses by Exhibitor.

4. Damage

- Each exhibitor shall be fully liable for any loss or damage caused by an act or omission of the exhibitor, his servants or agents, to any property of the exhibition premises, the owners and their agents and any other exhibitors and shall be liable forthwith to make good or provide compensation in respect of such loss or damage to the satisfaction of the same or any of them as the case may be.
- b. No exhibitor may alter or in any way affect the structure or fixtures of the exhibition premises.
- c. Exhibitors will pay the cost of making good any damage caused to the premises or fixtures by themselves and/or their contractors.

5. Conduct on Site

- From the beginning of installation through the period of the exhibition until the conclusion of dismantling, the exhibitor shall be responsible for the good conduct of all persons working on his stand.
- b. Gambling or any activity for which a special license is required is not permitted.
- c. Exhibitors must not permit anything which causes a nuisance or, in the opinion of the organizers, does not conform with the general standards of the exhibition.

6. Observance of Rules

Every exhibitor and every person employed directly or indirectly by him shall be bound by and must observe these rules and regulations in all aspects. The exhibitor must bring them to the attention of all his agents and contractors. Should be not do so, any claim arising from such a failure shall be met by him.

7. Cancellation of Participation

If the exhibitor cancles his exhibition space booking, the exhibitor will be liable for the full amount of space rental contracted, unless the exhibition space is re-let, in which case the exhibitor will then be liable to a cancellation fee of 20% of the total exhibition space contracted.



16th IAPH World Ports Conference Drawing Near

The Port of Miami, birthplace of the modern cruise industry and the transshipment hub of Latin America and the Caribbean, hosts the maritime industry's "summit conference" April 22-28 at the 16th IAPH World Ports Conference.

Noted for its growing role in world affairs, Miami debuts as an IAPH host city with a stimulating agenda of business and social activities as the international organization returns to a U.S. conference site for the first time in 12 years.

At the famed Fontainebleau Hilton on Miami Beach, an important slate of business sessions will highlight the conference theme—Ports: the Intercontinental Connection—an analysis by top experts of current issues and future challenges facing ports in every nation.

In well-planned, half-day business sessions, the conference features timely overviews of industry interests in presentations covering Africa-Europe, Canada-Americas and the Pacific. Also slated is a session covering communications in addition to an IAPH technical committee meeting. In a special feature, the last working session promises a provocative discussion of key issues noted by IAPH members.

"The objective of the Port of Miami and IAPH was to develop a true port summit meeting," said Greg Halpin, special business



consultant for the conference. "Consistent with the ongoing programs and projects of IAPH, the Miami Conference is focusing on the most critical issues facing the ports of the world today."

The session dealing with the European Common Market includes analysis of the effect of the 1992 trade agreement on the port industry as well as featuring a presentation outlining the unique relationship between Africa and Europe's maritime industries.

In the session covering Canada and the Americas, scheduled subjects include an update report on the Panama Canal by the chairman of the Panama Commission, a panel presentation on strategic port planning and a regional overview from a Latin American maritime expert. In addition, the president of the American Association of Port Authorities will comment on the new Administration's port policies.

The Mayor of Kobe, Japan, is featured in the Pacific session and slated to offer a comprehensive analysis of Japanese maritime and trade affairs. And for an update on the Pacific rim, the agenda calls for views by representatives of Australia, Hong Kong, South Korea, Malaysia and New Zealand.

Practices and problems of containeriza-



tion are major topics before the IAPH technical committee, which will open the discussion to member participation.

Communications issues—a special focus of the 16th IAPH Conference—are set for presentation by the Secretary General of European Customs Cooperation Council along with a demonstration of contraband interdiction, customs clearance and security as practiced at the Port of Miami.

And expert views on critical industry matters identified by IAPH members—the impact of ship design on ports, financing methods, the impact of intermodal systems and port maintenance—all are on the concluding session's agenda.

Also set for display is a wide-ranging exhibition of port-related products and services from Sunday through Tuesday, April 23-25, at the Fountainebleau. Exhibit space still is available and inquiries may be directed to FAX (212) 608-5874.

But with the conference site in the world-renowned Greater Miami resort area, attendees and their spouses have an excellent opportunity to take advantage of IAPH social activities scheduled at some of South Florida's most popular visitor attractions.

Highlight the social program are day trips to Kennedy Space Center at Cape Canaveral slated Wednesday, April 26, and the unique environment of Everglades National Park, Saturday and Sunday, April 22 and 23. At the Space Center, visitors take part in the exciting U.S. space program by touring training facilities, the huge vehicle assembly building and original launch sites. They also can enjoy a panoramic theatre spectacle about space exploration or a visit to the Space Museum to inspect actual space vehicles and rocks returned to earth by lunar explorers.

Miami Conference Special Section

On their return trip, visitors will call at Palm Beach's elegant Whitehall, the historic mansion of turn-of-the-century industrialist and are pioneer Henry Flagler. Both the mansion's palace-like interior and Flagler's unusual, personal railroad car are tour highlights.

A visit to Everglades National Park features an exciting airboat ride through the protected area populated by rare and endangered animals and an interesting dining experience at the village of Florida's true natives—the Miccosukee Indians. Also included is a tour of the Big Cypress National Preserve which offers an extraordinary array of colorful flora and fauna.

An official welcoming reception at the Fountainebleau Hilton on Sunday, April 23; an evening cruise with dancing, entertainment and a view of Miami's dramatic night skyline; a trip to the Miami Seaquarium home of world-wide TV star "Flipper" and visits to other popular visitor attractions are designed to make the conference's social program a memorable one.

Northwest Airlines—official airline of the IAPH World Ports Conference—offers attendees 40 percent savings on full adult fares. Attendees originating in the U.S. and Canada can obtain full information by telephoning 800-328-1111.

Conference attendance is expected at more than 500 registrants and 300 accompanying spouses, therefore officials are urging registration without delay. For complete information, FAX Conference Coordinator Lori Goodman at the Port of Miami, (305) 372-7910.



NEW PORT DEVELOPMENTS To Reduce Inland Transportation Costs and Spe Up Cargo



Two innovations at the Port of Miamia computerized cargo clearance system and a new intermodal service—are expected to result in significant savings of time and money in cargo handling operations.

The Port of Miami recently reached an agreement with major overland carriers in South Florida that could create a highvolume north-south transportation corridor and help reduce rates for cargo flowing into and out of Miami.

The goal of the new arrangement is to provide more favorable rates and thereby cargo to Miami that ordinarily would go to more traditional Southeast and Gulf Coast ports, such as Savannah, Charleston and New Orleans.

With contracts between the Port of Miami and the various railroads and trucking companies, Port officials expect that, in time, volumes will increase enough to reduce inland freight charges by more than 50 percent. The new service has already led to rate reductions-as much as 20 percent in some cases.

The intermodal program involves Port personnel acting as cargo consolidators, handling all paperwork and billing as if the cargo were their own. The service finds the least costly routing for inbound and outbound cargo. With one phone call, the Dade County seaport can provide customized inland transportation to its users, with door-to-door service, on-line tracing and single invoicing.

Since its inception last year, the intermodal program has been very successful. Major shippers, railroad companies and 45 different steamship lines are utilizing the program. The Port is also involved with intrastate truck brokering by arranging for backhaul caroges throughout Florida,

thus reducing truck rates as well.

"I foresee a day when cargo from Asia, Europe and Latin America will be dropped at Miami precisely because it can get to its final inland destination faster and more cheaply that it can be moved over water to other US ports", said Port Director Carmen J. Lunetta. "And, because of reduced rates, shippers moving Floridagenerated cargo will not have to think twice about their seaport of choice."

Another new program implemented at the Port of Miami is the computerized Miami International Cargo System (MICS), designed to speed cargo handling, paperwork and transmission of consignment information at the Port.

Recently, the Sea Import and Shipper's Export Declaration phases of MICS, the air import/export modules of the project, and the Automated Broker Interface, have become available to the Port user community. The Automated Broker Interface enables custom house brokers to electronically file their entries with U.S. Customs. Within a year, the sea export module is also expected to be on line.

(from the Port of Miami 19irectory)

The MICS will have many important benefit: - For steamship lines and agents, the system will greatly reduce warehouse storage time and upgrade accuracy of consignment information, thus minimizing the chance of fines being levied by Customs. MICS' interface with U.S. Customs and the U.S. Department of Agriculture will allow federal personnel to more quickly mark consignments for release and speed the flow of cargo.

- For custom brokers and freight forwarders, MICS will mean faster tracking of cargo and a direct electronic link with the federal Automated Commercial System in Virginia and the Bureau of the Census for documentation purposes.

Cargo clearance procedures at the Port of Miami will undergo a dramatic transformation this year, with the implementation of the Miami International Cargo System. This system, the first of its kind in use in the United States, will automate cargo processing at the Port as well as at Miami International Airport. Initially integrating the seaport and the airport into a common automated clearance network MICS will connect with U.S. Customs' nationwide Automated Commercial System, and will permit eventual connections with systems in other communities, such as the successful ACP-80 cargo processing system used in England.

Everyone concerned with cargo at either the seaport or the airport—shipping agent, airlines, ocean carriers, custom house broker, freight forwarders, break bulk agents and consolidators, trucking firms, and the Federal Department of Agriculture—will profit from use of the system and the facilities it offers.

MICS will allow these interests to know exactly where a consignment is at each step of the shipping process, and will permit a smoother and faster flow nd release of cargo **Operational Characteristics**

The heart of MICS is two miniframe computers located at Miami International Airport, equipped with a "Monitor" operating system, like the one used in the British ACP-80 system. Interfacing with these central computers will be the mainframes or minicomputers, located elsewhere in Miami, the United States, and



throughout the world, which are owned and operated by MICS users with inhouse computer system. Users without their own automated systems will be able to communicate with the network by means of specially provided terminals (CRT's).

Details about international imports, exports, and transit cargo will be entered into a central information bank or database intended eventually to replace the current bills of lading and minifests. These details will be provided either by computer-tocomputer messages from the airlines and steamship companies that have direct connections to MICS, or by CRT inputs from users without such connection. Such messages can be used not only to create. but to interrogate and update the data on the system.

The shipping agent will be able to enter manifest information into the MICS and establish a central database by vessel. Loading of the manifest before the ship arrives will allow Customs to process the vessel and identify those shipments



Dear IAPH Colleague:

all of us at the Port of Miami are intensifying our efforts in preparation for the port summit meeting in April. We urge you to register early by filling out the enclosed forms. and encouraged by the enthusiastic, response of the IAPH world community.

of the Port of Miami to presenting an IAPH Conference that will meet all the high standards and expectations of the Association.

Since
Carn
IAPE
Port
Port

requiring intensive examination. Shipments that do not need examination can be released immediately upon submission of

proper documentation. Once the data pertaining to a consignment are entered into MICS, those authorized will be able to look at the record for that consignment and obtain up-to-date information on its status. Access to data records will be restricted to the carrier that created the record, the nominated

Miami Conference Registration Form

registration and lodging form

Last Name	First Name
Port/Affiliation	
Address (please include	country and if applicable, postal code)
Telephone	Telex
Telefax	
Arriving on: Airline	Flt. No
Date	Time

registra Please indicate type of membership:

Regular Members	U.S.\$595
Temporary Members	— U.S.\$595
Honorary Members	— 0
Founder Honorary Member	s— 0
Associate (A/D)	— U.S.\$760
Associate (E)	— U.S.\$595
Non-Members	U.S.\$925

Make check or money order payable in U.S. currency to: 16th IAPH World Ports Conference. Send to: IAPH Conference, The Port of Miami, 1015 North America Way, Miami, Florida 33132. Fax to: (305) 372-7918. Telex: ITT 493-1214. Answer Back: PORT UI. Or, wire the fee to: NCNB, 977 North America Way, Miami, Fla. U.S.A. 33132 Bank No. 062100277 Account No. 3600712705 Note: Your registration will not be complete until payment is received.



broker or freight forwarder, Customs, the Department of Agriculture, and any other user satisfying the established privacy criteria. A "data key" identifying user and verifying his authenticity will provide the desired security. After that authenticity has been determined, the data key will identify exactly what information the specific user can see. Changes or updates to a record will include permanent mention of who initiated them.

accommodations

The Fontainebleau Hilton cannot guarantee the availability of rooms or the conference rate for reservations received after March 22, 1989.

Please Select One of the Following:

Single room (U.S.\$104)

Double room (U.S.\$114)

Suites: Parlor and one bedroom (circle your choice)

US \$350-425-475-550

Parlor and two bedrooms

US \$475-497-525-625

extra person charge: US \$15.00

PORTS AND HARBORS March 1989 25

The Hotel will make every effort to accommodate suite selections. However, should your choice not be available, you will be placed in the next closest type suite to your first preference.

Arrival Date

Estimated Time _____

Departure Date _____ Check-out time is 11:00 a.m.

The hotel reugires that you guarantee your reservation with a credit card.

Credit card name ____

Number ____

Expiration Date _

If you prefer, you may wire the first night's deposit to the hotel in U.S. currency to:

NCNB, 977 North America Way, Miami, Fla. U.S.A. 33132 Bank No. 062100277 Account No. 3600712705

Miami Conference Special Section

System Benefits

As the electronic transmission of data over telephone lines begins to replace the stream of paper documents flowing back and forth among Customs house brokers, port authorities, steamship lines, and government agencies, numerous benefits will accrue to all those involved in the cargo industry, including the customer. The shipping company and its agent, in particular, will experience the following gains:

- •More efficient use of manpower, with staff concentrating on sorting and staging shipments for delivery, rather than producing documentation and answering telephone calls from brokers.
- •Fewer irregularities and claims thanks to the maintenance of accurate details and a chronological history of the consignment. Speedier clearance and less waiting time due to the more readily available consignment information, its improved flow, and the ability of Customs to preclear cargo.
- •Better use of warehouse space, that is, either a need for less space of the ability to store more consignments in the existing space.
- •Improved customer services as a result of

standardization and reduced waiting time.Better management information.

•Better communication between companies or from office to office through the user-to-user messages.

Dade County's decision at this time to implement an electronic document transmission system for the Port of Miami and Miami International Airport demonstrates the community's foresighted approach to accommodating its anticipated growth in imports, and to providing the best possible service to the carriers using its seaport and airport. As other U.S. ports and airports follow Miami's lead in moving toward automation, the advantages to be derived from using the Port of Miami, with its MICS, will increase even further.



(Some photographs provided by the Greater Miami Convention and Visitors Bureau.)

register for optional activities

In order to finalize plans for these outings, we need to know the number of participants. If a minimum number is not met for an activity you've chosen, you'll be notified of its cancellation.

FOR EARLY ARRIVALS Saturday, April 22. Choose one:

Everglades National Park_____ Hialeah Race Track_____ Sunday, April 23. Choose one:

Everglades National Park

Tour of Miami

SPOUSE PROGRAM

Monday, April 24. Villa Vizcaya ______ Tuesday, April 25. Choose one: Sightseeing cruise ______ Fairchild Tropical Gardens ______ Wednesday, April 26. Will accompany registrant on Field Trip ______ Thursday, April 27. Fashion show and Bal Harbour _____ Friday, April 28. Parrot Jungle _____

POST-CONFERENCE ACTIVITIES

Saturday, April 29. Choose one: Golf at Doral Country Club_____ Drift fishing_____

NAME

NUMBER OF PEOPLE_

Gold-headed Cane

(Continued from Page 19, Col. 3) tradition dating back to 1840, is particularly special this year for it marks at the very beginning of 1989 both the 150th annual presentation of the Gold-Headed Cane and the 25th anniversary of year-round navigation in Montreal.

The Port of Montreal, once a seasonal port, has been open for business 12 months a year since January 4, 1964, when the Danish vessel "Helga Dan" inaugurated year-round navigation in Montreal.

The first arrival of 1989, the M/V Nikolay Golovanov, is a Balt-Canada Line vessel under Soviet registry. Owned by the Baltic Shipping Company, it is represented in Montreal by Morflot Freightliners, steamship agents.

The ship came from the Port of Rotterdam in the Netherlands and opened the navigation year in Montreal by crossing the port's limits at Sorel at 11:24 a.m. on January 1, 1989. It then proceeded to tie up at Berth 66 of Maisonneuve Terminal, where its cargo of 700 containers was handled by Terminal Termont, terminal operators and stevedores.

The happy recipient of the Gold-Headed Cane, Captain Vladimir Pimushkin, was born in Moscow in 1938. He went to sea for the first time at age 21 and attained the rank of captain in 1987. He has been with the Baltic Shipping Company since 1970.

Before an audience of dignitaries, among them the Consul General of the Soviet Union in Montreal, Mr. Evgueni Kotchetkov, both Mr. Corey and Mr. Taddeo spoke of the reasons that still motivate the port to perpetuate the tradition of the Gold-Headed Cane.

Mr. Corey stated: "Now, in addition to honouring the master of the first ocean-going vessel of the year, the Gold-Headed Cane also reinforces the importance of year-round navigation to Montreal."

In his address, Mr. Taddeo said: "The Gold-Headed Cane not only acknowledges the experience, training and sound judgement of the officers and crew who bring the first ocean-going vessel safely into port each year, but it also pays tribute to the imagination, ingenuity and determination of those Canadians who have

made winter navigation a reality.

"For many, it still comes as a surprise to learn that we do not close for the winter. The fact that the Port of Montreal is a vibrant, bustling hub of domestic and world trade year-round is one we cannot stress enough."

In fact, winter navigation is extremely important to the Port of Montreal, approximately handles which one-quarter of its annual volume of general cargo in the winter months. Without the container traffic loaded and unloaded at its docks in January, February and March, the Port of Montreal might not have been able to attain its current status and Canada's leading container port as the number two container and general cargo port on the eastern seaboard of North America

To coincide with the 150th annual presentation of the Gold-Headed Cane and the 25th anniversary of year-round navigation in Montreal, the Port of Montreal also unveiled a copy of the book entitled "The Gold-Headed Cane."

Port of Vancouver Economic Powerhouse

The Port of Vancouver packs an economic wallop that translates into thousands of jobs, and hundreds of millions of dollars to economies across Canada each year. This fact is mong key findings of a major Study released by the Vancouver Port Corporation (VPC).

Ten months in development, the Study measuring "The Economic Impact of the Port of Vancouver" was commissioned by the Port Corporation, and undertaken by the consulting firm of Coppers and Lybrand, Vancouver. Its methodology and conclusions have been described as "conservative" by VPC's Port Manager, and Chief Executive Officer.

"Study results present conclusive evidence of the magnitude of direct, indirect, and induced economic benefits to our local, provincial and national economies," said Mr. Francis Mac-Naughton. "Canada's largest port is both a creator and a facilitator of significant economic activity in this country."

In 1987 (the model year used in the study), the Port of Vancouver handled 37% of all cargo moving through the

Ports Canada system; more than three times the volume of the Port of Montreal; the nation's second largest port.

Benefits to the Lower Mainland include more than 8,900 direct jobs; backed by an annual payroll of \$355 million. Additionally, the port's massive public and private installations of terminals, transport, and support industries distributed some \$163 million in operating expenditures during 1987, spent \$64 million in capital investments, and collectively paid some \$184 million to various levels of government; mostly in taxes.

Further benefits accrue in sectors not directly involved in the cargo sector. Ship building, marine services, bunkering, fish processing, and consulting collectively generate another 2,500 jobs and a \$72 million annual payroll.

The driving force behind the Study's impressive figures is import-export cargo. Total tonnage in 1987 topped 63 million tonnes, representing Canadian exports valued at \$10.8 billion, imports of \$10.1 billion, and domestic cargoes in excess of \$3 billion.

Commenting on the ripple-effect of these economic dynamics, Mr. Mac-Naughton said, "The Study should assist many sectors of our community to better understand the benefits — and opportunities — presented by having a deep-sea port on our doorstep. The findings represent an excellent planning resource for educators, business and industry, as well as municipalities, and other policy makers," he concluded.

The Study shows that, across Canada, activity arising from the Port of Vancouver generated 18,875 man-years of employment, and some \$895 million in labour income. \$422 million of industrial production was generated, and more than \$360 million in payments to governments, nationwide.

The methodology employed in completing the Study included in-depth interviews with more than 150 companies and organizations.

Data collection and analysis was backed by literature research, and extensive industrial, economic, and financial modelling.

Waterfront Management, ILA Talk on Contract

Waterfront management and the International Longshoremen's Associ-

ation, AFL-CI0, reported progress on January 18 in early negotiations on a new contract.

Negotiators said two days of talks focused on the creation of a new Container Freight Station program to generate more jobs for ILA members in packing and unpacking ocean containers.

They said discussions centered on ways to make the new stations, which would complement existing units that operate under industry's Rules on Containers, competitive with non-ILA operations. The talks will continue in the near future.

The bargaining session here between the ILA and management groups from ports on the East and Gulf coasts also saw both sides agree to join with the U.S. Customs Service in an anti-drug program. Dubbed "Operation Port Watch," the plan calls for heightened vigilance and eductation to combat drug smuggling.

The talks were termed "highly positive" by ILA President John Bowers; Anthony J. Tozzoli, president of the New York Shipping Association and chief management negotiator; and David J. Tolan, chairman of the Carriers Container Council.

"We made real progress, and that's an especially good sign this early in negotiations on a series of very difficult issues," the three leaders said.

The current contract expires September 30. The ILS and management agreed to early negotiations to allow time to deal with serious issues facing both sides in the economically depressed maritime industry.

Improved Channel to Spur Houston Economy

An independent study on the economic effects resulting from improvements to the Houston Ship Channel and other Galveston Bay shipping channels show potentially fewer jobs created in the Harris County area if those improvements are not made.

Results of the study, conducted by the Rice Center, were released by the Port of Houston Authority, local sponsor for the channel. The study looked at effects on improving deepwater channels in the Galveston Bay area including the ports of Houston, Texas City and Galveston in relation

to increasing competition from other Gulf of Mexico ports with completed or proposed similar projects.

The proposed improvements to the Houston Ship Channel would deepen it from 40 to 50 feet and widen it from 400 to 600 feet in given areas.

"In terms of personal income and retail sales, Houston and the surrounding area have as much to lose by not making the improvements to the channel as it stands to gain if the suggested measures are approved and implemented," Mr. Michelle Foss, Rice Center said.

The center found, using a scenario based on 1983 levels—the lowest level of activity in the Galveston Bay area in recent history—potentially fewer jobs created representing 6.3 percent below the study's 1979 baseline forecast by the year 2020. The peak year for shipping activity in the area was 1979, preliminary figures indicated 1988 activity levels could come very close to the peak level. The study presents scenarios of not making the improvement and losing (1983 scenario) or keeping (1979 scenario) the levels of activity and making the improvements.

There would be potentially 18,000 wage and salary jobs not created compared to the 1979 baseline. Personal income, on a cumulative basis, would dip some 16.1 percent below the baseline for a difference of \$13.6 billion. "These levels would affect real retail sales with a cumulative decline of \$4.8 billion or 12.3 percent," Mr. Foss continued.

The Houston Ship Channel represents 68 percent of the activity in channels around the Galveston Bay area. "The portion attributed to the Houston Ship Channel already meets the U.S. Coast Guard's rated capacity for the waterway. Consequently, maintaining tonnage at the 1979 peak levels would inherently cause an increase in vessel delays, as well as increase the probability of serious casualties," Mr. Ned Holmes, chairman of the Commission for the Port of Houston Authority, said.

The study also found that if the improvements were made there would potentially be a four percent gain in the area's market share of shipping through the Gulf of Mexico using the baseline of 1979 totals. "In 1969, the Galveston Bay area represented 19 percent of Gulf Coast shipping, by 1986 that number had increased to 24 percent," Mr. Holmes said.

The potential four percent gain translates into 28,000 new wage and salary jobs including the transportation sector. These newly-created jobs, according to the study, would increase personal income to \$85 billion, a cumulative gain of \$9.7 billion from 1987 to 2020. Retail sales for the area, by 2020, would be increased to \$39 billion, a cumulative difference of \$3.4 billion compared to the baseline 1979 volume levels.

"The Port of Houston Authority is committed to the improvement project which will assure Houston's competitiveness beyond the year 2000. We feel it will benefit all Harris citizens by creating positive economic impacts and thereby opportunities for the future," Mr. Holmes stated.

Massport Strategy For Decade to Come

The Massachusetts Port Authority (Massport) is getting a jump on the 1990's, committing today's resources towards a ten-year port program designed to sustain cargo levels, contain costs, and capture new cargo bases and direct call services for its maritime facilities.

"We have a tough mission ahead of us," explained Ms. Anne D. Aylard, Massport's maritime director. "However, we have a strong track record of analyzing trends and planning for the big picture. The resources we commit now to these important port activities will allow us to be a competitive player in the maritime world we'll be facing in the decade to come."

This ambitious long-range strategy is already underway at Massport's public terminals: Moran Container Terminal, Conley Terminal, and Harbor Gateway Terminal. A \$7 million paving and grading project at Conley Terminal's Berth 11 made it the perfect site for handling the largest container ships in the world, the Atlantic Class vessels, which began weekly direct service to Boston in April 1988.

At Moran Container Terminal, the 18-acre former Schiavone property was incorporated into the terminal's container yard, allowing better maneuverability and faster processing of containers through the facility. In addition, the acquisition of the former



AERIAL VIEW OF PIER J EXPANSION: This aerial view of the Port and City of Long Beach graphically shows Pier J extending out into the ocean in the foreground, with dotted lines indicating the extent of the Pier J Expansion Project which was recently begun by Connolly-Pacific Company and Great Lakes Dredge and Dock Company. The \$150 million, 147-acre landfill will provide Port tenants with two container terminals, four berths and immediate access to Queens Gate entrance of the Federal Breakwater. The dredging to be done to provide necessary fill material will in turn deepen the main channel to minus 78 feet, the deepest dredged fairway of any U.S. port.

Pier J Expansion Project Fact Sheet

WHAT: Ground breaking for the \$150,000,000 Pier J Expansion, the initial program in the Port 2020 Master Plan, took place on September 14. The Pier J expansion will add 147 acres to existing facilities; the 2020 Plan is designed to add approximately 1,250 acres to Port facilities by the year 2020.

STATISTICS: Dike will require 2,300,000 tons of rock, which will create 12,078 lineal feet of dike, or 2.28 miles.

Dike will require 13,750,000 cubic yards of dredge material to fill. This volume is sufficient to fill the Port Administration Building 89 times.

Total amount of land being built would hold a dozen Great Pyramids of Cheops, Egypt, or 119 football fields.

Landfill will average 70 feet in height and rest in 55 feet of water, topping out at 15 feet above sea level.

Project will provide over 1/2 mile of new wharf; 4 deep water berths; 4 gantry cranes; 2 container terminals.

WHERE: The south (seaward) side of Pier J in Long Beach. Pier J landfill resulted in the world's largest manmade pier 25 years ago. This project is the largest landfill in Long Beach since that time.

WHY: The 147 acres of new land being created by dredge-and-fill in San Pedro Bay seaward from Pier J will create a new 100-acre container facility, four deep water berths served by as many gantry cranes, plus additional acreage for existing container terminals on Pier J. The Main Channel will be dredged from a present depth of -60 feet to -76 feet. This is the deepest channel of any U.S. port.

ENVIRONMENT: Environmental mitigation in Anaheim Bay will restore tidal influence to 116 acres of current above-water areas in the Federal Wetland Wildlife Refuge inside the U.S. Naval Weapons Station in Seal Beach, CA.

CONTRACTORS: Pier J Builders: A joint venture of Connolly-Pacific Company and Great Lakes Dredge and Dock Company.

COST: \$150,000,000 total – Approx. \$140 million for Pier J expansion project. Approx. \$10 million for Anaheim Bay enhancement project. COMPLETION: March 1992 for new terminal. Revere Sugar Terminal in late 1987 and of the Boston Army Base property in August 1988 guarantees that, as Massport moves to consolidate or expand its maritime operations, it will possess the necessary waterfront acreage to do so safely and productively.

A more aggressive direct marketing campaign has already helped to boost business upwards. Cruise passenger activity rose 10 percent during June -November 1987 and 14.3 percent during the same period in 1988, while export cargo increased by 13.5 percent during the first six months of 1988.

Although still in the planning stages, Massport is also working on projects which will affect commerce through the year 2000. Advisory input into the Third Harbor Tunnel/Central Artery project has resulted in plans for the early construction of the South Boston Bypass/Haul Road, which will provide dedicated access to Massport's South Boston maritime terminals. Rail service to the Port facilities, underutilized for decades, is receiving a new look from Massport's engineering and planning professionals as part of the region's intermodal network. Plus, state-ofthe-art computerization is being studied for use in tracking cargo from start to finish.

Massport is a quasi-governmental authority which, in addition to the public terminals of the Port of Boston, also owns and operates a variety of transportation-related facilities in the Boston area including Logan International Airport, the Tobin Memorial Bridge, Hanscom Field, the Boston Fish Pier, Constitution Plaza, and Commonwealth Pier, site of the World Trade Center Boston.

LA to Enhance Port-Citizens Ties

The Los Angeles Board of Harbor Commissioners, citing its desire for greater community participation in the future planning at the Port of Los Angeles, has approved the formation of an 18-member Wilmington Community Advisory Committee to enhance cooperation between the Port of Los Angeles and local residents.

The Advisory Committee will focus on developing a conceptual plan for waterfront access at the head of Slip 5 in the Port. In addition, it will monitor the progress of the Harbor Commission's Wilmington Truck Traffic Task Force, a group comprised of Port staff and community members responsible for coordinating the marking and enforcement of a designated truck route through the Wilmington community to enhance traffic access to and from the harbor area.

The Committee consists of individuals who live, work or own real estate in Wilmington and who are familiar with Port operations and local community issues. Port personnel will serve as ex-officio member, providing the Committee with their technical expertise in areas such as legal counsel, engineering, real estate, environmental management and planning.

NY & NJ: Need for Regional Warehouses

The need for more modern, strategically located regional warehousing facilities to strengthen the competitive status of the New York/New Jersey metropolitan region was highlighted in a report released by The Port Authority of New York and New Jersey.

"We must have modern, affordable warehousing if the region is to remain competitive in port operations and business in general," Mr. Stephen Berger, Executive Director of the bistate agency said. "Warehousing is an important employment generator and a vital support industry for hundreds of thousands of jobs in manufacturing, retailing, and business generally," Mr. Berger added.

The study notes that warehousing is moving outward, along the major highway corridors away from New York City and urban core areas in New Jersey. This is due to a variety of factors such as high land and labor costs and changing land use policies.

The study also indicated that demand for local distribution-oriented warehousing space is growing, resulting in a regional vacancy rate of only 1 percent compared to a national rate of 6 percent. The financial outlook for the regional warehousing industry is strong; it has achieved an estimated 13.1 percent return on investment over the past several years, placing it among the best real estate investments available.

Information on the warehousing and distribution industry provided by the

study is being used by the Port Authority to develop strategies for attracting more goods shipments through the New York/New Jersey region, and for attracting additional quality warehousing to the area.

"One of the problems with the outward movement of warehousing in the region is that our supply lines have been stretched. Goods moving to end users from more distant facilities become more vulnerable to transportation-related shocks such as congestion and infrastructure problems, or increases in oil prices, which drive up consumer costs," said Mr. Berger.

This concern is reinforced by the study finding that new warehousing construction is migrating steadily away from the core of the region along major interstate highway routes connecting with other ports and major cities outside the metropolitan area.

The study also indicated that the pattern of warehousing growth in the outer counties of the region will continue. Demand for regionally oriented distribution space is expected to remain high, especially for large, modern, temperature-controlled, secure facilities with good highway access. Demand for nationally oriented distribution space is not expected to be as high.

"Originally, the warehouse was just a place to stockpile items, but the emphasis is now on service and the benefits these storage functions can provide. Increasingly, the finishing touches of the manufacturing process are being added to the warehousing function," said Mr. Blair Nare, Manager of the Port Authority's Business Analysis Group.

The study indicated that, in addition to the "value added" function today's warehouses provide, trends such as computerization and automation. consolidation of warehouses and increased use of public warehousing have combined to change the industry rapidly. This is resulting in the construction of "mega-warehouses" - sprawling one-story structures occupying hundreds of thousands of square feet on even larger parcels of land. According to survey interviews, the most frequently desired size for a typical modern warehouse appears to be between 200,000 and 400,000 square feet.

Study findings also indicated the following:

• Warehousing construction has

shifted to the south and west in New Jersey and to Suffolk County in the New York portion of the region. The outer seven New Jersey counties (including Middlesex) have accounted for 49 percent of warehousing construction in the region since 1983, compared with 33 percent from 1967 to 1975;

• The fastest growing counties in the region for warehousing construction are Somerset and Morris in New Jersey. Combined they accounted for 17 percent of warehousing construction in the region from 1983 to 1986;

• The strong market demand for refrigerated warehousing space in the region is expected to continue, fueling increased construction of this type of facility;

• The warehousing and distribution industry, as an employer, appears to be relatively more significant in this region than on the national level, accounting for more than 7 percent of the total regional employment vs. under 6 percent for the nation as a whole. In fact, 10 percent of the nation's total distribution workforce is employed in the New York/New Jersey region.

Among the study's conclusions were the following:

• While warehousing is not a key reason for selecting this region's ports-of-entry, the availability of cost effective space can be part of an overall regional strategy aimed at meeting the total logistics needs of potential users of shipping and warehousing facilities in the region;

• Because of the need for regionally oriented warehousing, the demand for competitively priced warehousing space remains strong in the New York/New Jersey Region and such space can be very profitable for business investment;

• Given the region's growing competitive disadvantages as a location for nationally oriented distribution centers, it becomes even more critical from a competitive standpoint to preserve our ability to store and distribute at least the goods we consume within the region.

In an effort to help keep affordable warehousing closely linked to core areas within the region, the Port Authority is constructing several new warehousing related facilities as part of its five-year capital program under way since 1987. The agency is building a \$15 million perishable air cargo handling and storage facility at John F. Kennedy International Airport, designed to increase the import and export of fresh produce, fish and other perishable commodities in the New York/New Jersey region.

Also under construction are three modular warehouse and distribution buildings at the Port Authority's Elizabeth Marine Terminal. Tokyo Kaneku, a Japanese importer of ginger from Thailand, signed a five-year lease for space in a modular building. They are the first lessee in the \$10 million complex. "This is Tokyo Kaneku's first facility in this country and is a prime example of how the Port Authority's modular buildings can serve an incubator function for small firms or subsidiaries of larger firms to locate start-up operations which may become the mainstays of the port in the future," stated Port Authority Chairman Philip D. Kaltenbacher.

Quantitative data in the study was obtained from nationwide surveys provided by national logistics organizations, and regional interviews with realtors, local government officials and warehouse operators. In addition to the study's quantitative data, interviews were conducted with 22 regional public and private warehouse operators, local land use officials in 13 counties, and port and local government officials in New York, New Jersey and competing regions.

Oakland Port Comm. Orders Restructuring

The Oakland Board of Port Commissioners announced creation of a blue-ribbon Resource Panel to help coordinate the transition to the newly-approved management structure for the Port of Oakland.

In a series of actions, the Board set in motion changes from a highly centralized organization to a decentralized, delegated authority that will, while maintaining primary emphasis on maritime and aviation activities, enable the Port to effectively meet the challenges of growth.

The changes, first considered by the Board in July 1987, and evaluated by Kibel, Green, Inc., of Santa Monica, were approved in concept by the Commission on January 3, 1989. They call for the creation of a new Transportation Services Division that will include the seaport, airport, and engi-

neering, to be headed by Mr. James J. O'Brien, currently the Deputy Executive Director of the Port. Mr. O'Brien also will serve as acting Chief Executive Officer. Additionally, there will be a new Executive Director of Planning and Development, whose selection process—as well as the selection process for the permanent Chief Executive Officer-was outlined.

The Board also reaffirmed its commitment to the Port Mission Statement adopted March 28, 1986, as a basic guide for the Port reorganization. That statement says the Port "shall contribute...to economic betterment of the citizens of Oakland and California...by aggressively developing as a global gateway for the transfer of people, cargo and information..."

"To implement the reorganization without losing momentum in our operations, it is important to use both community resources with professional consultants," said Board President Douglas J. Higgins. "We are involving the community in the process through the establishment of a top-level Resource Panel, bearing in mind that ultimate responsibility for the Port's operations rests with the Commission itself. We also are enlisting the aid of some of the nation's outstanding search organizations to recruit the best talent available for the new managerial structure."

The broad-based Resource Panel will be headed by Mr. Alan C. Furth, Oakland attorney and retired board chairman of the Southern Pacific Company, representing transportation and real estate interests; Mr. James J. Carey, president of Matson Terminals, representing terminal operators; Mr. W. Bruce Seaton, chief executive officer of American President Comapnies, representing shipping firms; Mr. Chuck Mack, president of the Teamsters Joint Council No. 7 (San Francisco Bay Area), representing labor; Mr. Calvin Grigsby, president of Grisby, Bradford & Company, representing finance; Mr. Jerry L. Nowlin, managing director, Shearson, Lehman, investment banking; Mr. Richard Cellarius, president, Sierra Club, environmental interests; Mr. James J. Hartigan, Executive Vice President, United Airlines, aviation, and an executive from one of the Port's import/export shippers to be named later.

The Board has established a Tran-

sition Committee comprised of Mr. Higgins, and Commissioners R. Zachary Wasserman and Ronald W. Brady. They will meet with the Resource Panel, acquainting it with the Port's Mission Statement and reviewing with it the considerations leading up to the reorganization. The Resource Panel will help evaluate the finalists for Chief Executive Officer. The choice, however, will be made by the Commission.

Port of Oakland to Test New Ship/Rail Interface

The Oakland Port Commission approved plans to test two alternative systems for moving cargo containers between ships and trains. Involving some 20 acres (8 hectares) in the Port's Outer Harbor area, the project will entail construction of new roadways, rail yard and track that together will cost between \$10 and \$12 million. The facilities are scheduled to be completed in early 1990.

The work will give the Port for the first time the ability to handle full trains of containers contiguous to a marine terminal, rather than shuttling containers to and from nearby rail yards by truck, using public streets. At the same time, the Port also will create a dedicated road system intended solely for cargo containers moving between those rail yards and the marine terminal gates.

"Each of these two systems has significant advantages," said Port Commission President Douglas J. Higgins. "By providing to a principal client, Maersk Line, the on-terminal capability it has requested, while also providing separate roadway access between the Outer Harbor and existing rail yards, we have an opportunity to test both systems in a working environment," Mr. Higgins said.

Mr. Higgins added that the Port's experience with the two systems will help determine the mix of on-terminal rail and dedicated roadway facilities in future development throughout the Port.

A primary goal of that development, according to Port officials, is not only to boost volume, but also to increase the speed and cost-effectiveness with which large numbers of containers can be moved between ships and trains.

The need to augment that capability, they note, is two-fold. On the one hand is the growing use of double-stack container trains to move transpacific cargoes between West Coast ports and the vast consumer markets east of the Rocky Mountains. The trains, each a mile long and carrying as many as 400 twenty-foot equivalent containers stacked two high, now account for the majority of transpacific cargoes moving on this east-west axis. Typically they are operated in very close concert with containership sailing schedules, developing on smooth, reliable connections in port, ideally being loaded and unloaded within sight of the docks.

On the other hand there is the trend to ever larger containership designs, culminating in the deployment recently of "fourth generation" types with a capacity of more than 4,000 twenty-foot euivalent units. Such ships, some too wide of beam to transit the Panama Canal, can confront a port with the task of managing thousands of containers during the course of a single call.

How best to satisfy these demands for waterfront acreage was the question posed in a year-long study undertaken on behalf of the Port by Oakland-based consultant Vickerman-Zachary-Miller (VZM).

Cooperation Between Customs, Ports Urged

"Unilateral actions" by the U.S. Customs Service "have the potential for severe disruption of the international transportation system," warned Port of Oakland then deputy executive director James J. O'Brien in recent testimony before the House Ways and Means Committee's Sub-committee on Oversight.

Mr. O'Brien urged close cooperation between Customs and the transportation/ports community, including discussions in advance before changes are implemented to avoid major problems.

Today's repidly evolving international surface transportation system is a highly integrated, extremely complex logistical web, noted Mr. O'Brien, who also serves as chairman of the Western States Coalition for Effective U.S. Customs Service.

When managed well, the system generates cost efficiencies and service

levels unimaginable just a few years ago, he said. But the system is elaborate and its appetite for cargo is immense, he added. It is also relatively inflexible due to scheduling intricacies.

For these reasons, he said, even minor aberrations are disruptive — but chaos is the potential outcome should major system dislocations occur. It is critically important, therefore, he declared, that the U.S. Customs Service act with sensitivity and deliberation in carrying out its enforcement and facilitation mission.

Mr. O'Brien cautioned Customs Service management not to assume that automation of the entry process "substitutes" for maintaining adequate staffing levels at ports.

He voiced concern that ports may be pressured to implement components of the automated commercial system in "an erratic manner" and without sufficient regard for realistic timetables, appropriate design criteria or clearly defined local benefits to be derived from the local investment.

What's more, said Mr. O'Brien, there is a sense among ports that Customs regulations are enforced unevenly and that so-called Customs Service "user fees" are creating iniquities.

In response, Mr. O'Brien called on Congress to "continue its policy of insuring that adequate staff resources are made available to maintain a satisfactory level of facilitation at all U.S. ports of entry," and he recommended that a mechanism for timely review of inconsistent decisions among Customs districts and regions be developed and that criteria for objective assessment of staff workloads be established and monitored at the national level to achieve reasonable uniformity.

Mr. O'Brien acknowledged that relations between the U.S. Customs Service and the port industry have improved significantly during the past year. But he warned against complacency.

Regional commissioners and district directors of customs, he asserted, should conduct "periodic forums with a cross-section of the trade community to review current and projected staffing levels, adherence to clearance time standards, coordination and planning for automation, and any other issues which are deemed appropriate." (*Trade & Transport BRIEFS*)

1987-88 Portland Performance Solid

The Port of Portland ended the 1987-88 fiscal year \$300,000 in the black, with operating income covering depreciation for the first time since 1982.

Operating revenues of \$87.8 million were posted—up \$4.5 million from last fiscal year, reflecting a record-setting year in the Port's marine, aviation, ship repair and real estate businesses.

Operating expenses totalled \$68.4 million, down \$1 million from 1986-87, giving the Port a respectable \$19.4 million in operating income. This was enough to cover depreciation expenses of \$19.1 million accrued on the Port's facilities.

"This is a significant achievement and an indication that the Port is progressing in the right direction," said Executive Director Bob Woodell. "After one month's results, we expect to see this positive trend continue for fiscal year 1988-89."

Added Mr. Woodell: "Although proud of our achievements, we need to be realistic for future expectations. With our present capital demands for growth, it will be a challenge for us to continue to cover the rising costs of depreciation expense. (Portside)

Redwood City Reports Tonnage, Income Up

The Port of Redwood City reported a net income of \$265,000 for the fiscal year ended June 30, 1988, a 9.5 percent increase over the prior fiscal year.

Port Chairman Guy Smith, Vice Chairman Guy Bennett and Executive Director Floyd Shelton presented the Council an update of activities at the port and a financial report.

Other highlights Mr. Smith noted:

• Tonnage is up 74 percent, including significant increases in petroleum, scrap metal and lumber operations.

• The total number of cargo vessels is up 95 percent.

• Dock days are up 50 percent.

Mr. Bennett noted that revenue from net operations for the 12-month period that ended June 30 was \$1.75 million, compared to \$1.58 million in 1987. Conversely, operating expenses were up only two percent to \$1.2 million. "This slight increase in expenses reflects the control we are keeping on the budget while providing improved services to our tenants and users," Mr. Bennett explained.

He noted that income from wharfage and dockage is up 12 percent to \$293,000, while income from rentals is up nearly 15 percent to more than \$1 million.

Revenue from facilities usage is down 5 percent but this figure, Mr. Bennett said, "is deceptive in that it reflects the changed complexion of the users at the Port. We have a reduction in bulk ships but a significant increase in barges. This change is reflected in our facility charges and, thus, our income."

Mr. Shelton said that the total tonnage in 1987-88 was 241,000 metric tons, the largest at the Port since the fiscal year 1984.

He explained that lumber, scrap

metal and liquid bulk — primarily petroleum — comprised most of the tonnage. Each of these commodities showed a significant increase over 1987. Dry bulk — primarily cement — was down somewhat, from 34,000 tons to 23,200 tons.

"We have three goals as a commission," they said. "First is to increase our operating revenues; second is to fund our future capital reserves; and third is to provide a subvention to the City."

"What is nearly unprecedented in our industry or in many businesses," Mr. Bennett continued, "is the shortterm payback on the financing of our long-term assets. We are quickly retiring our debt service on assets that will last us 60 or more years."

Mr. Bennett cited four major projects that will be retired over the next five years, including the lumber terminal,



The Port of Charleston's new neutral chassis pool is shown in operation at the Columbus Street Terminal.

Port Chassis Pool a Start-up Success

Thirty-three steamship lines have already signed up to participate in the Port of Charleston's neutral chassis pool. The new pool went into operation in early November.

Interest has been high among the larger steamship lines as well as the smaller ones. "They recognize this as a method of simplifying operations while creating efficiencies," said Mr. Jack M. Smith, manager of intermodal services at the Port of Charleston.

Some of the advantages to using the chassis pool plan include a fixed daily cost for each accounting; it bills damages back to the motor carrier, not the steamship line; it does not bill minor damage (such as broken lenses) to either carrier but includes them in the basic cost; and it relieves small to mid-size steamship lines of the need to maintain their own chassis pools. By initiating this system, the Port has reduced the amount of land devoted to maintaining the chassis pools of each individual line.

Wharf #4, Wharf #3, and the Port administration building.

"We are pledging to continue the same aggressive leadership and sound fiscal management that has resulted in an upswing for the Port of Redwood City," Mr. Bennett said.

Harmonized System Goes into Effect

"The Harmonized System is one of the most significant undertakings in the classification area in many years," says Mr. Billy Byrd, District Director, U.S. Customs in Charleston. "The enactment of the Harmonized System is like the abolishment of the tariff schedule altogether."

In January 1989, the Harmonized System will go into effect. It replaces a tariff schedule that had been in place for 50 years. Mr. Byrd said, "Customs has spent millions of dollars in preparation for this. We want to make sure that the brokers, importers and Customs are all operating from the same procedures."

Based on the international Harmonized Commodity Description and Coding System (H.S.), the system is designed to make export and import record keeping more uniform worldwide.

Presently, each country has its own commodity codes and product names. So, when a foreign product enters, it must be re-coded according to that system before it can clear Customs. With the Harmonized System, those steps will eventually disappear. The code will be international, allowing all countries to use the same digits to identify products and to levy their tariffs accordingly. Although new paperwork will still have to be issued at the site of entry, the codes will not have to be redefined, preventing additional work and possible mistakes.

The U.S. has been involved in the planning stages of H.S. since passage of the Trade Act of 1974. Staff members of the International Trade Commission, along with representatives from other interested government agencies, have worked closely with industry representatives to develop proposals in connection with the Harmonized System. These proposals were then considered by the Customs Cooperation Council, the international technical organization which developed H.S.

Customs and the Census Bureau's Foreign Trade Division (FTD) have been the lead domestic agencies developing and planning implementaiton of the systems. Once passed into law, the U.S. will use new import and export documents directly based on the H.S.

According to information provided by the FTD, companies involved in export will use a two-volume publication called Schedule B, Statistical Classification of Domestic and Foreign Commodities Exported from the United States, to determine the numerical code that will describe a product. The weighty books (1,600 pages total) contain an index for about 28,000 items. Schedule B is reported to be user-friendly, with our different methods for locating the code for a specific item.

Importers, on the other hand, will use a new schedule called the Harmonized Tariff Schedules of the United States (HTSUA). There are roughly 12,000 commodity classes in HTSUA, as opposed to 8,000 in Schedule B.

There will be several major changes from present operating procedures once the H.S. goes into effect. The code numbers are longer than before. Both import and export declarations will now require 10-digit codes, the first 6-digits following the H.S. commodity code, with an additional four digits for domestic reporting.

In the case of import, the four digits will consist of two for legal subdivisions of the international system, and two for statistical subdivisions. Export documents will require the additional four digits for statistical subdivisions.

Although the six commodity digits will be the same for both import and export, the last four may vary. Roughly half of the commodities are comparable and have the same codes in both schedules, but those import items that differ will have to be amended to fit (HTSUA) guidelines.

Another major change is the switch to metric weights and measures. Information will now be recorded in kilos, liters and meters rather than pounds, gallons and yards.

There will be some changes related directly to tariffs as well, primarily in the textile industry. Africa/Europe

Port of Esbjerg: Improvements, Growth

Exports and imports, oil and gas in the North Sea, a modern fishing industry. The busy economy of the sea in all its various facets forms a major part of Southwest Jutland's growth, explaining why the Port of Esbjerg has been able to strengthen its position during the past year as Denmark's leading export harbour, with an 8 percent growth in goods shipments.

New east-west traffic links can only strengthen the reputation Esbjerg has long enjoyed in Scandinavia as a major transportation centre, a gateway to western Europe and destinations beyond. Esbjerg handles about four million tons of goods and cargo yearly, besides what goes out of the rigs and platforms operating in the North Sea.

Port Director V.V. Leisner stresses the importance of general cargo as well as large bulk shipments in the overall shipping picture, both with regards to imports and exports. The 1987 turnover figures give some idea of the relative importance of various types of cargo. While export goods turnover was up by 10 percent, imports showed an increase of 7 percent, and general cargo turnover both ways was up no less than 15 percent.

"This shows that Esbjerg is a good all-round port with a healthy activity level," said the port director.

Denmark has other major ports, but Esbjerg can claim one decisive advantage: Esbjerg is ice-free throughout the winter. The ability to get in and out at all times of the year counts heavily in the competitive picture. Copenhagen can claim an attractive growth rate, and Aarhus and Fredericia are also experiencing growing activity. But if oil and coal shipments are excluded from the picture, Esbjerg's importance as an all-round port becomes clear. So says Esbjerg's port director, who is well pleased with developments.

Esbjerg's port invests continuously to maintain its position and give shippers the best of service. Over a five-year period, the port plans to invest about 250 million kroner in new and better facilities, or 50 million kroner a year. In addition, expansion of the Vestkraft power generating station in the harbour area will cost about one billion kroner. Besides an expansion of the port area for new buildings, coal storage and traffic connections, the growth programme will include enlargement of quays and basins in the interests of greater economic utilization of the port.

The high investment level in the port will also benefit fishing to a considerable degree. The fishing port is not only the largest of its kind in Denmark, but is apparently also the most advanced in Scandinavia. There have been considerable changes in the structure of Denmark's fishing industry in recent years, with fewer but larger fishing vessels, more modern and far more efficient than in the past. Another development has been the considerable investments that fishermen, via their organizations and joint enterprises, have made in more advanced fish processing.

About 50 shrimp craft land their catches at Esbjerg Seafood, providing the basis for considerable exports to overseas markets. Fishermen have also opened a new herring processing plant, Essi Konsumfisk A/S. Nor is the traditional industrial fishing being neglected.

Considerable sums and effort are being invested to develop new uses for fishoil and meal, products that Esbjerg sells on world markets for use in food production and as livestock fodder.

In future as in the past, a well-balanced activities picture will emphasize the fact that Esbjerg is very much "The Port of Denmark".

> (Esbjerg the Port of Denmark 1988/89)

Le Havre Reviews Port Data Systems

A recent Board meeting reviewed the current situation with regard to port data systems in Le Havre, both those set up by the Port authority itself and those in allied fields, and approved the developments proposed.

The port of Le Havre is in fact not just a European but a world leader in the field of original data systems made available to customers. They include:

Ademar + (Accélération des Expéditions Maritimes), which speeds up shipment and is complementary to the system set up by the French Customs service, known as S.O.F.I., which enables all interested parties in the port to follow the progress of goods in real time, not only in their physical movements but also in relation to the various commercial and administrative formalities involved. Ademar + is to be adapted to international standards and its extension to the outside world is to be greatly facilitated;

Gina (Gestion Informatisée des Navires), which will play for ships the role played by Ademar for goods, so that their stay in port can be monitored in real time and information circulated rapidly and reliably.

TPH (Télématique Portuaire Havraise), which provides a variety of information about the port of Le Havre for both public and professional use.

During the meeting the Board was given a preview of a most interesting video programme about Le Havre's port data systems and the ways in which they are expected to develop.

(Port of Le Havre Flashes)

Port of Rouen Prepares for 1992

The impact of Rouen port's major initiative in Paris on 25 May is still being felt widely far beyond the maritime sector. 1,500 guests gathered in the Hotel Incontinental to hear the Port of Rouen's plans to meet the challenge of the European Economic Community's Single Market, which is due to come into effect at the end of 1992.

Importers, exporters, shippers, transport operators and representatives of many Rouen firms heard — and saw on massive video screens — port Chairman Henry de Rochebouet and Manager Alain Gauthier answering the questions of well-known journalist Emmanuel de la Taille in lively interviews.

Mr. Gauthier emphasized four keynote reasons, among many others, to show how Rouen was preparing to meet the new challenges and possibilities of the increased competitiveness and greater markets that will become available after 1992.

Like other successful ports around the world such as Montreal, Antwerp and Bremen, Rouen's ideal geographical position downstream from the estuary of the River Seine means reduced "door-to-door" transport costs.

In addition, modern transport infrastructures — and especially to the 300 kilometers of new motorways in the region — give Rouen excellent links between the port's facilities and main markets. These provide easy and direct land transport connections with the Port of Rouen's extensive network of privileged sea routes to other parts of the world and particularly to the British Isles, Scandinavia and Africa with onward connections to the Near East, South America and many other important locations around the globe.

One of Rouen's strongest trump-cards is its strategy of diversification. The broadest range of cargo is handled in specialized terminals for more efficient and faster onward distribution. These include terminals for forest products, food and agriculture, industrial products and for containers and general cargos.

Rouen is a major element in French agriculture and the food processing industry. As in previous years, in 1987 the Port accounted for one-third of the country's 32,000 million francs agricultural balance of payments surplus. Not only is it the most important port for grain and foodstuffs in France, but it is also Europe's leader in this sector. Rouen port handles food and agricultural products in highly efficient, specialized terminals and its trade is growing constantly.

Already a European centre for investment (the chemical sector alone has invested 1,500 million francs), Rouen is increasingly attractive within the context of a Europe of trade without frontiers.

Historically an essential element in the prosperity of its entire hinterland, Rouen has always contributed to the growth of regional industry and agriculture. The free circulation of goods to be brought about by the Single Market will give the port greater opportunities for trade and enhance the region's opportunities.

The whole port community understands the challenge and is preparing to respond to it. With the Europe of 1992 in sight, Rouen's vocation is to continue to be a motivating force for regional development and prosperity. (Rouen Port)

BLG: Boost from Container Handling

Speaking to the press on 12 December, 1988, the Chairman of the Board of Directors of the Bremer Lagerhaus-Gesellschaft, Dr. Rolf Fastenau, pointed to the generally satisfactory development of cargo-handling activities during the year now concluding. On the whole, as Dr. Fastenau said, the concern will have handled about 16.9 million tons of goods by the end of the year, of which 15.8 million tons are general cargo. This is an increase of 3.3 per cent or 500,000 tons on the 1987 figures.

Closer observation, however, in the opinion of the chief executive of Bremen's largest cargo-handling concern, reveals a very differentiated picture. The essential boost in growth was once again due to container traffic. Here the strong position of Bremerhaven in this traffic is reflected, as is shown by the fact that there has been a further concentration of trade with the U.S.A. at this port. During 1988, 1.1 million containers (TEU) were handled at the quays of the Ports of Bremen, a seven per cent increase on 1987. Once again, emphasised Dr. Fastenau, these figures clearly show the prominent position held by container handling, which meanwhile accounts for 65 per cent of the entire general cargo handling in his concern. A natural consequence is that the socalled conventional cargo-handling processes have tended to diminish further, even if it can be maintained that the position in this field was kept up during 1988.

As far as automobile handling was concerned, continued Dr. Fastenau, small losses had to be sustained, since the export of high-value vehicles to the U.S.A. had declined this year as a result of the relatively low value of the dollar. Imports of vehicles, on the other hand, had shown a further increase during 1988.

On the whole, thought Dr. Fastenau, the development of handling activities had been satisfactory, and he pointed out that this was also shown by the fact that the concern was taking on new staff in considerble numbers in Bremen, and to an even greater extent in Bremerhaven.


Container Traffic

Once again, the main area of growth this year in the installations of the Bremer Lagerhaus-Gesellschaft was container traffic, which attained a new record of 1,113 TEU, a plus of seven per cent on the previous year. Total handling volumes registered by the BLG in Bremen and Bremerhaven amounted to about 15.8 million tons of general cargo, representing an increase of 3.3 per cent.



Distribution Services

Distribution services continue to promise profitable future activity. The BLG are meeting the continuing demand for high-quality services of this kind with their new overseas trade centre in the Neustadter harbour, which has recently begun operations. This installation has initially increased the area of the concern's distribution facilities by 25,000 square meters.

Port of Gothenburg To Buy 100 Forklifts

The Port of Gothenburg has decided to renew its fleet of battery-powered forklift trucks, and also to enlarge the fleet.

In the first stage, 25 units will be purchased, with capacities ranging from 3.5 to 5 tons. The cost is SwKr 11.6 million (£1 million, US\$1.9 million). In addition to these trucks, another 75 battery-powered forklifts are to be acquired in the next few years. The Port's ambition is to replace all forklifts in the port up to 7.5 tons capacity with battery-powered units. The reason is the improvements made possible in working environment conditions in sheds, holds, and or ro/ro decks.

Also, the Port of Gothenburg is putting SwKr 8.3 million (£0.75 million, US\$1.4 million) into cargo-handling equipment for its new forest product export terminal. This terminal, used by Swedish forest product giant STORA, is forwarding paper and sawn timber shipments from several mills in Sweden via Gothenburg to U.K. and Continental markets. For this operation, a 10,000 sqm shed has been built at the Alvsborg harbour and seven battery-powered forklifts have been purchased, as have four low-lifting, hydraulic terminal trailers for the Ro-Lux system used for these operations

Fresh Straddle Carriers

The Port of Gothenburg has signed an order with Valmet of Finland for three straddle carriers to be delivered during 1989. The three units represent a re-investment value of SwKr 11.4 million (£1 million, US\$1.9 million).

The three new straddle carriers will replace three ten-year-old machines, also of Valmet manufacture. Each of these now has about 25,000 working hours behind it in heavy container handling.

There are 17 straddle carriers in operation at the port of Gothenburg at present, and there is an investment programme running which aims at twenty units; a further addition is considered. The programme follows a decision by the Port to rely on straddle-carriers rather than tractor-trailer combinations in container handling.



Dakar on Crossroads of Sea Routes

Quiet haven on the crossroads of the great international Sea Routes, sheltered from gales and storms, the Port of Dakar offers a domain of some 30 square kilometers fondled by the Atlantic. The port seats in a great town, real gateway to the world, that offers the ship passengers all the advantages and facilities of a big city and is, with its surroundings, an exciting stopover for tourism.

Dakar is a deep-water harbour located at the tip of the Cap-Vert peninsula on the straightest routes linking Europe to South America, or East or Southern Africa.

Moreover, Dakar is half-way between Europe and the South American and Southern African countries, which makes it, geographically, most profitable a port of call and refuelling.

3 Roll-on/Roll-off Berths Planned at Hull

Associated British Ports is to promote a Private Bill in Parliament seeking powers to construct three roll-on/roll-off berths in the River Humber at Hull. The cost of works included in the Bill, together with ancillary works, is estimated to be about £30 million at current prices.

(Continued on Page 38, Col. 1)

(Continued from Page 37, Col. 3)

Roll-on/roll-off traffic accounts for some 50% of Hull's annual tonnage throughput of about six million tonnes -- with daily passenger/freight services to Holland and Belgium, and weekly freight-only sailings to Russia, Finland and East Germany. Passenger journeys this year have already exceeded last year's record level of over 617,000.

In order to cater for continued expansion, avoid delays arising from the locking procedure, and enable vessels of much wider beam to use the port, the new berths will be located on the river frontage parallel to King George and Queen Elizabeth Docks: one to the west of the existing lock and two to the east. Some 72 hectares of land are available to service the new facilities.

ABP's Port Manager at Hull, Mr. Mike Fell, announced the proposals in London at a joint reception with Hull City Council, held to present the future development of the City and Port of Hull. He said: "The new facilities will dramatically increase ro/ro capacity for existing and potential customers and lead the Port of Hull into the 21st Century."

PLA Oks Construction Of Jetty at Delta Wharf

In pursuing its policy of encouraging industiral development along the tidal River Thames, the Port of London Authority was pleased to grant a River Works Licence to Civil and Marine Ltd. to construct a jetty at Delta Wharf, Greenwich for the discharging oif marine aggregates. Civil and Marine, the owners, are investing £2.5 million in the jetty and its related infrastructure. The processing plant has been designed to produce up to one million tonnes per annum, and this could be expanded at a later stage if required. There will also be a ready mixed concrete plant on the 10-acre site.

The aggregartes will be brought to Delta Wharf by Civil and Marine's own multi-purpose dredger, the 3,122 grt mv "Cambourne." It will discharge its cargoes via the new jetty to the landside plant at 1,800 tonnes per hour. With its draft of 6.3m and capability of carrying 4,600 tonnes of drained sand and gravel, the "Cambourne" is an ideal vessel for operating in the central re-

Asia/Oceania

Plan to Restructure Australian Waterfront

A national plan to restructure the Australian waterfront industry with the aim of improving the nation's trade performance was presented to the Waterfront Strategy Inquiry in Canberra on 14 December 1988 by the Association of Australian Port and Marine Authorities.

The plan proposes extensive decentralisation of operating arrangements, a change from the present industry employment system to enterprise employment, a waterfront industry award, and a major education and training programme.

The plan was outlined in a paper presented to the Inter-State Commission which is holding the Inquiry and which is due to give its final report to the Federal Government in March 1989.

The paper detailed a strategy to increase the competitiveness of the Australian export and import industry to gain greater access to new and existing markets by improving the productivity, efficiency and reliability on the waterfront. This, in turn, the paper said, would generate additional opportunities for the waterfront industry.

"The strategy is founded on a complete restructure of the industry. It is evident that total reform on the waterfront cannot be achieved in a piecemeal way with isolated pockets within the industry, as this only further promotes the segregation of industry skills

aches of the River Thames.

Civil and Marine chose Delta Wharf due to its proximity to the major trunk road system in the vicinity and its convenient access to all parts of the London area.

In this respect the River Thames is proving its value in moving the vast quantities of building materials and aggregates needed foir the current redevelopment boom in London and the South-East. Using the River Thames, these cargoes can be landed close to their point of requirement. As a result there is a continuing demand for wharves to take these cargoes. and limits the most efficient use of available resources. There is a need to treat the waterfront as a single national industry."

In its paper, the AAPMA said the key challenges of the waterfront industry were unreliability and poor productivity in some key areas. Each could be attributed in varying degrees to the attitudes of both management and labour.

"Much of the strategy of the industry since the introduction of containers has been defensive and protectionist of jobs," the Asociation said. "The ever-shrinking numbers amid overmanning is evidence that current strategies of restricted entry and controlled labour pools have failed and can only lead to a worsening of the present unsatisfactory situation."

The AAPMA said its plan was based on enterprise employment with each port operation regarded as the enterprise and each component operation as a sub-enterprise. The present stevedoring industry employment system, based on a national levy structure and system of pooled labour, would be abolished.

"Individual ports and employers must have the flexibility to determine their workforce requirements and be responsible for their operating costs," said the AAPMA.

Port authorities would seek to cooperate with port services providers to maximise utilisation of port facilities.

The paper urged the adoption by the Waterfront Inquiry of the Structural Efficiency Principle "now basic to all award restructuring in Australia".

It proposed a "new framework to break down the barriers to labour market reform, represented by numerous waterfront awards and agreements, encompassing a plethora of narrow occupational classifications, with rigid demarcation boundaries and work practices."

This would be a waterfront industry award to cover as many waterfront tasks as possible, providing a horizontal and vertical career path for all employees, based on training and skill acquisition, with no artificial barriers founded on union membership and restrictive work practices.

The award would do no more than provide an employment framework to which each enterprise could attach by way of separate registered agreements negotiated under the Certified Agrement Provisions of the Conciliation and Arbitration Act or similar State provisions.

The AAPMA said the structural changes needed would require "a massive educational and consultative effort across the board." Discussions had been held with government officials and agreement reached in principle on the holding of appropriate seminars.

Even more important than this education need was the need to

establish on-going skills training relevant to the re-designed work systems and associated job classifications.

The AAPMA said the proposed national EDI communications sytem had the capacity to link all operators within the waterfront industry and offered considerable savings by eliminating much of the present duplication in data recording. It also could overcome the problems of fragmented operation because of the improved availability of information.

Discussing calls for market orientation of infrastructure and services, the Association said the central problem was the absolute control of the labour element in stevedoring, towage and related areas, which currently encompasses about 70 per cent of the total cost. "How could any operator be market-oriented when no market or flexibility exists in reltaion to 70 per cent of his costs?" the AAPMA asked.

"We see that decentralisation of all associated arrangements to each port and to each operating enterprise within it will be the catalyst leading to a much improved level of competitiveness competitiveness with the next-door operator, the next port, the next country and, most importantly, competitiveness with one's previous performance."

Industrial Relations Restructuring Urged

The Queensland Port Authorities' Association's annual conference, held in Brisbane during early September 1988, undoubtedly will be remembered by posterity as a watershed occasion for the state's major ports.

Not only were the delegates from (ports') boards recently reconstituted and restructured by the State Government, but the talks proceeded against a background of controversy — mainly focused on proposals and recommendations flowing from investigative bodies such as the Interstate Commission.

Minister for Water Resources and Maritime Services (Hon. D. Neal, M.L.A.) performed the official opening of the conference and directed his remarks almost exclusively to the preliminary findings of the Interstate Commission.

Mr. Neal said (inter alia):

"The port and shipping industry is under closer examination than ever before," said Mr. Neal.

"Inquiries — such as the Interstate Commission's waterfront strategy inquiry and the Industries Assistance Commission's coastal shipping inquiry — are documenting problems we all knew existed.

"The scale and economic impact of these problems may be greater than we feared.

"The basic thrust of our submissions has been to point out the need for massive restructuring of the industrial relations situation in the waterfront and shipping industries by the Federal Government.

"The commission is worthy of recognition and support by all parties.

"However, I am concerned that the major cause of the cost burden — the inefficiency and unreliability of the waterfront industry — might be lost in the lengthy discussions by the commission of the criticisms of, and suggested amendments to, the activities of groups such as port authorities, particularly the Queensland port authorities.

"While there is undoubtedly room for all participants in the waterfront industry to improve, I consider the root cause of Australia's waterfront industry problems must be laid at the door of the unions involved.

"Until the industrial relations issues are resolved no significant improvements will be achieved.

"Arrangements are already in place to evaluate the report's findings.

"An inter-departmental committee, chaired by my Department of Harbours and Marine, will co-ordinate a response by the State Government to the findings and will make recommendations for further action.

"My department will establish a sub-committee with representatives of the Queensland Port Authorities' Association to provide input into this committee.

"Other departments also are being encouraged to do the same in an effort to provide as wide a perspective as possible on the relevance of the findings for Queensland.

"However, I do have grave fears that urgent reforms will become bogged down in the 2,231 pages of this report.

"For example, the I.S.C. has recommended a five-year timetable to revamp the operational aspects of our ports and it could be many months before the final draft of the report is even presented." (*Brisbane Portrait*)

Brisbane: Old Lands For Re-development

The downstream movement of many of the Port of Brisbane's main centres of activity in recent years has opened up large sections of former port/industry locations for redevelopment.

Elaborate proposals currently "on the books", and some already well advanced, are conservatively estimated to be worth well over a billion dollars.

For instance — there is a \$200 million plan to rejuvenate a large slice of the Hamilton riverfront — centred on the Cold Stores — as a combined port and public facility. A development group, which includes Bretts Wharves and Stevedoring Co., has placed details of the proposal before the relevant authorities.

For many years, the Cold Stores were the principal outlet for the export trade in chilled and frozen foods, particularly butter. Various marketing factors, including the advent of containerisation, resulted in the facility becoming redundant to the needs of the shipping industry. The complex closed and has been unused since the early 80's.

Now, its future includes a combination of many things: a specialised cruise ship terminal (which, incidentally, would be the port's first), an entertainment centre, restaurant, tavern, amusement arcade, a market place, a cottage industries' pavilion, plus shops for food and fashions.

Significant items of the original Cold Stores' equipment and machinery would be refurbished to perpetuate the structure's historic links with the port. Such a project is seen as having the potential to establish an interaction between the river and the people, as well as being a unique tourist destination.

Brisbane City Council also is currently negotiating with P.&O. on various ideas intended to enhance the future of waterfront and contiguous property at Newstead — once a very busy section of the port.

To conform with the style projected by nearby Newstead House, the council visualises an historic "feel" to the development, one of the features of which would be a river bank public promenade.

Proposals are expected to lean towards the provision of maximum public access both from the land and riverfront, small craft berthing facilities, extensive residential and tourist accommodation, but with all structures adhering to a low rise concept. Total cost is expected to be in excess of \$50 million. (Brisbane Portrait)

SEAFREIGHT 2000: Survival of Fremantle

"The most significant undertaking by the Fremantle Port Authority in decades" is how the Minister of Transport has described a new project starting in Fremantle in September 1988.

"SEAFREIGHT 2000" is an exciting development project being undertaken by the Government of Western Australia designed to keep pace with the new container age of shipping.

Being a rivermouth port with little room for expansion other than along the banks, the Fremantle Port Authority will dredge the harbour and pump the spoil overland to reclaim land at the coastline.

The project is not unlike a previous scheme in the 1960's. The major difference this time will be the additional bonus of gaining a new commercial boat harbour.

The project is all about Containerisation — a word coined in the early 1960's to describe the revolution in world shipping circles which streamlined the movement and handling of generl cargo.

When containers were introducted on the Australian coast, Fremantle took the initiative to become one of the world's first ports to cater for the new cargo system.

Many changes took place in Fremantle. The railway bridge was resited upstream, the river dredged, new berths and cranes were constructed on North Quay, which became fully operational to receive the first overseas containership "Encounter Bay" on March 28, 1969.

Then, as is proposed now, the dredged material was pumped overland to reclaim the industrial land where the Fremantle and Independent Wool Dumpers complex is today.

But that was 20 years ago and in the ensuing years two major changes have occurred. Firstly, the number of containers handled in the port has increased dramatically and this year, for the fourth consecutive year, has exceeded



100,000 units. Secondly, the size of containerships has increased to the point that Fremantle is being bypassed or is not able to accept ships to their full capacity.

The Fremantle Port Authority engaged transport analysts to research the number of ships being restricted by draft and to examine the future expected growth rate of container capacity.

The Fremantle Port Authority believes that if Fremantle is to survive as a major port of call and not become a regional feeder service for other ports then it has to expand its capacity in both depth of water and landbacking.

After looking at various options the Government deceded to proceed with the project which the Frementle Port Authority has named "SEAFREIGHT 2000". When it is completed it will be an achievement which reflects the growing prosperity of the port and the State that it serves.

Another Successful Year for Fremantle

The Fremantle Port Authority and the Port of Fremantle have achieved good results for the financial year ending June 30, 1988. Significant achievements include:—

- total Port trade recorded an aggregate of 16,378,033 mass tonnes which is a significant increase of 1,685,320 tonnes or an 11.5% increase on the previous trade year.

- the number of days lost due to accidents decreased by a significant 17%.

- for the fourth successive year the number of containers handled in the Port has increased. A record number of 113,414 TEU's representing a 5.6% improvement on the record set in the previous year was established.

- our financial results have shown that for the first year since 1982 a surplus was achieved. A net profit of \$65,678 was recorded against a budget estimate of \$30,000.

- the development of plans for the Inner Harbour deepening, land reclamation and commercial boat harbour proposal.

- the successful visit of the Bicentennial Tall ships and First Fleet Reenactment. (Port of Fremantle)

Port of Geelong STRATEGIC PLAN

PROFILE

The Port of Geelong Authority is a commercially oriented statutory authority of the State of Victoria. Originally established in 1905 as the Geelong Harbour Trust, the name was changed in 1981 when the Port of Geelong Authority Act conferred increased operating powers on the Authority. The Authority has jurisdiction over all waters in Corio Bay and the Geelong outer Harbour, and over all port facilities, foreshore and offshore works. It also has control over extensive onshore land holdings. In keeping with modern port management practice, the Authority has significant power to operate as a commercial enterprise, either in its own right or on a joint venture basis with the private sector.

OPERATIONS OBJECTIVE

To provide, operate, maintain and promote safe, reliable and cost-effective facilities and equipment.

GOALS

1. SHIPPING

(a) Ensure continuous, safe access for all vessels using the Port;

(b) Ensure cost-effective utilization of facilities incorporating a system of berth priority;

(c) Ensure the provision of reliable, cost-effective port services;

(d) Provide security for port facilities and properties;

(e) Control and co-ordinate anti-pollution and emergency services, in accordance with relevant legislation;

(f) Control recreational boating in accordance with relevant legislation.

2. ENGINEERING

(a) Maintain facilities to agreed performance and environmental standards;

(b) Institute a program of preventative maintenance for facilities.

3. WORKSHOPS

(a) Maintain equipment to agreed performance and environmental standards;

(b) Institute a program of preventa-

tive maintenance for equipment.

4. **RIPPLESIDE SHIP REPAIRS**

Operate profitably, generating an agreed rate of return on assets employed.

6. STEVEDORING

(a) Ensure the provision of Geelong-based stevedore;

(b) If stevedoring is provided by the Port of Geelong Authority, to operate profitably generating an agreed margin.

7. ASSOCIATED PORTS

(a) Manage and operate associated ports on a full cost recovery basis;

(b) Control commercial fishing and recreational boating in accordance with relevant legislation;

(c) Ensure access for vessels using the associated ports.

TRADE AND CUSTOMER SER-VICES

OBJECTIVE

To maintain a high level of customer satisfaction.

GOALS

1. Vigorously market the facilities and services of the port.

2. Increase customer awareness of the port, its facilities, services and comparative advantages.

3. Establish Authority charges that are genuinely lower than those of its competitors and ensure that these rates and charges are widely publicized.

4. Endeavour to increase existing trades through existing facilities by incremental pricing or other promotional means.

5. To encourage and attract new trades which will maximize use of existing facilities and provide an agreed rate of return on additional investment.

6. Gain control of and improve the grain handling facility to increase or, as a minimum, to maintain the port's historic market share of this commodity.

7.

(a) Maintain a high level of customer satisfaction with cargo handling rates and turn around time.

(b) Develop means by which cargo handling rates will be improved and vessel turn around times decreased.

PLANNING AND DEVELOPMENT OBJECTIVE

To take a pro-active role in identi-

fying, investigating and initiating potential development opportunities.

GOALS

1. Evaluate the Port's resources to encourage potential Port users and additional investment.

2. Investigate profitable diversifications, provided they are not at the expense of Port development.

3. Utilise a programme of land management including acquisition and sale, where appropriate, to encourage potential trades and other uses.

4. Investigate marina projects in associated ports.

5. Establish realistic cost recovery levels in associated ports.

6. Investigate all aspects of towage, line handling and pilotage services.

7. Revise and publish a development plan as part of the strategic planning process.

FINANCIAL OBJECTIVE

By effective management, to maintain an independent organization that will generate profits from both operations and investments for the purpose of funding future development.

GOALS

1. Achieve an agreed level of annual profit.

2. Ensure that the port consistently achieves a profit in the top quartile of results for all Australian ports.

3. Achieve agreed rates of return on assets.

4. Minimize cost increases, ensuring that the percentage total cost increase is less than the percentage increase in Consumer Price Index.

5. Control overheads to a level of less than 20% of revenue.

6. Publish annual financial reports in accordance with the Australian Society of Accountants Standards.

7. Provide and utilize an effective management reporting system.

8. Prepare and maintain 3-year cash flow forecasts.

9. Investigate appropriate investment opportunities for funds accumulated for immediate or future port-related activities.

10. Endeavour to generate investments that will have the potential to create employment opportunities at a local level.

EMPLOYEES OBJECTIVE

To recruit, develop and maintain a skilled motivated and productive workforce in a safe and satisfying work environment.

GOALS

1. Select staff of a high caliber who can assist in, and contribute to, the achievement of the organization's objectives.

2. Create and maintain an effective, dynamic and adaptive organization which utilises employees' abilities and provides opportunity for employee development.

3. Develop and train employees to carry out their duties and responsibilities effectively and efficiently.

4. Continue to develop and maintain a high level of motivation, performance and teamwork with a commitment to the organization and its objectives.

5. Continue to develop and maintain a positive relationship between the Board, management and employee organizations through processes of effective consultation and participation in decision making.

6. Safeguard all employees from occupational illness and injury and maintain an effective health and safety programme aimed at preventing illness and injury.

7. Apply the principle of equal opportunity in employment; provide a work environment that is free from direct and indirect discrimination, and provide all employees with fair and equitable treatment in all respects of personnel management.

COMMUNITY AND SOCIAL RE-SPONSIBILITY OBJECTIVE

To utilize the resources of the port to make a positive contribution to the socio-economic well being and progress of the local community.

GOALS

1. Incorporate the necessary social and environmental considerations in the assessment of port development.

2. Responsibly use land, facilities and equipment to ensure conservation of the environment.

3. Provide recreational and tourism related facilities on the basis of investment policies.

4. Develop a community education program.

(Port of Geelong Authority Annual Report 1987-1988)

Success of Strategy Depends on Team Effort

The Port of Melbourne Authority (PMA) held a one-day seminar on 23rd November, 1988 entitled "The PMA—Future Goals and Framework". The thrust of the seminar was issues surrounding the management of change within the PMA.

The seminar was opened by Mr. Jim Kennan, Victorian Minister for Transport.

In his opening address he said that the success of any strategy to improve efficiency within the port, and to make it profitable and attractive, depended on a shared vision of the future by all port players.

He emphasised the need for a commitment to change by port management, unions and other sectors in the port.

"The port should be focussing its energy on identifying and grasping opportunities to increase trade throughout. Markets such as China, Korea and Japan will provide increasingly significant opportunities to expand export and import volume through the port. In this way the Port of Melbourne, which serves the most heavily industrialised State in Australia, will continue as a key strategic element in Victoria's future economic welfare."

The PMA's General Manager, Mr. Jack Firman, said the change process required ongoing, comprehensive consultation between employees, unions and management.

"The most important factor is the successful commercial operation of the port, and the key to its continued existence is, of course, increasing the level of trade through Melbourne. If we don't have imports and exports by sea, we don't have a port. It's as simple as that.

"The PMA must adopt a pro-active approach to trade development in and out of Melbourne, not merely confined to providing port-related services, but aimed more broadly at ensuring maximum co-ordination between all players in the transport chain.

"We must listen to our customers, understand the nature of industry and

have an appreciation of how we can best support the changing profile of trade over the ensuing years.

"In addition to this trade development role the port must also ensure that it provides the physical infrastructure necessary to respond to modern trade requirements, and must have an effective strategy in place for the future physical development of the port."

He added that the future provision of facilities must be examined with a view to achieving greater utilisation of assets and improvements in operational efficiencies.

He emphasised the need for the PMA to be self-supporting and financially responsible.

"Port charges should be fair, competitive, promote efficiency and not be so high as to discourage trade; however, they should reflect the value customers receive from our facilities and services. The PMA must develop strategies which ensure that our costs are at the minimum level necessary to provide our customers with an appropriate level of service. All areas of operations must be reviewed to ensure efficiency and effectiveness".

In his address, Mr. Mick Doleman, Secretary of the Seamen's Union of Australia, said that there was no sanctuary in history and that change was inevitable.

He said that the primary objectives for the unions were unquestionably the members which they represented, and that it was necessary for everybody to try and find the basis on which all those concerned could agree.

"Industry in Australia is going through massive changes under the catch word re-structuring. However, it is not a phenomenon unique to Australia, it is occurring worldwide. Since the industrial revolution the means of production or methods of work have been in constant change."

He said that there was one facet of re-structuring that the Trade Union Movement would resist most forcefully - re-structuring based purely on a profit motive alone - which did not take into account the present means of production. He stated that he was in favour of being involved in re-structuring "for the fact that it will come whether we approve or not; how we approach it and what influence we have on it is of most importance, I believe, to trade unionists."

He said that from the unions point of view re-structuring required certain elements.

"Decentralisation of decision making through industrial democracy because only through this process can workers feel they are masters of their own work environment.

"If broadening of tasks is being considered to facilitate the widening of skills then this needs to be done in a manner that provides job satisfaction and maximises future employment opportunities.

"Training and/or re-training should be at the employers expense with no disadvantage to the employee.

"With the broadening of skills which can be directly linked to an increase in productivity, payment for such skills while being a matter between the union concerned and employer, would be a necessary component.

"During the process of re-structuring attention must be shown to equal opportunity for women within the workforce. This must be a consideration of both management and unions, particularly if a reduction in the workforce is a result of re-structuring.

"Also during re-structuring a level playing field has to be established, regardless of gender.

"The Trade Union Movement can't allow one section of the workforce to be disadvantaged in the interest of another. But of major importance in the process of re-structuring and particularly beyond is job security and industry growth."

Mr. Doleman said any re-structuring plan needed to be accompanied by a long-term industry plan and that the Port of Melbourne should look at issues such as "where it will be in ten years". In summary he said if the issues were approached in an open manner, then through compromise on all fronts the objective would be achieved.

(Port of Melbourne Parorama)

Port of Melbourne Trade Review (Extracts)

Trading Environment

The strength of world growth through the 1987/88 financial year provided a major impetus for Australia's marked improvement in its external performance and general level of economic activity. Australia's aggregate output, as measured by its real GDP, rose by 3.6% compared with a 2.7% increase in 1986/87.

Victoria's growth reflected this trend, particularly in the non-rural sector, but the weakness in rural exports and strong growth in imports discounted the gains made in the non-rural sector.

Higher domestic spending was mainly responsible for the State's growth, with major contributions from business investments in buildings, plant and equipment. Private consumption contributed to a lesser extent.

Improvements in business confidence with heightened housing activity and industry reforms resulted in imports of new machinery and industrial construction materials. Whilst the process of economic reform inevitably incurs this sort of short-term cost, certain business export initiatives were evident in terms of the expansion of some traditional commodities and markets for new products and lines.

There were some notable changes in overseas trade through the Port of Melbourne, including significantly greater trade with Japan, New Zealand, USA, Singapore, South Korea, Hong Kong and Great Britain. Conversely, trade with Papua New Guinea and most Middle East countries plunged as oil/distillate sourcing and supply arrangements fluctuated.

Total Trade

The generally favourable environment resulted in a "boom" in trade throughput for the Port of Melbourne in 1987/88. A new record of 21.7 million revenue tonnes was achieved (11.2 million mass tonnes), which is a 9.2% increase on the previous year. This surpasses the previous 1984/85 record and represents the largest ever absolute annual gain in sea trade activity. It occurred mostly in the second half of the financial year.

Container Traffic

Total container traffic (616,035 TEUs including empty containers) was 11.1% higher than in 1986/87. Loaded containers increased by 8.3% mainly due to a 13.0% increase in imports. Exports of loaded containers rose by 3.6%.

The increase in imports of loaded containers resulted more from overseas (22,344 TEUs above last year) than coastal trade (9,354 TEUs above last year).

The increase in load exports was also more attributable to overseas than coastal exports (gains of 5,075 and 3,595 TEUs respectively).

The movement of empty containers increased in all sectors, with overseas imports and exports showing rises of 31.9% and 25.2% respectively and total coastal TEUs an increase of 41.6%. This result is consistent with the generally higher level of commodity trade in all sectors.

(Trade & Transport Review 87/88)

Port of Townsville At a Glance

The Port of Townsville is administered by the Townsville Port Authority pursuant to the Harbours Act 1955-1987 (as amended). The Board of the Authority comprised of the following persons, was appointed by the Queensland Government on 10th December, 1987:

Chairman: Mr. J.P. Defranciscis

Deputy Chairman: Hon. M.D. Hooper

Member: Mr. R.R. Bathgate

Member: Mr. J.R. Cases

Member: Mr. K.F. Schreiber

Member: Prof. E. Scott AM

Member: Cr. F.J. Tritton MBE

Section 58 of the Harbours Act defines the Authority's statutory objectives, viz:

(i) The control and management of Townsville Harbour, all harbour works relating to Townsville Harbour or the Authority and belonging to or constructed by the Townsville Port Authority.

(ii) The Board of the Townsville Port Authority may do all such acts and things as may be necessary for or incidental to the discharge or exercise of any of the duties, powers, functions or authorities of the Board of Townsville Port Authority.

Part III of the Harbours Act confers the following powers and duties upon the Board of Townsville Port Authority, briefly:

- Entering into contracts.

- Management of harbours.

- Harbour works and other works.

- Harbour lights, signals, buoys and beacons.

- Acquisition of lands, etc.

- Surrender to Crown.

- Sale of land.

- Rock, stone, shingle, gravel, sand and other materials.

- Protection of water frontages from erosion.

- Loading and discharging.
- Railways and Roads.
- Stevedoring.
- Vessels.

- Private employment of Harbour Boards' equipment.

- Wrecks, obstructions and damages.

In summary, the Authority regulates Townsville Harbour to ensure the safe, efficient, cost-effective movement of shipping, cargo and passengers through the Port of Townsville for the benefit of all Port users and the community in general.

Apart from being a regulating body, the Townsville Port Authority overseas the planning function, provides and manages Port Infrastructure as well as trade-related facilities and services. The Board of the Townsville Port Authority is at all times responsive to user requirements.

Total trade through the Port of Townsville in 1987/1988 was 2,469,041 tonnes (t), comprising Imports of 811,055 t and Exports of 1,657,986 t. The throughput was the highest tonnage attained by the Port since 1976/1977. It compares with a total throughput of 2,278,443 t in 1986/1987.

Tourism has developed as an integral part of North Queensland's economy. Over \$400,000,000 worth of tourist developments have been added to local attractions. The Sheraton Breakwater Hotel-Casino with its small boat harbour with marina and the Barrier Reef Wonderworld, both built on the harbour front, are unique in north Queensland.

The tourist infrastructure at Townsville has been significantly boosted by the world-class Great Barrier Reef Wonderland complex which is a re-creation of a section of the Great Barrier Reef to give visitors the opportunity to see at first hand through perspex tunnels, the complexities of reef life. The Sheraton Breakwater Hotel-Casino is of world class and whilst cruise ships have their own casinos, the Sheraton Breakwater Casino offers a wider range of activities in five-star surroundings.

It is less than 90 minutes drive from Townsville to the historic gold mining town of Charters Towers, once described as 'the World' by its inhabitants. The 'Towers' retains the architectural charm of a gold mining town in the last century.

A second ferry service is now operating to Magnetic Island together with a vehicle barge. The Authority provides ferry terminals, safe anchorages and mooring berths for charter vessels as well as all servicing facilities for small craft. Ross River has been developed to cater for the growing fishing fleet operations in North Queensland, based in Townsville.

Townsville Harbour is the embarkation point for the Four Seasons Barrier Reef Resort which is a 175-room floating hotel moored in the lagoon of the John Brewer Reef only 90 minutes journey by fast catamaran. The Townsville Port Authority's policy is to provide tourist back-up facilities for this and other unique tourist attractions.

Successful approaches have been made to major cruise ship operators to include Townsville in their itineraries on a regular basis. In the last twelve months seven cruise ships have called at the Port of Townsville which can provide them with deep water berths, wharfside facilities and locally based tug services in addition to the friendly community welcoming activities encouraged by the Townsville City Council. Berth No. 9, which is the most popular with cruise ships, has been transformed with a 'Welcome to TOWNSVILLE' sign. The local cotters' market sets up shop whenever a cruise ship is in port and in all some 50 different stalls offer local arts, crafts and wares to the cruise ship passengers.

The Authority has established a Port Information Centre at the Townsville Maritime Museum which features relics and maritime memorabilia of the famous shipwrecks off the North Queensland Coast. The Information Centre is managed by Mrs. Margaret Condon who is also curator of the Maritime Museum. Mrs. Condon is one of two Aboriginal trainees who are making significant contribution to the activity programme and services of the Port. More than 5,000 people visit the Museum during the year.

(Townsville Port Authority Annual Report 1987-1988)

PAF Corporate Mission Statement

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

Corporate Philosophy

"That as a service industry emphasis is placed in meeting the needs of port users and customers at all times.

"That as the economic gateway policies and efforts will be instituted to maintain efficient services and competitive port costs so as to attract and generate economic activities for the benefit of the country.

"That all economic activities of the Authority will be undertaken in accordnce with commercial principles.

"The PAF's greatest resources are its employees and its success depends on how the people are managed."

(WAVU)

Port of Hong Kong Expects Record Growth

The Port of Hong Kong can expect to see another record in cargo throughput, making the requirement for further facilities more compelling.

For the first 10 months of 1988, 67 million tonnes of cargo were loaded and discharged at the Port of Hong Kong, representing a 15 percent increase over the same period of the previous year.

A similar percentage increase was also recorded in Hong Kong's container throughput which stood at 3.3 million TEUs in the first 10 months in 1988. Of these, 2.5 million TEUs were worked at the Kwai Chung Container Terminal located in the northwestern part of the port.

"It is estimated that the total container throughput of Hong Kong for 1988 will be in the region of 4 million TEUs maintaining Hong Kong's position as the world's busiest container port," said Mr. Derick Hall, the Director of Hong Kong's Marine Department which administers the port.

Hong Kong's container throughput in 1987 reached 3.45 million TEUs – a 25 per cent increase over the previous year – putting the territory at the top of the container port league table.

Mr. Hall said further expansion of terminal facilities at the Kwai Chung Container Terminal continued to take place to meet this growth.

Ports of Auckland Ltd. Begins Operation

Ports of Auckland Ltd. — the new trading port company owned by the Auckland Harbour Board — began operation on October 11, 1988.

The new structure, originally outlined in the Port plan for Auckland prepared by the Port Establishment Unit, was ratified by the Minister of Transport, Mr. Bill Jeffries.

The four trading subsidiaries are Terminal Services — Ports of Auckland Ltd.; Port Services — Ports of Auckland Ltd.; and Plant Services — Ports of Auckland Ltd. and an operation covering property and boatharbours. Each operates from separate offices, with independent postal boxes, telephone, fax, etc.

Terminal Services will be based at Fergusson Wharf; Plant Services at Tooley Street, and Port Services at Bledisloe Wharf, although until new premises are ready for occupation, it will operate from the former AHB Building on Princes Wharf.

The Chief Executive of Ports of Auckland Ltd. is Mr. Robert Cooper. There will be four General Managers — Mr. Chris Davis for Terminal Services; Mr. John Halling for Port Services, and Mr. Geoff Vazey for the Plant Services company, with a fourth to be appointed. Each are well-experienced managers of their areas, as well as bringing a new approach to the company.

The port company has purchased

from the Board all the assets which are part of the port operation, including all wharves, as well as future port requirement land area such as the Western Reclamation, Pikes Point, and Pollen Island. In addition, the port company owns Westhaven Boatharbour, and other potential marina sites such as Okahu Bay, Bayswater, and the Devonport Wharf area.

The other land interests, including the valuable downtown area of Auckland city remain with the Auckland Harbour Board, and may be managed through an associate land company.

The Ports of Auckland Ltd. will operate with a staff of 700, some 300 fewer than under the Auckland Harbour Board, and the majority of these reductions have been achieved through a voluntary severance programme.

The Auckland Harbour Board will continue as a local authority, as shareholder of the port company, and fulfilling non-commercial functions for the community, including foreshore control, maritime planning, and some aspects of recreational moorings administration. A staff of approximately 20 will be retained by the Board to complete these functions.

The re-organisation of the Board has been brought about by the passing of the Port Companies Act by Government in May of last year. This Act of Parliament requires all harbour boards to set up port companies to operate their commercial activities, and to provide a return on the assets employed.

The Ports of Auckland Ltd. is targeting a 10 percent reduction in costs, and an 11 percent improvement in performance and productivity during the first year of its operations.

Objectives

The basic objective of Ports of Auckland Limited is to maintain a commercially and financially viable ports system in Auckland over the long term, but the Port Plan outlined some other important objectives:-

• To achieve an economical balance between the scope and quality of services provided to the ports import and export customers and the costs of providing these services.

• To achieve levels of productivity from all the company's resources which are comparable with efficient international ports operating in the same trades and from this systematically to improve the competitive position of the port and of its customers.

• To provide an environment and conditions of employment which achieve the positive commitment of all the port employees to the company's business, productivity and financial objectives.

• To obtain competitive rates of return on capital invested in the port system in order to attract the capital needed for continuing development of the port facilities.

The Plan also contained customeroriented objectives:-

• To provide a comprehensive range of cost-effective services to shipping, land transport, importing and exporting communities.

• To reduce average port charges by at least 10% over the next two years. The Employee Relations objectives

were: -

• To achieve an environment which results in a shared commitment between employees, management and directors to the company's principal objectives.

• To provide a working environment which has proper regard to the safety of port employees and all other people involved with the port facilities.

• To provide long-term, secure employment to the extent consistent with the company's competitive position and its basic need for long-term survival of the business.

• To provide conditions of employment and remuneration which represent fair reward in comparison with the rest of the community.

• To directly and independently employ all the people permanently required by Ports of Auckland Limited.

• To promote a single, effective union organisation covering employees of Ports of Auckland Limited.

• To achieve an award and associated agreements which relate exclusively to employment at the Ports of Auckland.

• To provide the earliest practicable opportunity for equity investment by port employees and thus, the opportunity to share in the financial growth of the company.

The Plan outlined the productivity objectives as: --

• To achieve within three years levels of productivity which on average reach the upper quartile of performance in comparison with the international ports servicing the same trades.

• To achieve maximum flexibility of port operations with respect to hours of work and use of facilities at economic cost to the port users.

• To eliminate restrictive work practices.

• To disengage from current port services and activities in which the company cannot produce competitive services at levels directly comparable with other domestic companies.

The Financial objectives are: -

• To achieve an average return of at least 11% annually on operating assets of the port-related commercial undertakings over the next five years; and to achieve an average return of at least 11% annually on port-related property assets by taking account ofincreases in value together with revenue profits.

• To achieve an average nominal return of at least 10% on equity capital over the next three years.

• To provide total dividends equivalent to at least 30% of average tax paid profits over the next three years.

• To maintain an equity ratio of not less than 66% of total tangible assets. (Port of Auckland)

A Profile: South Port New Zealand Limited

THE COMPANY

South Port New Zealand Limited is a public listable company registered in 1988 under the Companies Act 1955.

Because of the provisions of the Port Companies Act 1988, the Southland Harbour Board and other specified local authorities must hold shares that have at least 51% of the voting rights at any general meeting of the Board.

That is not to say, however, that South Port New Zealand Limited is merely the Southland Harbour Board with another name. The Company is a separate commercial entity charged with the task of getting on with the efficient and successful management of Bluff Harbour and the facilities at Halfmoon Bay, Stewart Island. It is accountable to the Harbour Board only in the same way as any company is accountable to its shareholders. The Port Companies Act 1988 requires South Port New Zealand Limited to have a minimum of six directors, only two of whom may be Harbour Board Members.

WHY A COMPANY?

In recent years there has been a growing recognition that the major Harbour Boards in New Zealand were carrying out very significant commercial activities fettered by the constraints of the local authority nature of the Harbour Boards and an out of date empowering Act which provided no clear accountability or performance criteria.

The purpose of the reform has been to separate the commercial from the non-commercial activities of Harbour Boards. The commercial activities are now managed as separate commercially accountable businesses free from outdated legislative controls.

WHAT ARE THE COMMERCIAL ACTIVITIES?

The Port Companies Act 1988 requires that all the property and rights of Harbour Boards that deal with:

- Commercial shipping

- the shipping and unshipping of goods or passengers

- the packing and unpacking of goods

-- such items as dredges and breakwaters that contribute to the commercial operations of the ports be taken over by the Port Companies.

In Bluff this means that South Port New Zealand Limited now owns and manages the Island Harbour facilities, the cold stores, mobile plant fleet, the tugs and other floating plant, all weather package handling facility, Syncrolift, the Town Wharf and the Tiwai Wharf.

The Company is not statutorily responsible for matters relating to safety and good navigation. These remain the responsibility of the Southland Harbour Board although the Board and the Company have agreed that the Company will administer these matters on the Board's behalf.

CORPORATE OBJECTIVES

• The principal objective of the Company is to be a successful business managing the financial assets and liabilities of the Company on a prudent basis.

• The Company will provide, operate and maintain efficient economic and safe commercial port facilities for the benefit of shareholders, port users, employees and the community.

• The Company will investigate investments which over their life can be expected to yield a return a least equal to the Company's cost of capital including an acceptable commercial profit.

• The Company will provide a fair, equitable and safe work environment for all of its employees.

(A Profile: South Port New Zealand Ltd.)

Changes in Structure Of Port of Wellington

The present organisational structure of the Wellington Harbour Board, Port of Wellington Limited and Lambton Harbour Joint Venture is summarised in the diagram.

In the new structure the Harbour Board continues its overview of the Port Company and Lambton Harbour development.

It also takes care of statutory responsibilities such as safety and navigation, and other functions such as recreation, planning, community concerns, Board property and regional development.

Port of Wellington Limited has of course taken over all commercial port functions such as cargo handling, pilotage, towing and berthage, garbage and incineration.

Lambton Harbour Joint Venture is responsible for the exciting waterfront development planned to be built over the next seven years. The Joint Venture's responsibilities are to optimise investments in the project, promote the project, ensure balanced development through the concept plan and provide management and administration.

This organisational structure will continue until local government reform proposals, due to be released on December 23, 1988, come into effect. It is possible under these proposals that the Wellington Harbour Board will cease to exist on October 14, 1989.

Should the Board cease to exist its statutory functions may be taken over by the Wellington Regional Council.



The main unresolved issue is how the assets of the Wellington Harbour Board will be broken up and distributed.

The Board has made a submission that it continues as a special purpose local authority.

Under the Local Government Commission proposals a transitional committee has been set up to coordinate changes to local bodies in the Wellington region, which includes the Harbour Board. The proposed structure of the committee includes two members from the Wellington Regional Council, two from the Wellington Harbour Board, and one each from the Horowhenua United Council, Wairar-United Council, Wairarapa apa Catchment Board and Pest Destruction Boards jointly.

The Wellington Harbour Board has appointed Harley Loader and Nigel Gould as its representatives on the committee. The chief officers of the various boards have the right to be present ex officio and the Board has named its General Manager, Colin Watson, as its alternative voting member so that the Board always has two voting members of the committee. (Beacon)

PPA OKs Policy on Property Management

In a move to push the privatization of port businesses and improve the efficiency and productivity of ports the Philippine Ports Authority (PPA) board of directors recently approved a policy on real estate management. The policy is in keeping with the PPA's commitment to improve its service to the users of the port. Guidelines will soon be released to implement the policy which will open more PPA properties for lease to the private sectors' business expansion plans.

The policy redefines the PPA's role in the use of lease areas in the ports, the selection of lease areas and lessees and the determination of rental rates.

Carrying forward the privatization policy of the national government the new policy invites greater public sector participation in the setting up of port-related businesses in the port areas.

Two projects now in the pipeline in PPA's Commercial Services Department will further rationalize real estate or property management.

One is the determination and evaluation of service and facility demands in the ports. The other, being undertaken together with other PPA offices, is the preparation of a subdivision plan or zoning scheme for port-related businesses for each port.

Once the present and future service demands in a port are pinpointed, a zoning plan will be prepared detailing what sort of business is ideal for commercial areas in the port. These areas will be leased out to businessmen wishing to locate in the ports.

The policy spells out the basic consideration in the lease of port real estates.

Priorities in the utilization of the port's real estate properties shall be in the following order:

First, use of land, buildings and improvements for the provision of traditional maritime/port services and facilities. These include but are not limited to arrastre, stevedoring, preliminary and temporary storage, ro-ro and reefer

service, and porterage;

Second, use of land, buildings and improvements for provision of services and facilities directly supportive of maritime/port operations. These include but are not limited to warehousing, cargo consolidation, chandling/ship supply service, bunkering and watering services, trucking, brokerage barging services, tank storage, etc.;

Third, use of land, buildings and improvements for provision of services and facilities indirectly supportive of maritime/port operations. These include but are not limited to trade facilities, fuel stations, canteens, telegraph offices, motor/equipment repair shops, container fabrication/repair shops, car rentals, bank/money exchange centers, etc.; and

Fourth, use of land, buildings and improvements for provision of services facilities that are part of a local development or economic program.

The new policy is in consonance with the national policies on privatization, service orientation, service efficiency and public accountability.

(Port Trends)

Singapore to Build New Cruise Terminal

By Michael Loh Public Relations Department

The Port of Singapore Authority (PSA) will build a S\$40 million new international passenger terminal (IPT) at the World Trade Centre (WTC). The announcement was made by Mr. Goon Kok Loon, Deputy Executive Director, PSA at the 3-day Singapore Cruise Symposium.

Construction of the new IPT will begin in mid-1989 and is expected to be ready by late 1991. "We recognise that the present facilities may not be up to international standards compared to the airport, which has various facilities such as aerobridges. Taking this into consideration, the PSA has a programme to redevelop the facilities at the WTC," said Mr. Goon.

The new IPT will consist of a new L-shaped finger pier extension from the present WTC building. It will provide two berths for passenger liners of 230 metres and 160 meters respectively, 10 meters draught and 52 metres height clearance. The pier will also cater for six ferry berths — four for Sentosa and two for the Southern Islands. Present facilities for passenger liners are located at Berths K35 and K36 at Keppel Wharves, which can berth vessels of up to 170 metres each with a 9.5-metre draught.

The purpose-built IPT will include modern facilities such as duty free shops, travelators and baggage-handling facilities. A bridge from the pier will link the passenger gangway to the second storey of WTC.

Arriving passengers will be conveyed by aerobridge along the linkway to the second storey. They will then take escalators down to the arrival hall one floor below for Immigration, Health and Customs clearance. Departing passengers will enter by the WTC concourse, proceed by lift/escalator to the second storey departure hall for clearance before boarding the vessels.

At the closing address Mr. Ng Kiat Chong, Executive Director, PSA, announced that the Authority and the STPB will embark on a joint sales mission to the USA early next year to promote Singapore as a destination for luxury cruises. The team would also discuss South East Asia as cruise prospects with individual cruise lines.

The PSA will also visit top cruise terminals to select the best features for its new IPT. Mr. Ng said PSA is willing to consider offering incentives and priority berthing concessions to operators who were willing to commit their plans early and provide volume business. This is because PSA is constructing two berths only at this stage, and priority berthing will invariably give operators the edge over their competitors. (PSA News)

PSA Corporate Mission Statement

By Michael Loh

Public Relations Department

The Port of Singapore Authority (PSA) launched its Corporate Mission Statement and Plan on 5 Oct. 1988. The Mission Statement and Plan were unveiled by Mr. Ng Kiat Chong, PSA's Executive Director. Some 800 PSA employees, and officials from the Singapore Portworkers Union and the Port Officers' Union attended a special ceremony at the World Trade Centre Auditorium.

The Mission Statement also serves as a benchmark to formulate future goals and policies. According to Mr. Ng Kiat Chong: "Success for the PSA has come from careful and deliberate planning. To implement our plans successfully, we must all have a sense of shared destiny, a common vision of what we want for ourselves, our organisation and ultimately our nation. In short, we have to establish for ourselves a mission. This mission, put simply, defines the business we are in and what we aspire to be." He added that from such a mission statement, the goals for fulfillment of the mission would have to be set, targets to achieve the goals worked out and strategies mapped out on the best way of meeting the targets.

"Our mission is to be an excellent global hub and to make Singapore a premier maritime centre," said Mr. Ng. "I am confident that we will be able to face the challenges ahead and to realise our goals and objectives if we continue to work together with a common sense of purpose," he concluded.

Explaining PSA's Corporate Plan, Mr. Lee Chee Yeng, Director (Operations) said: "Our previous corporate plans were for the management. Now we share it with all our employees to give them a sense of direction and a clear understanding of our policies.

He said that the Plan's business goals and strategies focus on the port, gateways, warehousing, and trade facilitation and exhibitions. "Goals for the port include retaining our status as the world's busiest port in terms of shipping tonnage, and the world's busiest bunkering port. We also aim to make Singapore the world's fourth busiest port in terms of cargo volume," said Mr. Lee. The strategies to develop Singapore into a total maritime service centre include providing quality services at competitive prices and helping small and medium-sized port-related enterprises to modernise and upgrade.

The gateways' goals include retaining our status as the World's Best Container Terminal in the terms of fastest ship turnround and fastest container delivery and receiving. "In the next three years, PSA will spend some \$206 million to expand our container facilities at the Tanjong Pagar Terminal. This will enable Singapore to handle a throughput of 4.2 million TEUs annually up to 1992, when the first berth at the new Brani Terminal becomes operational. More emphasis will be placed on marketing and improving productivity at the conventional wharves," added Mr. Lee.

OUR MISSION

TO EXCEL AS A GLOBAL HUB AND MAKE SINGAPORE A PRE-MIER MARITIME CENTRE.

OUR COMMITMENTS TO OUR CUSTOMERS

WE PROMISE TO MEET THEIR NEEDS AND PROVIDE THEM WITH VALUE-FOR-MONEY SER-VICES PROMPTLY, RELIABLY AND EFFICIENTLY.

TO OUR EMPLOYEES

RECOGNISING THEM AS OUR MOST IMPORTANT RESOURCE, WE WILL PROVIDE A REWARD-ING AND CHALLENGING ENVI-RONMENT TO HELP THEM, WITH TEAMWORK AND GOOD UN-ION-MANAGEMENT RELA-TIONS, REALISE THEIR POTEN-TIAL.

TO TECHNOLOGICAL EXCELLENCE

WE WILL USE THE LATEST PORT AND INFORMATION TECHNOLOGIES TO GAIN COM-PETITIVE ADVANTAGE.

TO A SOUND FINANCIAL POLICY

WE BELIEVE IN COMPETITIVE PRICING AND EFFECTIVE COST CONTROL TO EARN A REASON-ABLE RETURN TO FINANCE OUR GROWTH.

TO SINGAPORE

WE ACCEPT OUR SOCIAL RE-SPONSIBILITY TO MAINTAIN A CLEAN, SAFE MARINE ENVI-RONMENT WHICH EVERY SIN-GAPOREAN CAN ENJOY.

(PSA News)



thwest can, ever, fly you 20 cities in ountries on atinents. Id we've got LDPERKS,® best uent flyer ;ram in the So when you t to fly ost anywhere arth, call ' travel agent lorthwest.





LOOK TO US ON NORTHWEST AIRLINES

MITSUI Automated **Container Terminal System**



OYP System: Yard Plan Computer System **@YO System:** Yard Operation Computer System

- **ODOS:** Data Transmission & Oral Communication System (Inductive radio) DTS: Data Transmission System (Radio)
- OTAS: Transtainer[®] Automatic Steering System
 OTOS: Transtainer[®] Operation Supervising System
 OPOS: Portainer[®] Operation Supervising System

MITSUI ENGINEERING & SHIPBUILDING CO., LTD.

Head Office: 6-4, Tsukiji 5-chome, Chuoku, Tokyo, 104 Japan Telex: J22924, J22821 Material Handling Machinery Division Tel. (03) 544-3650



6-4, Tsukiji 5-chome, Chuo-ku, Tokyo, 104 Japan Telex: J22924, J22821 Engineering Division Tel. (03) 544-3800