

Ports & Harbors

January-February
1990
Vol. 35 No. 1



The Publisher
The International Association of
Ports and Harbors



Port of Fremantle

▲ This is an aerial view showing the Port of Fremantle's Inner Harbour in the foreground and the City of Perth in the background. In the left foreground is our new reclamation project, Rous Head Industrial Park and Rous Head Commercial Boat Harbour.

◀ This is an aerial view showing the Inner Harbour in the foreground and the sweep of Fremantle's Outer Harbour in the background. The Port of Fremantle covers a total area of 876 square kilometres.

PORT OF KOBE



(General View of Port of Kobe)

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Ports & Harbors
January-February, 1990
Vol. 35
No. 1

Ports & Harbors

Published by
The International Association of
Ports and Harbors
NGO Consultative Status, United Nations
(ECOSOC, UNCTAD, CCC, IMO)
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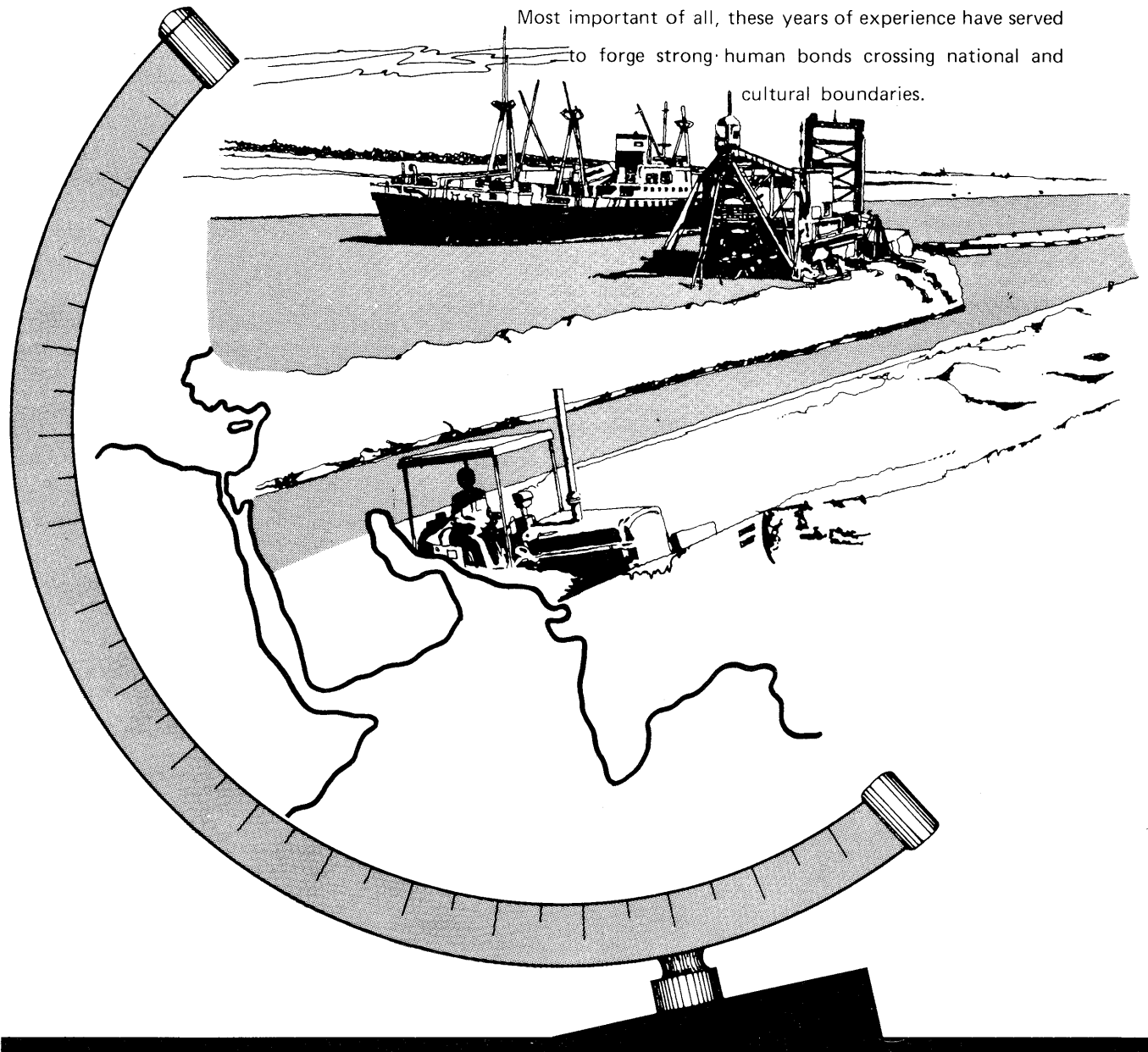
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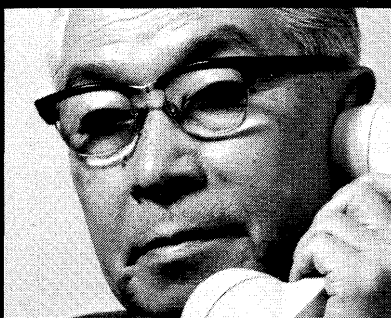
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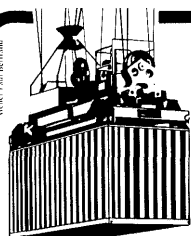
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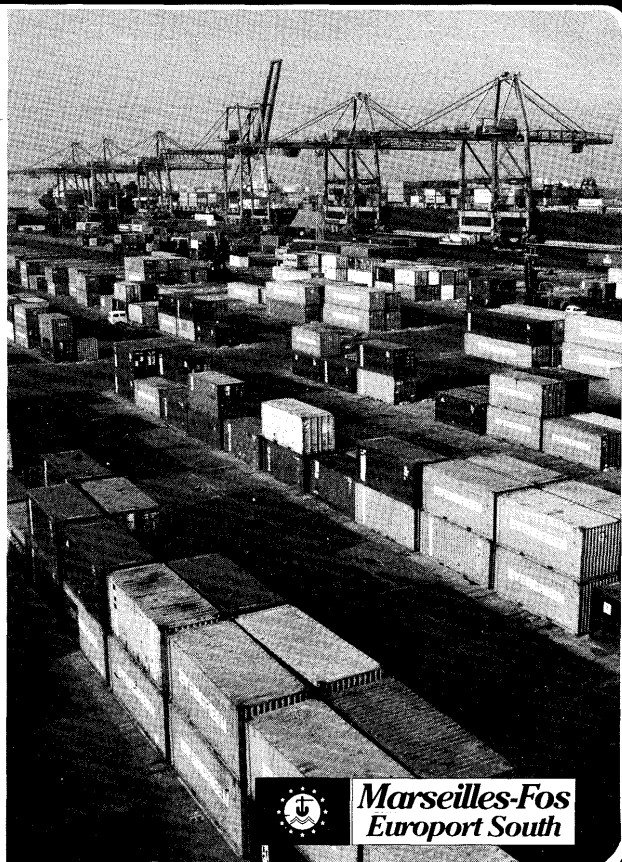
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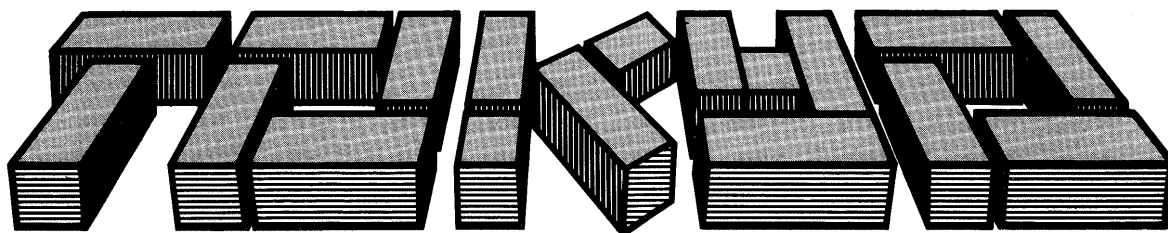
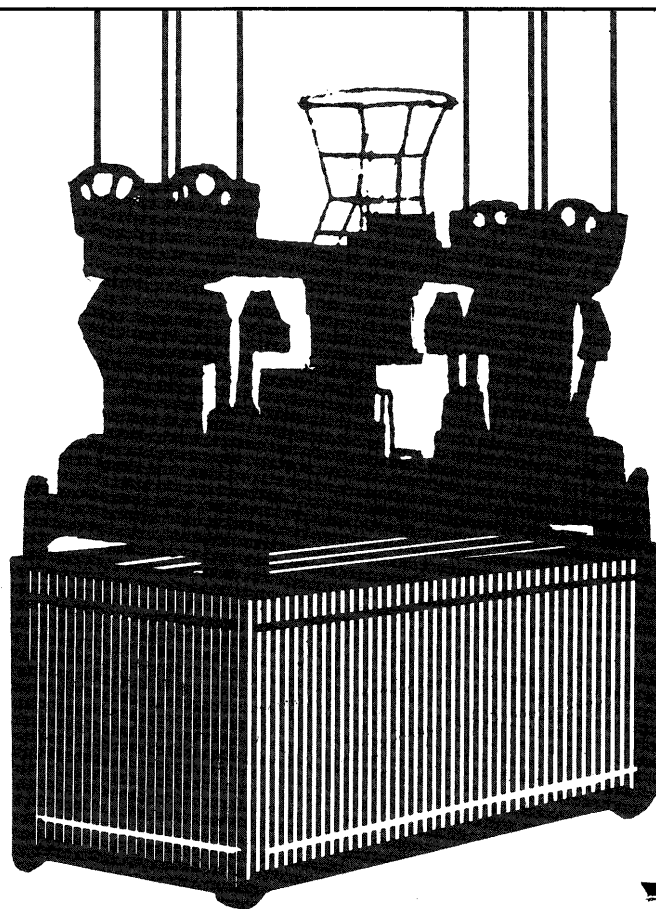
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17th IAPH World Ports Conference

5-11 May 1991 — Spain

Logo for the IAPH Conference in Spain

The COCA OF MATARÓ



This is the name which has been given to a reduced-scale model of a medieval Catalanian vessel.

The so-called Coca de Mataró vessel is an ex-voto of the 15th century from the Sant Simó hermitage of Mataró.

The circumstances under which it left the country are unknown, but it appeared in the antique market of Munich in 1920, in later years it was found in London and later in New York, where it was purchased by Julius Böhler, an antique collector from Munich, who sold it to the Dutch patron Van Beunigen, who in turn granted it to the Prins Heindriek Museum of Rotterdam, where it remains at present.

The "Coca" is an old sailing vessel which originated in the Atlantic, and which was used in the 11th century by the English and Normans, and was introduced into Mediterranean navigation by the people of Gascony in the late 13th and early 14th century.

Its use as a means of sea transport by the Catalanian trade and sailing community brought about a substantial modification in the navigation techniques and concepts of the time. Eventually it was superseded by larger vessels in order to achieve safe navigation with lower costs.

The main specifications of the model are

as follows:

Its shape is similar to that of a shell, which is where its name comes from, it is safe and broad-beamed, deep waisted and has a large draft as if it were made for ocean navigation.

Referring to the hull, we could say that it is a vessel which has a high bulwark, it is of substantial breadth and has a large keel. The hull has rounded off ends and has two superstructures held by upright pillars, at the bow (forecastle) and in the after-part (poop and roundhouse), as well as a large axial rudder.

Referring to the masting, at present only the main mast is erected with a yard and a large crow's nest. It may have also possibly had a mizzen.

The rigging of this vessel is not perfectly fitted. The sails are square shaped both for stormy as well as for favorable and fair weather, and are moored, and the rigging is made up of the yard's halyard and the shrouds.

According to the scale which is represented by this model, the real vessel had an approximate length of 17.8 meters.

*(By Professor José Luis Juan-Aracil,
Executive Secretary of the Organizing
Committee for the 17th World
Ports Conference of IAPH in Spain in
May 1991)*

IAPH ANNOUNCEMENTS AND NEWS

New Year's Messages



James H. McJunkin
President

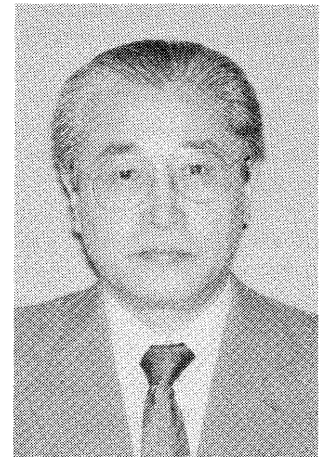
It is time once again, my IAPH colleagues, to wish you, your families and associates the best of health, happiness and success for the coming year. It is with the utmost sincerity that I do so.

It is also time, as we begin the tenth and last decade of this century, to reflect on the profound changes that have happened during the past ninety years; but more importantly, to look forward to the next decade.

The recent developments in Eastern Europe, the Canadian-United States free trade agreement, and the 1992 unification of the West European common market are clear indicators of a coming decade of unprecedented political stimulation of international trade. Of equal day-to-day importance to the ports is the emergence of global sourcing and global distribution where components are gathered from all ports of the world and the finished products are distributed globally. These factors alone will present enormous opportunities and challenges for the IAPH Ports.

Fortunately, we have our own global ports' network in place and functioning well. Working together, through IAPH, promises to make this coming decade the most exciting of the century for our global family of ports. Let us pledge to make it an even larger and more intimate family during the rest of this century.

A very Happy and Prosperous New Year to you all.



Hiroshi Kusaka
Secretary General

A Happy New Year!

As we move into the last decade of the twentieth century, I am particularly struck by the significance of recent world developments and their implications for the future. Looking back, we have observed numerous changes taking place all over the world in virtually all facets of people's lives, and notably in the political, economic and technical arenas. In my view, the political changes which have occurred over the last few months in Eastern Europe as well as the economic integration of the EEC countries due to come to fruition in 1993, signify the intensity of the demands of the times and give some indication of the key themes which will exercise us as the next century approaches.

Ports also have gone through many drastic structural reforms reflecting world trade over the years. This has confirmed that ports are indeed integral components of society. It is certainly evident that ports are not at all free from the impact of technical advancements and innovations taking place in countless aspects of economic and commercial activities worldwide.

We have all observed how the development of containerization and intermodalism has revolutionized waterborne transport. We are witnessing the development of sophisticated communications systems as well as the emer-

(Continued on Page 8, Col. 1)

Invoice for 1990 Membership Dues Sent

A circular from the Secretary General with an invoice for the membership dues for 1990 has been sent to all members of the Association under the date of December 11, 1989.

In accordance with Section 5 of the By-Laws, the annual dues to be paid by each Regular Member are assessed on the basis of the latest annual tonnage figures as reported by each member to the Secretary General through the latest tonnage survey which the Association conducts once every two years or every conference year for this purpose. The last survey was conducted in July 1989, following the Miami Conference in April. In view of this, the newly reported tonnage figure forms the basis for the years 1990 and 1991.

Concerning the results of the last tonnage survey, the Secretary General comments that, reflecting the recent growth of cargo moving through our member ports, there has been an impressive degree of increase in the total dues units reported for the coming two years. As a result of last year's survey, 33 more units have been newly filed, thus bringing the total number to 668 units (SDR621,240) for 1990 from 644 units (SDR615,660) in the previous year.

The value on the invoice is shown in SDR units. IAPH has been employing this unit since 1980 as the basis for dues payments. The term "SDR" means "Special Drawing Rights", as adopted and applied within the monetary system by the IMF (International Monetary Fund).

For actual payment, each member is requested to quote the exchange rate between the SDR and one of the currencies from the IMF basket listed below, as it was on December 11, 1989, as long as the payment is made before January 11, 1990. According to Sec. 25 of the By-Laws, payments made on or after February 1, 1990 shall be delinquent.

Thus if for any reason you are unable to arrange your remittance by January 11, 1990, you are obliged to quote

the rate existing on the day of the remittance to the Head Office. The relevant currencies are:

Deutschemark	2.28418	} :1SDR
French franc	7.80655	
Japanese yen	186.851	
Pound sterling	0.815627	
U.S. dollar	1.29130	

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

Regular			
Unit/s	SDR	Yen	US\$
1	930	173,771	1,200
2	1,860	347,542	2,401
3	2,790	521,314	3,602
4	3,720	695,085	4,803
5	4,650	868,857	6,004
6	5,580	1,042,628	7,205
7	6,510	1,216,400	8,406
8	7,440	1,390,171	9,607
Associate			
A-X-1, B & C	780	145,743	1,007
A-X-2	530	99,031	684
A-X-3	270	50,449	348
D	130	24,290	167
E	110	20,553	142

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

In order to save on bank commissions, which can amount to as much as US\$15 per transaction, we would be most grateful if you could remit the dues to the IAPH account at one of the following two banks:

The Fuji Bank Ltd., Marunouchi Branch, Account No. 883953

The Bank of Tokyo Ltd., Uchisaiwaicho Branch, Account No. 526541

(Name of Account: International Association of Ports and Harbors)

All members' special cooperation in this regard will be sincerely appreciated.

New Year's Message—

(Continued from Page 7, Col. 2)

gence of the acute need for the protection of the environment. The intensity of the problems associated with the debts owed by developing countries must be a major area of concern for all of us. Even the menace of drugs will be a challenge facing world transport systems, including ports.

IAPH takes a keen interest in world trade. The Association has, in fact, been functioning as a monitoring and broadcasting station for such changes. The recent establishment of ties of dialogue with the world associations of the operators of airports, world trade centers and teleports is further evidence of our energetic role.

I am very grateful to our members for their untiring efforts and cooperation towards the Association's endeavors in this regard. However, I must stress that IAPH is still in need of the sustained, active cooperation and participation of our members in the years to come to help ensure the survival and development of ports. Our immediate goal is to make the next World Ports Conference in Barcelona in 1991 an outstanding success and to make it another international forum from which the voice of world ports can be heard.

May the New Year prove to be another successful and prosperous year for you all.

CLPPI Meeting Held in Bordeaux

Mr. Paul Valls (Bordeaux), Chairman of the IAPH Committee on Legal Protection of Port Interests (CLPPI), has recently furnished the Secretary General with minutes of the CLPPI meeting held in Bordeaux on 20 September 1989, hosted by the Port Authority of Bordeaux, France.

According to the report, those present were **Chairman Valls, A. Pages** and **Pamela Le Garrec** from Bordeaux, **T. Hirota** from Tokyo, **K. Jurriens** from Rotterdam, **Alex Smith** from London and **C. Veng** from Denmark, while apologies for absence were received from **P. Keenan** of Cork, **F. DeVos** of Ottawa and **J. Stewart** of Wellington.

The agenda for the meeting included the following subjects:

1. Minutes of the last meeting (held in Miami)
2. Matters arising from the Miami meeting
3. IMO Salvage Convention (report by Mrs. Le Garrec appearing in the September 1989 issue of "Ports and Harbors")
4. Subjects related to the sessions of UN agencies, such as:
 - a) the 6th Joint Meeting of the IMO/UNCTAD on Maritime Liens and Mortgages (25-29, September 1989);
 - b) the 61st Session of the IMO Legal Committee (28-29 September 1989);
 - c) the 12th Session of the International Oil Pollution Compensation Fund (23 -27 October 1989); and
 - d) the Conference on ISO Container Norms (13-16 November 1989)
5. Liability of International Terminal Operators
6. Projects for the coming biennium
 - a) EDI
 - b) Statutes of Ship's Agents
 - c) Purchasing Power of the SDR
7. Environmental Issues
 - a) Setting up of an IAPH Coordination Group
 - b) Ratification of Conventions dealing with environmental issues
 - c) Latest news on the Alaska Disaster
8. The next CLPPI meeting
9. Ports and Liner Conference

Through Mrs. Le Garrec, who serves as the CLPPI's coordinator for Chairman Valls, the Head Office has received the reports on the two meetings — the 6th joint Meeting of IMO/UNCTAD on Maritime Liens and Mortgages and the 61st Session of the IMO Legal Committee, which we reproduce in this issue for the benefit of our members and readers of this journal. (See pages 13-16.)

Disposal at Sea of Dredged Material

— IAPH's Viewpoint —

Through Mr. Herbert Haar, Jr. (Port of New Orleans), Chairman of the IAPH Dredging Task Force, IAPH submitted a technical paper, entitled "Assessment of the Use of Contaminant Concentrations in Relation to Properties of Dredged Materials", to the Twelfth Consultative Meeting of Contracting Parties to the LDC on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, which was held from 30 October to 3 November 1989.

IAPH supports the protection of marine resources as envisaged in the Convention and is of the view that this aim can be achieved while allowing the disposal at sea of dredged material determined to be suitable for dumping. For further details, please see Mr. Haar's remarks and the IAPH paper submitted to the LDC meeting which are reproduced on pages 16-19 of this issue.

Furthermore, Mr. Haar sent the Secretary General two papers, one prepared by himself and the other written by Dr. Willis Pequegnat, who has been serving as IAPH Science Consultant on Dredging, for presentation at the International Seminar on the Environmental Aspects of Dredging which was scheduled for November 27 — December 1, 1989 at Nantes, France. Mr. Haar, in his paper, which is reproduced in this issue on pages 22-24, expresses his belief that the ocean dumping of dredged material can be carried out safely and in a manner that is fully consistent with the protective purposes of the London Dumping Convention. For reasons of space, Dr. Pequegnat's paper will be featured in the next issue.

Provisional Agenda for Mid-Term Exco Meeting in Fremantle

The IAPH Secretariat in Tokyo and the Port of Fremantle Authority, the host of the mid-term meetings of the Executive and other committees of IAPH to be held from 7 to 11 May 1990, have been working on the agenda for the forthcoming meetings. Mr. Trevor Poustie, Chairman and General Manager of the host port, took the time to

visit the Tokyo Head Office in late October 1989 and had a meeting with Secretary General Kusaka and his staff to discuss the necessary arrangements. At this meeting, the following program and subject areas to be included in the agenda for the Exco meeting were confirmed between the Secretariat and the host port.

Provisional time schedules

Day	0900/1200	1400/1700	Evening Host
Sun, May 06, 1990	Registration Early Birds- Tour of Perth/Fremantle	Registration	Free
Mon, May 07, 1990	CLPPI/PACOM/TF	CLPPI/PACOM/TF	Free
Tue, May 08, 1990	COPSSEC CHO/CIPD	COPSSEC MEMBERSHIP/C-BL	IAPH
Wed, May 09, 1990	FINANCE	Official Opening	Port Authority
Thu, May 10, 1990	EXCO	EXCO	Civic Reception
Fri, May 11, 1990	EXCO	EXCO	
Sat, May 12, 1990	Departures, Post Conference Tours		

Provisional Agenda for the Exco Meeting

Day One: Thursday, May 10, 1990

1. **Internal Committees' Activities**
 - 1.1. **Finance Committee** (C.R. Langslet)
Report on Settlement of Accounts for 1989
Consideration of financial prospects, including implications for dues revision
 - 1.2. **Membership Committee** (John Mather)
Status report and consideration of membership campaign strategy
 - 1.3. **Constitution and By-Laws Committee** (R.P. Leach)
Consideration of requirements for any amendments to the By-Laws
2. **Technical Committees' Activities**
 - 2.1. **CIPD: International Port Development** (C. Bert Kruk)
Status report on and consideration of:
 - * IPD Fund-raising campaign
 - * Bursary Scheme
 - * Award Scheme (Essay Contest)
 - * Monograph Scheme
 - * Other aid programs
 - 2.2. **COPSSEC: Port and Ship Safety, Environment and Construction** (Jean Smagghe)
—Status report on sub-committee activities
 - * Ships' Sub-Committee (Jean-Michel Moulod)
 - * Marine Safety Sub-Committee (J.H.H. van der Schaaf)
 - * Port Safety and Environment Sub-Committee (P.C. van der Kluit)
 - * Port Planning Sub-Committee (Peter M. Fraenkel)
 - * Dredging Task Force (Herbert R. Haar, Jr.)
 - * Consideration of on-going and future projects
 - * A seven-member coordination group for environmental issues
 - 2.3. **TF: Trade Facilitation** (Fernand Suykens)
Status report on and consideration of work programs
 - 2.4. **PACOM: Public Affairs** (R.N. Hayes)
Status report and consideration of work programs including:
 - * Economic Impact Analysis
 - * Education of schoolchildren and teachers
 - 2.5. **CHO: Cargo Handling Operations** (Robert Cooper)
Status report on and consideration of work programs including:
 - * Non-ISO standard containers
 - * Increased containership size
 - 2.6. **CLPPI: Legal Protection of Port Interests** (Paul Valls)
Status report on and consideration of work programs
3. **Liaison Officers' Activities**
Status report and consideration of work programs in the context of:
 - 3.1. * IMO (A.J. Smith)
 - 3.2. * UNCTAD (C. Bert Kruk)
 - 3.3. * CCC (Fernand Suykens)
 - 3.4. * PIANC (J. Smagghe)
 - 3.5. * WTCA (Brendan O'Malley)
 - 3.6. * WTA (Lilian C. Liburdi)
 - 3.7. * AOCI (Zeger van Asch van Wijck)

Day Two: Friday, May 11, 1990

4. **Matters related to the 17th Conference**
Report on the state of preparations by the Host (Fernando Palao)
Confirmation of:
 - 4.1. * Conference Duration
 - 4.2. * Hosts
 - 4.3. * Conference Chairman##
 - 4.4. * Overall Program
 - 4.5. * Conference Theme
 - 4.6. * Registration Fees##
 - 4.7. * Keynote Speakers
 - 4.8. * Working Sessions
 - * (Manner/type of sessions, selection of the themes of sessions, speakers, panelists, simultaneous interpretation services, collection and advance distribution of papers)
 - 4.9. * Other arrangements to assist participants with procedures for boarding and leaving the cruise ship ##: Needs to be approved by the Board of Directors.
Other items discussed during the session between the Head Office and Mr. Poustie included:
5. **Observers:**
Regarding attendance at various sessions, it was indicated that the Host would like to have the opportunity for representatives of West Australian regional ports and other Australian ports together with Commissioners and senior personnel from these bodies to attend the Technical Committee sessions. Secretary General Kusaka confirmed his full support of Mr. Poustie's proposal in his belief that such an opportunity will enable non-IAPH members in the region to be given an opportunity to become familiar with the work carried out by IAPH and to thereby further their interest in our organization.
6. **Pre-conference and post-conference tour:**
Mr. Poustie indicated the following possibilities for the pre- and post-conference tours.
 - (i) 2-day bus tour: to include the Southwest region, Bunbury and the Margaret River.
 - (ii) 2 day tour by air: to include Pilbara, Karratha, the ports of Dampier and Hedland and the chance to view the iron ore and Woodside Gas Petroleum projects.
 - (iii) As a further option, it may be possible to visit other regions of Western Australia, i.e. Goldfields.
 - (iv) Some overseas delegates may wish to visit other Australian ports on the eastern coast and this can be done additionally either before or after the Conference in Fremantle.
7. **Evening Programs:**
It is proposed to have a civic reception with the Mayor of Perth or Fremantle one evening, an IAPH official reception and an evening function hosted by the Port of Fremantle.
Mr. Poustie once again assures everyone attending the mid-term Exco meeting in May of a warm and sincere welcome from Fremantle and promises that the host port will keep IAPH members posted of all progress in the preparation work for the gathering in Fremantle through this journal as well as through information sent directly to the parties concerned.

IPD Fund: Contribution Report US\$16,000 needed to meet the target

Since the last announcement, we have recorded the addition of US\$7,327 from nine donors in our fund-raising campaign. The amount received in contributions in the 19 months from the start of the campaign totalled US\$53,666, thus leaving a little over 20% yet to be raised. A list of donors with the amounts paid or pledged by them is shown in the box below.

All members' continued support in helping us to achieve the targetted amount of US\$70,000 is urgently required.

Contributions to the Special Fund (As of January 10, 1990)

Contributors	Amount Paid: (US\$)
Associated British Ports, UK	3,000
South Carolina State Ports Authority, USA	1,000
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, Canada	200
Korea Dredging Corporation, Korea	300
Port Authority of New York & 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., Japan	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 Association	390
Obayashi Corporation, Japan	400
Port of Copenhagen Authority, Denmark	1,000
Clyde Port Authority, UK	1,000
Public Port Corporation II, Indonesia	150
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
Mauritius Marine Authority	200
Chiba Prefecture, Japan	403
Dr. Frederik K. DeVos, Canada	100
Tokyo Metropolitan Government, Japan	3,941
IAPH members in the Netherlands**	3,209
Mr. Robert W. Innes, Canada	250
Autorite Portuaire Nationale (APN), Haiti	100

Hiroshima Prefecture, Japan	666
City of Kobe, Japan	4,438
Port of Houston, USA	1,000
Port Authority of Fiji, Fiji	300
Osaka Port Terminal Development Corp., Japan	697
Port of Halifax, Canada	300
Nagoya Port Authority, Japan	3,033
Kawasaki City, Japan	1,444
Port of Nanaimo, Canada	200
Niigata Prefecture, Japan	362
Maritime Services Board, N.S.W. Australia	390
Kobe Port Development Corp., Japan	698
Solomon Islands Ports Autho., Solomon Islands	100
Gambia Ports Authority, Gambia	100
7 Ports of New Zealand***	1,000
Total	US\$ 53,666

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

** Directorate-General of Shipping & Maritime Affairs, Port Management of Rotterdam, Port of Vlissingen, Port of Delfzijl/Eemshaven, Port Management of Amsterdam

*** Ports of Auckland, Port of Napier, Northland Port Corporation, Southport (NZ), Port Taranaki, Port of Tauranga, Port of Wellington

Italian Cruiseship for Conference in Spain

According to the news received from Professor José Luis Juan-Aracil of the Colegio de Ingenieros de Caminos Calales y Puertos (National Association of Civil Engineers), Madrid, Spain, who serves as Executive Secretary of the Organizing Committee for the IAPH Conference in Spain, on 14 November, 1989 the Contract was signed between the Spanish Organizing Committee and Costa Crociere to rent the vessel "Eugenio Costa", an Italian vessel, to host the 17th IAPH Conference on board during the period 5 - 11 May 1991. It was reported that our host had paid the first installment, as agreed in the contract.

Professor Juan-Aracil's letter of 24 November, addressed to the Secretary General, enclosed the official logo for the 17th Conference, which is introduced on the front cover page of this journal.

It was also stated in his letter that, to ensure the smooth operation of the cruise Conference, the Spanish government had already been working and was to continue working very hard on this project with the cooperation of various governmental agencies and diplomatic circles in Spain and overseas.

Survey Completed on Dredged Material

In July 1989, a joint IMO/IAPH survey was conducted among IAPH member ports on the dumping at sea of dredged material. The survey was originally conducted by the IMO's Marine Environment Division. However, the IMO's Scientific Group on Dumping was of the opinion that the outcome of this survey did not reflect the actual situation,

being based on incomplete data.

Under the circumstances, IAPH, at the initiative of the Dredging Task Force chaired by Mr. Herbert Haar, Jr. (New Orleans), embarked on conducting a survey among its worldwide port members so that additional information on the relevant matters can be obtained.

By the end of November, the IAPH Head Office Secretariat had compiled the survey results into a 109-page report, which will be submitted to the IMO in due course.

According to the IAPH Secretariat, the questionnaire was distributed among 227 Regular Members of IAPH in more than 80 maritime countries worldwide. Of those 227 forms sent out, 82 completed forms have been returned to the IAPH Head Office.

The Secretary General of IAPH records his deep appreciation to the members for their generous cooperation in responding to this joint survey. Secretary General Kusaka comments that the working relations between IMO and IAPH will become even stronger, covering a growing number of areas of mutual interest.

The report will also be made available to the IAPH COPSEEC members and to all those who have participated in the survey from the Tokyo Head Office.

IAPH Members Asked To Help Maritime U.

Through Mr. Smith of our London office, IAPH has received a letter from the IMO Secretary-General advising that the IMO is launching a worldwide appeal to the international shipping community for contributions in support of the World Maritime University (WMU) in Malmö.

Following the first appeal, which was made for the establishment of the Capital Fund of the WMU six years ago, the IMO Secretary-General is now embarking on a similar campaign, saying "I am hopeful that this second appeal will prove to be a success for WMU, with a much wider group of contributors and financial results many times greater than before."

We introduce below part of the IMO letter, inviting IAPH members' attention to the important role played by the University. We would encourage our members to give generous consideration to contributing to the future of the University.

(From the IMO Secretary General's letter dated 21 September 1989)

The World Maritime University has been widely acclaimed as a great success. It is evident that there is keen interest throughout the world in sending students to WMU. In six years no less than 104 countries have had students at the University, primarily developing countries but also developed countries as well. The University has a well established strong international resident faculty. They are reinforced by well over 80 visiting professors who are renowned specialists in many maritime fields and who give lectures at the University, often more than once a year, for no fee and receive only travel and a small per diem paid by WMU. The University has a strong field training programme offering the WMU students practical exposure in many countries on up-to-date practices of maritime training, maritime safety administration and technical

management of shipping companies. The University is gradually building up a strong maritime library as well as equipment for training purposes, both of which will grow in strength in the future as resources become available.

The external Academic Review of the WMU carried out last year by a distinguished panel of renowned maritime experts stated, "The University, in its brief lifetime of five years, has shown itself not only to be an effective medium in the maritime world for imparting more advanced skills and greater knowledge. It has also made a special contribution in creating a new impetus to international co-operation in the maritime field."

Favourable comments about the World Maritime University from other objective sources have appeared in recent issues of highly regarded maritime journals. On journal said, "A global network of alumni trained to a common high standard has been set up and is being strengthened by 100 graduates each year. Shipping is safer as a result of their work and the standard of maritime education in their countries is improved."

The best measure of the worth of WMU is by looking at the graduates: what they are doing, how well they are serving their organizations and countries and whether they are putting their advanced training and international experience at WMU to good use. The evidence on these tests is graduation and then we will have approximately 500 WMU graduates. We will have our own "First 500" and there can be no better case to be made for WMU.

There are many ways in which help can be provided to the University. They include:

Cash donations: to the World Maritime University's Capital Fund or for specific purposes.

Fellowships: supporting one or more students throughout their two-year course.

Academic staff: funding a course professor or lecturer.

Exchanging expertise: providing a student or student group with practical field experience, including on-the-job training.

Equipment and library: making contributions in cash or in kind for training equipment and library acquisitions.

Membership Directory '90 Edition Circulated

The 1990 edition of the Membership Directory was completed in late October and was sent to all members from the Tokyo Head Office in the first week of November.

In line with past practice, the shipment of the new edition of the Directory has been arranged to enable our members to receive their first copy airmailed while the remaining copies are dispatched by surface mail.

The Directory features the names and positions of member ports' officials as well as the volume of cargo handled at the respective ports, based on the information included in the entry forms which the IAPH Secretariat was able to receive by the closing date.

As for the members whose updated entry forms failed to be returned to the Head Office by the deadline, it was only possible for the Secretariat staff to continue carrying the information from the previous edition of the Directory, marked with an asterisk (*).

Efforts were made during the proofreading stage to

incorporate as many alterations received after the closing date as possible. However, information which it was not possible to include in the Directory will be published in the "Membership Notes" column of the appropriate issue of "Ports and Harbors".

If IAPH members require more copies, they can be obtained upon application to the Tokyo Head Office.

Visitors to Head Office

On December 1, 1989, **Mr. Bernhardt Bünck**, President, German Association of Freight Forwarders, and the Immediate-Past President of FIATA, and **Mr. James White**, Director General, British International Freight Association, accompanied by **Mr. Akikazu Yoshida**, Secretary-General, and **Mr. A. Horisaki**, Chairman, International Committee, Japan International Freight Forwarders' Association, visited the Head Office and met Mr. R. Kondoh, Dy. Secretary General to exchange views on the current situation of the two organizations as well as the problems associated with the illegal trafficking of drugs.

Mr. Bünck attended several IAPH Conferences. He was a main speaker at Working Session VI—"World Business Perspectives"—on the occasion of the 15th Conference in Seoul.

At a seminar organized by the Japan International Freight Forwarders Association Inc. on November 27, 1989,



From left: Messrs. Kondoh, Yoshida, Horisaki, White and Bünck.

the visitors spoke about the roles played by international freight forwarders in world trade.

On November 10, 1989, **Mr. J.E. Prins**, Secretary General, International Association of Hydraulic Research (Delft, the Netherlands), and **Mr. Jose Hartasanchez Garaña**, Director, International Promotion, Grupo ICA (Mexico City, Mexico), visited the Head Office where they were received by Mr. R. Kondoh.

61st Session of IMO Legal Committee

28-29 September 1989

By **Andre Pages**
Port of Bordeaux

The IMO Legal Committee held its 61st Session during the afternoons of 28th and 29th September 1989, under the chairmanship of Mr. Robert Cleton (Holland).

1. Reminder of Past Events

1.1 1989 Conference on Salvage

The Committee noted with satisfaction the successful completion of the Diplomatic Conference held from 17th to 28th April 1989, on salvage.

It also noted the agreement of the International Maritime Committee (CMI) to correspondingly change the 1974 York-Antwerp Rules.

It will also follow, with interest, the revision of the standard salvage contract, namely the Lloyds open form.

1.2 Meetings of the IMO Council (21-25 November 1988 and 5-9 June, 1989)

During these meetings, the Council proposed that priority be given to:

- the Revision of the 1974 Athens Convention on the carriage of passengers and their luggage by sea; and
- the new work devoted to the drafting of a convention on Liability and Compensation in connection with the Transport of Hazardous and

Noxious Substances by Sea (the HNS Convention).

1.3 IMO Secretariat General

Mr. C.R. Srivastava is to retire from his office of Secretary General of IMO at the end of 1989. There were numerous acknowledgements for the work he has accomplished.

He is to be replaced on 1st January 1990 by Mr. W. O'Neil (Canada).

2. The Legal Committee's Work Programme

2.1 Meetings in 1990

The Legal Committee decided to request the IMO Council (meetings on 6 and 20 October 1989) and Assembly (9-20 October 1989) to inscribe the following in the Work Programme:

- a Diplomatic Conference on the Revision of the 1974 Athens Convention, for the week of 26 to 30 March 1990; and
- two Working Sessions during 1990: 2-6 April 1990 and 17-21 September 1990.

2.2 Revision of the 1974 Athens Convention

Among the various questions raised concerning the organization of this Conference, the most debated one was that relating to the right to vote:

- Are voting rights to be accorded only to State-Parties to the Conference, or are they to be open to all participating States? A precedent to a mixed solution (1984 Conference) was favourably envisaged (a two-third majority in favour of votes for all participating States, combined with a min-

imum number of State-Parties).

2.3 Priority Programme for the Committee's Two Sessions in 1990

Priority was to be given to work on the drafting of the **H.N.S. Convention**, with the exception of a half day being reserved for an examination of preferences, during the April 1990 Session, and for the possibility of beginning debates, later, on a possible **draft convention on wreck removal and related issues**.

2.4 Questions Retained on the Long Term Programme

The revision of the 1974 Athens Convention and work on the draft HNS Convention will highlight the necessity of starting a revision of the **1976 Convention on Limitation of Liability for Maritime Claims**. Decisions in this respect will then be taken by the Committee.

Likewise, decisions were postponed concerning:

- an eventual draft convention on offshore mobile craft.

2.4 Follow-up of Joint IMO/UNCTAD Work

The Committee reserved for future decision by the relevant bodies of IMO and UNCTAD any further work by the Joint Group of Experts relating to:

- Maritime Liens and Mortgages (organizing a Diplomatic Conference); and
- Arrest of Ships (to be dealt with after MLM is settled).

3. Observations

Although the decision to tackle the revision of the 1976 Convention on Limitation of Liability for Maritime Claims

has been postponed until a date after the Diplomatic Conference on the 1974 Athens Convention and work on the HNS Convention, the 1976 Convention still finds itself in the centre of debate, particularly as regards the following issues:

- Article 7 of the Convention covers the limitation of liability in the 1974 Convention, per passenger and then adds a global limitation per ship.
- Article 6 of the Convention deals with claims for other loss of life or injury, which it would be difficult not to revise, at the same time as those for passengers.
- The various proposals for dealing with the draft HNS Convention involve different combinations for liability (eventually increased) for the carrier under the 1976 Convention, with an additional liability coverage for shippers.
- The principle of extending the scope of the HNS Convention to cover packaged goods was raised by the IMO Legal Committee at an earlier session. This poses, in the practical field, very complex problems for the wording of the draft convention (such as identification of the liable party, division of the burden of liability between the parties involved, limitation and insurance of each liability and definition of hazardous and noxious substances covered by the convention).

It could be that work on the revision of the 1976 Convention, whose limitation amounts have already suffered the effects of major monetary erosion, proves very rapidly to become an absolute imperative for the Legal Committee.

Maritime Liens and Mortgages: IMO/UNCTAD Group Meets in London

25-29 September 1989

The IMO recently held, at its head office, a 6th session of the joint group of experts which it had organized with UNCTAD, to study the drawing-up of a draft international convention to deal with Maritime Liens and Mortgages.

This session was the last preparatory meeting before a Diplomatic Conference is convened at a date yet to be fixed, by IMO and UNCTAD to settle the final text of a new convention, destined to replace those of 1926 and 1967 on this subject.

Like the previous 5 sessions, this 6th Session was chaired by Mr. G.G. Ivanov (USSR).

A. Smith and A. Pages followed it on behalf of IAPH.

As described in the accounts of previous sessions, which the IAPH observers submitted to IAPH, various clauses of the draft directly involve the interests of Ports.

1. Ranking of Liens, including those of Ports (Article 4)

The text drafted during the earlier sessions includes the following ranking for claims relating to ship operations and accepted as giving rise to liens:

- a) claims by the ship's company;

- b) claims for loss of life or injury;
- c) claims for salvage;
- d) claims for port, canal and other waterway dues and pilotage dues; and
- e) claims for physical loss or damage.

This ranking was maintained at the end of the 6th session, with the following reservations:

- In "c", claims for salvage were completed by those for contribution to general average.
- In "d", the right to a lien for port authority claims was, as previously, questioned by the International Chamber of Shipping (ICS), by the International Association of Shipowners (INSA) and certain state delegations.

The IAPH observers were, once again, obliged to repeat from the floor the observations which they had made during previous sessions (see IAPH Memorandum of 22 February 1988 on the occasion of the 4th Session from 16-20 May, 1988).

In the wording retained at the end of the 6th Session, port authorities find confirmation of their liens for the following claims:

- in "b" for loss of life or injury to port personnel;
- in "d" for their dues from ships using their channels; and

- in "e" for damage caused to port works and equipment.

On the other hand, damage arising from the presence of abandoned wrecks and the corresponding costs for removal are no longer mentioned among claims with liens attached.

- According to certain delegations, a wreck can no longer be considered as a ship and cannot, therefore, be covered by the draft convention under debate.
- Perhaps, nevertheless, it could be stated, in each specific case, that the hindrance caused by the presence of the wreck and the corresponding costs for its removal are covered by those claims mentioned in "e" as being for physical loss or damage.
- In addition, port authorities would have every interest in persuading their governments to complete ratification of the 26 November 1976 Convention on Maritime Claims with the use of the reservation clause in Article 18, which provides the possibility of excluding from the limitation of liability claims for the refloating, removal, destruction or neutralisation of wrecks and their cargoes.

2. Recovering Costs for the Preservation of a Ship Prior to a Forced Sale (Art. 11) and Shipbuilders Retention Rights (Art. 6 bis)

The consequences of the difficulties encountered by numerous shipowners are as follows:

- Vessels are frequently left or even abandoned in ports by their owners or agents.
- They block berths or moorings.
- They cause considerable obstruction to port authorities and their users.
- They require port authorities to take costly measures for their surveillance and safekeeping to ensure that they do not rapidly become wrecks or total losses.
- These measures are taken in the common interest of all those holding claims against the ship, when the forced sale of an abandoned vessel is successful.

Article 11.2 provides that the costs and expenses caused by the arrest and the execution of procedures for the sale which follows, including the costs for preservation from the time of the arrest, are paid in order of priority out of the proceeds of the sale. Engaging such costs is one of the provisos of the possibility of an ulterior forced sale, which is in the interests of all those holding claims.

- This proviso seems as if it should apply to preservation costs disbursed by port authorities as well as by all other parties.
- However, it only comes into force from the time of the arrest, which port authorities could initiate, providing their national legislation allows them to do so.

The IAPH observers were obliged to remind the meeting of this point during the debates on modalities of exercising the right of retention provided for in Article 6 bis, in favour of shipbuilders or ship repair companies.

- The form of this article was criticized for creating a category of rights which is hardly recognized in various national legislations. As an alternative, it was suggested that there be the possibility of an annex to this question in Article 11.

- However, naval repairs could have been carried out on a vessel while berthed in a sector of the port open to other shipping and not in the port facilities of a naval repair yard.
- If the rights of a shipbuilder or naval repair company are to be mentioned in Article 11, it should be stipulated that priority is still accorded to the reimbursements of the costs for the preservation of the ship.

3. Simultaneous or Consecutive Revision of the 1952 Convention on the Arrest of Ships

The International Convention of 10 May 1952 contains numerous provisos which are linked to the exercising of maritime rights and liens, notably from the point of view of ports. It enumerates in Article 1 a list of claims giving rise to the right of arrest, which are, as far as the port is concerned:

- loss of life or injury or other damage caused by
- (Continued on Page 16)*

Membership Notes:

New Member

Regular Member

Provveditorato Al Porto di Venezia (Italy)

Address: Zattere 1401, I-30123 Venezia

Telex: 410344 PORTVE I

Tel: 041-5203166, 041-5289820

Fax: 041-5203947

(Dr. Alessandro Di Cio', Chairman)

Changes

Canada Ports Corporation [Regular] (Canada)

Chairman: The Honorable A.R. Huntington

Vice Chairman: Mr. William Marsh

President & C.E.O.: Mr. Jean Michel Tessier

Executive Vice President:

Dr. Hassan J. Ansary

Vice President, Finance:

Mr. Robert W. Tytaneck

Director General, Police & Security:

Mr. Christos Sampson

Vice President, Legal/Realty & Corporate Section

Mr. Warren D. McCrimmon

Senior Port Manager Mr. T.A. Lauzon

Port Authority of Thailand [Regular] (Thailand)

The PAT facsimile number has changed. The new number is 66-2-2490885.

Peter Fraenkel Consultants Ltd. [A-3-1] (U.K.)

Peter Fraenkel International Ltd. has been changed its name to the above.

Mr. Stanley Johnson, honorary member of IAPH from the U.K., has moved recently. His new address is The Cottage, Waldley, N. Doveridge, Derbyshire DE6 5LR, U.K.

(Continued from Page 15)

- the vessel;
- towage or pilotage dues;
- but not
- the costs and expenses related to the refloating, removal or destruction of the wreck of a ship or her cargo;
- nor
- port, canal or other waterway dues.

From the more general point of view of Maritime Law, various other articles in the Convention merit revision.

It was considered:

- that a revision of the 1952 Convention was necessary;
- but that this revision, even if limited to a protocol for the amendment of Article 1, could only be examined after the Diplomatic Conference on Maritime Liens and Mortgages, when all the consequences of this Conference could be assessed.

4. Other Points

Lengthy debates were devoted to various points, among which were the following:

- consequences of a transfer in the ownership of the vessel (whether voluntary or not, within the same country or involving another one), on the continuity of the registration of mortgage and hypothec rights.
- the same questions during a temporary transfer in flag;
- compatibility of the Convention under discussion with the (UNCTAD) 1986 Geneva Convention

- on ship registration; and
- the possibility provided for each State (Article 6) to establish a second list of liens for certain other claims which would rank after maritime liens in Article 4 and also after hypothecs and mortgages, but before claims of all other types.

The sessional group did not, incidentally, respond favourably to renewed requests by the following representatives that maritime liens be attached to their services:

- the International Association of Classification Societies (IACS);
- the Institute of International Container Lessors (IICL); and
- the International Ship Suppliers Association (ISSA).

Conclusions

The draft text drawn up at the end of the 6th Session of the IMO/UNCTAD Joint Intergovernmental Group of Experts may be considered as relatively acceptable from the port's point of view.

It will serve as the basic text for work of the future Diplomatic Conferences, when the debates will once again raise many of the points.

Thus, the IAPH representatives will have to remain watchful to defend the provisos protecting their interests if these are again questioned. They could, eventually, submit a brief note prior to the Conference explaining their position, in the same way, no doubt, as numerous other participating States or Observers.

12th Consultative Meeting of Contracting Parties To the London Dumping Convention (LDC 12)

By Herbert R. Haar, Jr.
Special Assistant to the President
Port of New Orleans
IAPH Observer

IAPH attended the Twelfth Consultative Meeting of Contracting Parties to the London Dumping Convention (LDC 12), which was held from 30 October to 3 November 1989 at the headquarters of the International Maritime Organisation (IMO) located at 4 Albert Embankment, London, England. The IAPH delegation was headed by Herbert R. Haar, Jr., Chairman of the IAPH Task Force on Dredging. Mr. Haar was accompanied by Joseph E. LeBlanc, Jr. of the law firm of Nesser, King & LeBlanc in New Orleans, Louisiana, as legal counsel. The meeting was attended by representatives from 41 nations and 17 non-governmental organizations, with a total attendance of one hundred and sixty-six delegation members.

A number of matters were discussed at the meeting which affected the interests of IAPH members.

1. The twelfth Meeting was dominated by fundamental differences in views between various delegations as to the purposes and goals of the Convention. A number of delegations take the position that the purpose of the Convention is to prohibit all ocean disposal of waste, with the possible exception of clean dredged material. While ocean

disposal is being phased out, these delegations would place the burden on dumpers to prove that any proposed disposal is absolutely safe or a permit would not be issued. Other delegations see the Convention more as a regulatory mechanism under which dumping can be allowed as a normal disposal option if it can be carried out safely.

During the course of the meeting, it became clear that these differences in philosophy will have to be resolved if the Convention is to continue in existence as an effective mechanism for controlling disposal at sea. The stalemate between opposing views was most evident in the discussions under Agenda Item 7 relating to the incineration of waste and other matter at sea. At the Tenth Meeting, Contracting Parties had approved a resolution removing organosilicons from Annex 2. This resolution was brought up for final approval at the Twelfth Meeting after the two-year waiting period required under Convention procedures. Despite the earlier agreement upon the removal of organosilicons from Annex 2, a number of delegations objected to final adoption of the amendment to the Annex. This included Denmark, the Federal Republic of Germany, Finland, Iceland, Sweden, Norway, Nauru and environmental observer organisations such as Greenpeace. There was vehement objection to this section by other delegations, such as the United States, the United Kingdom and France. The Chairman of the meeting went to great lengths to reach a compromise under which the resolution would be approved and delegations could

note objections for the record. However, Nauru refused to accept this compromise and forced the matter to a vote. The resolution was soundly defeated.

The basis for the opposition was the philosophical belief that the purpose of the Convention should be to end all disposal at sea - not to remove substances from the Annexes that would make dumping at sea easier. The vote was a clear signal that substantive decisions that lack a consensus are not likely to be made until these philosophical differences are resolved.

2. IAPH made a number of interventions upon the agenda items addressed in its written submission to the Twelfth Meeting (LDC 12 INF/8), a copy of which is attached to this report. In the discussion of Agenda Item 4 dealing with proposals for the restructuring of the Annexes, the IAPH observer expressed the interest of IAPH in the work of the ad hoc Group of Experts on the Annexes in considering the development of alternative approaches to the black list/grey list means of regulating substances under the Annexes. IAPH also expressed its concern about the interest shown by some delegations in the use of fixed sediment quality criteria in determining whether to allow the disposal of dredged material at sea.

IAPH called the attention of the meeting to its presentation at the recent meeting of the Scientific Group on Dumping which pointed out the shortcomings of two methods under discussion - the "Apparent Effects Threshold (AET)" and the Sediment Quality Triad. These methods fail to adequately take into account the mitigative properties of marine sediments and the effectiveness of "special care" measures in reducing the bioavailability of contaminants to acceptable levels for safe disposal at sea. These factors are recognized in the Dredged Material Guidelines recently approved at the Tenth Meeting. IAPH expressed its views that the use of these guidelines is far superior to the use of inflexible sediment quality criteria in evaluating the suitability of dredged material for disposal at sea.

3. In the discussion of Agenda Item 12 relating to the long term strategy for the Convention, the Secretariat noted that the so called "precautionary approach" has become a very important consideration for the interpretation and implementation of the Convention. This approach has never been defined by the Consultative Meeting for the purposes of the Convention. Some countries argue that, based on the "precautionary approach", the sea should not be used for waste disposal. Other countries believe that the "precautionary approach" should encompass all waste disposal activities in any environmental medium and should not preclude ocean disposal out of hand if the alternative disposal options would have more deleterious effects on the land or the atmosphere.

In this regard, IAPH expressed its view that sea disposal of dredged material, as it is presently allowed through the application of the Dredged Material Guidelines, is fully consistent with the "precautionary principle". The IAPH observer noted the general recognition that most dredged material is innocuous and is suitable for disposal at sea. The IAPH observer also reminded the meeting that the scientific evidence and dumping experience to date has demonstrated that, because of the contaminant-sequestering properties of marine sediments, and with the use of "special care" measures, as appropriate, even contaminated dredged material can often be disposed of at sea without damage or endangerment to the marine environment and with much less risk than disposal on land. The adoption of the Dredged

Material Guidelines at the Tenth Meeting reflected a consensus among Contracting Parties as to how dredged materials should be handled under the Convention. This included a recognition of the needs of many ports to utilize the sea disposal option and the measures required to assure that such disposal will not cause unacceptable impacts upon the marine environment. IAPH expressed its view that this approach is most appropriate for the regulation of dredged material on a global basis.

4. It was announced at the meeting that 63 nations had become signatories to the Convention. Nevertheless, the Contracting Parties expressed concern about the lack of greater participation in the Convention by non-signatory countries. A number of reasons were suggested for this lack of interest, including the complexity of the Convention, a perception that it was designed to authorize dumping at sea (due, in part, to its being called the London Dumping Convention), the growing philosophical differences which divide Contracting Parties as to the purposes and goals of the Convention, and the fact that many non-signatory countries do not engage in dumping at sea.

5. Despite the fundamental differences among delegations, the Twelfth Meeting went smoothly. This can be attributed, in large measure, to the approach of the Chairman in appointing a series of working groups to discuss these differences outside of the plenary session. On the crucial issue of the "precautionary principle", the meeting accepted the recommendation of the working group for intersessional study of the issue pursuant to terms of reference that would address the basic purpose and long term strategy of the Convention. The intersessional group is to report the initial results of its review to the Thirteenth Meeting next year, with a view to completing its intersessional work during the ensuing year and submitting recommendations to the Fourteenth Meeting for decision. This work will be of extreme importance since it will affect the future existence and direction of the Convention.

This re-evaluation of the purposes of the Convention must be closely followed by IAPH. It has taken many years of work to secure the adoption of the Dredged Material Guidelines for use by port managers in connection with disposal at sea. IAPH must be careful to maintain these accomplishments in the face of increasing pressure from many countries and observers to impose greater restrictions and prohibitions upon the ocean disposal option. In the discussions of the organosilicon issued, the point was made by a number of delegations that decisions under the Convention should not necessarily require a scientific or technical basis but may legitimately reflect the political positions of countries. This was the rationale used for the opposition to the removal of organosilicons from Annex 2, which was strongly supported by the findings of the Scientific Group. In this climate of uncertainty, where decisions may well be made without regard to scientific and technical evidence, it is essential that the IAPH position continue to be presented and supported.

6. During the intersessional period, there will be a continuing interest on the part of many delegations for the development of numerical sediment quality criteria to control the disposal of dredged material at sea. Particular interest in this area was expressed to the IAPH observer by one of the members of the Greenpeace delegation who was deeply concerned with the sea disposal of contaminated dredged material. There may be increasing opposition to the ocean

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Consideration of the Report of the Scientific Group on Dumping

Matters related to the disposal at sea of dredged material

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

1 Introduction

1.1 The International Association of Ports and Harbors (IAPH) appreciates the invitation extended to it to attend this Twelfth Consultative Meeting of Contracting Parties to the London Dumping Convention as an observer to participate in the discussion of matters relating to the disposal of dredged material at sea. IAPH has a continuing interest in the work of Contracting Parties under the Convention and welcomes the opportunity to assist Contracting Parties in addressing matters pertaining to dredged material.

1.2 A number of items set forth on the Provisional Agenda for the Twelfth Meeting (LDC 12/1) address subjects of interest to IAPH member ports.

2 Agenda Item 3 — Consideration of the Report of the Scientific Group on Dumping (LDC/SG 12/13)

2.1 At its Twelfth Meeting held on 10-14 April 1989, the Scientific Group considered the report of the ad hoc Group of Experts on the Annexes (30 January-3 February 1989, LDC/SG 12/2) relating to the development of alternative approaches to classifying and regulating substances under the Annexes as a means of improving the effectiveness of the Convention. The report of the ad hoc Group focused upon the development of a prohibition list and action list for controlling dumping at sea, with an interest shown by many delegations in the development of numerical criteria to govern the assessment procedure.

2.2 At the Scientific Group Meeting, IAPH submitted a technical paper, entitled "Assessment of the Use of Contaminant Concentrations in Relation to Properties of Dredged Materials" (LDC/SG 12./INF 10), which described the shortcomings of two techniques under consideration for the establishment of numerical values or sediment quality criteria for pollutant concentrations in sediments: The Apparent Effects Threshold ("AET") and the Sediment Quality Triad. (LDC/SG 12/13, para. 2.4). IAPH pointed out the inadequacies of these two methodologies because of the failure to adequately reflect the mitigative properties of marine sediments that can reduce the bioavailability of contaminants to acceptable levels for safe disposal at sea. These unique characteristics of marine sediments have been

recognized in the adoption of separate guidelines for dredged material at the Tenth Meeting (LDC 10/15, Annex 2). In IAPH's view, the application of these guidelines is the preferred approach for determining the suitability of dredged material for dumping at sea, and sediment quality criteria approaches are of little technical value.

2.3 Because of the complexities involved in the work of the ad hoc Group of Experts on the Annexes, the Scientific Group has proposed that the ad hoc Group be given an additional two years to complete its work and to present recommendations to Contracting Parties. In the meantime, the Scientific Group has prepared an Interim Report Upon the Work of the Ad Hoc Group of Experts on the Annexes to the London Dumping Convention (LDC 12/4, Annex) for consideration by the Twelfth Meeting. IAPH wishes to express its continued interest in the work of the ad hoc Group in the development of new approaches under the Annexes and its willingness to assist the ad hoc Group in its consideration of matters that may affect dredged material.

3 Agenda Item 4 — Proposals for the Re-Structuring of the Annexes to the Convention

3.1 The Secretariat has drawn the attention of the Twelfth Meeting to a lack of consensus in the interim report of the ad hoc Group of Experts on the Annexes as to whether the ultimate aim of the Convention can only be achieved by the termination of all dumping (with the possible exception of dredged material) or whether the goals of the Convention can be achieved through the regulation of dumping at sea (LDC 12/4, Annex, para. 2.1). The Secretariat has also noted the view of the ad hoc Group that any new structure for the implementation of the Convention should reflect a precautionary approach to dumping and should emphasize waste categories as well as individual contaminants (LDC 12/4, Annex, para. 2.2 and 2.3.3).

3.2 IAPH wishes to express its continuing support for the protection of marine resources as envisioned in the Convention and IAPH's view that this aim can be achieved while allowing the disposal at sea of dredged material determined to be suitable for dumping. The special guidelines for dredged material are designed to assure that adverse effects from

dumping will be limited or reduced to acceptable limits sufficient to protect the marine environment. These guidelines provide an effective mechanism for assuring that the disposal of dredged material at sea will be consistent with the goals and purposes of the Convention.

3.3 IAPH also wishes to express its support for the view that the development of new approaches under the Annexes should take into account waste categories and that for some categories of waste, such as dredged material, sea disposal may continue to be the normal disposal option. (LDC 12/12, Annex 1, para. 2.2.1 and 3.1). This recognizes the need of IAPH ports to dispose of dredged material at sea and the technical evidence and experience that the ocean dumping of dredged material can be carried out safely.

4 Agenda Item 12 – Long Term Strategy for the Convention

4.1 In the Annotations to the Provisional Agenda, the Secretariat has invited the Twelfth Meeting to provide guidance as to use of the precautionary principle with respect to the purposes and objectives of the Convention and the role of disposal at sea within a comprehensive waste management approach. (LDC 12/1/2, Annex 1, para. 12.2 and 12.3.)

4.2 The Secretariat has noted the difference in views as to whether the precautionary principle requires the ultimate

elimination of all dumping, rather than the regulation of disposal at sea as an option to be considered in a total waste management strategy. In the view of IAPH, disposal of dredged material at sea is an acceptable and essential disposal option that should receive equal consideration in a total waste management approach. The great majority of dredged material is innocuous and presents no threat to marine resources. Previous studies have also documented that, based upon the special mitigative properties of marine sediments, and with the use of special care measures, where appropriate, even contaminated dredged material can often be safely disposed at sea. The special guidelines adopted for dredged material are designed to assure such safe disposal. Under these circumstances, there is no need to eliminate all ocean dumping of dredged material. In many cases, after an equal consideration of all disposal options, disposal at sea may be proven to be the option of least detriment. In IAPH's view, disposal at sea under such circumstances is consistent with the precautionary approach.

4.3 IAPH invites Contracting Parties to consider these views in its development of guidance on the role of the precautionary principle under the Convention.

5. Conclusion

5.1 IAPH invites Contracting Parties to take note of the views expressed above in their deliberations under the appropriate Agenda Items.

Evaluation of the UNCTAD/CIPD JOBMAR Pilot Project

**By C. Bert Kruk and Mrs. Fieneke de Groot
TEMPO, Port of Rotterdam**

Introduction

The Shipping Division of UNCTAD has initiated an 'on the job' training programme named JOBMAR. This program has recently been adopted by UNDP (United Nations Development Programme) and is supported by the CIPD.

JOBMAR intends to improve maritime industry per-

formance in developing countries. This functions through the transfer of up-to-date management techniques to middle/senior managers by providing them with an opportunity to work 'on the job' in countries with a more advanced maritime sector for a period of 2 to 3 months.

At the IAPH Mid-Term Conference in Abidjan in April 1988, Mr. Dieter Noll, Director of the Port of Rostock, GDR, expressed his willingness to execute a pilot programme for three staff members of the Port of Maputo, Mozambique. The timing and administrative arrangements were finalized



CIPD Chairman Bert Kruk (left, standing) shakes hands with Port of Rostock Director Dieter Noll.



From left: Messrs. Noll, S. Lucas Inguana, an interpreter, J. Mario Mabasso and Dieter Prodel of Rostock (standing).

at the IAPH meeting in Miami and the training programme was carried out from June 26 to September 1, 1989. It was financed by UNDP, IAPH (one bursary) and the Port of Rostock. The candidates were Messrs. Jose Mario Mabasso, Sebastiao Lucas Inguana and Henrique Laice, all holding the function of Zone Chief of the Port of Maputo. Unfortunately Mr. Laice became seriously ill and had to be hospitalized for a couple of months. He will finish his training as soon as he has fully recovered.

Report by the Participants

In accordance with the IAPH bursary conditions Mr. Mabasso and Mr. Inguana have submitted a report, which reads as follows:

The course started on 27 June 1989 at the port's owned academy. Here we were introduced to the structure of the Port of Rostock and to the sections we should become acquainted with during our training.

On 28 June 1989 we began in the marketing department. This is the section which balances the prices with the customers of the port. This section also contains a department for reclamations.

- | | |
|-------------------|--|
| 3-7 July 1989 | — Section of the chief bookkeeper. This section has to control all political-economical code numbers of the port. It has five departments: finance, salary bookkeeping, economical control, statistics and calculation of the costs. |
| 10-21 July 1989 | — Production Managing Section. In this section all problems and tasks of the nine sections of production of Rostock Port are planned, as well as cooperation with all firms of the combined enterprises such as Deutrans, the brokers agency, the railway and other firms. There is a department and a dispatcher which are responsible for the passage of the ships. We spent two weeks in this department. |
| 24-28 July 1989 | — Financial Economy Section of Rostock Port and an appointment with the Director for Cadre and Instruction and the Director of the Port. |
| 31 July-4 August | — Planning Section of the Socialist People's Economy, Governmental Central Planning. |
| 7-11 August 1989 | — Brokers' agency. This is an agency for shipping traffic on the national and international levels for all ships staying at Rostock Port. With this agency we visited the Port of Wismar on 10 August 1989, where we met the port management and the brokers. |
| 14-18 August 1989 | — Production No. 5 Section. In this section we became acquainted in detail with the working style of Rostock Port and the storage of freight. It is a section for conventional general cargo handling with 14 berths. |

From 21 August 1989 — Production No. 6 Section. This is a section which specializes in container handling as well as the handling of metals, steel and heavy goods.

On 23 August an evaluation took place with Mr. C. Bert Kruk, Director, Technical and Managerial Port Assistance Office (TEMPO), Port of Rotterdam, Chairman of the CIPD, and Mrs. Fienke de Groot.

Additional Remarks

In the Port of Rostock we saw in all sections we visited a working style which is different from and more modern in comparison to our ports in Mozambique. The main difference is the work with computers, because there are no computers in our Port of Maputo. If they were introduced, it would be of great importance for work efficiency. It would be important if we had more machines and cranes for a better working process.

The knowledge we take with us from the Port of Rostock will be transmitted completely to our port in Maputo. This is our aim and we are sure that our people will also learn a lot. We guarantee the transfer of the knowledge we became acquainted with.

Conclusions and Recommendations by the CIPD Chairman

The programme offered by the Port of Rostock fully met with the requirements of the trainees. During the whole training period a German-Portuguese interpreter was available. In a relatively short period the staff of the Port of Rostock succeeded in the transfer of relevant knowledge in many port and transport related fields. On the other hand, a longer stay could result in deeper understanding and an even greater transfer of know-how. Also, the simultaneous participation of trainees from various developing countries could be of benefit due to the fact that experiences can be exchanged. However, this would mean a heavy burden on the receiving port, in manpower as well as in finance, in addition to the language problem.

As for the selection of candidates it is recommended, as was for the Rostock programme, to forward several detailed curricula vitae of potential candidates to the host port so that this port can make the final selection on the basis of the experience of the participant(s) and the possibilities in the host port.

In the light of the experience of this pilot programme it is finally recommended that UNCTAD and the Port of Maputo stay in close contact, to also evaluate the impact of this programme in the longer term.

From that experience it may then be decided whether and, if yes, how the project can be enlarged in scale in the future. The Port of Rostock has expressed its willingness to perform further training measures for candidates from developing countries.

The success of this programme confirms that, keeping in mind the recommendations mentioned above and being aware of the problem of placement in developed ports, UNCTAD and the IAPH/CIPD should continue their joint efforts to extend the JOBMAR programme. In this respect, we sincerely hope that many other developed ports will follow the example of Rostock.

Report by Bursary Recipient

**Port Finance Seminar, 12 – 22 June
1989, Le Havre, France**

**By AB. Razak Salim, Finance Manager
Bintulu Port Authority, Malaysia**

1. Introduction

The Port Finance Seminar was organized by Institute Portuaire d'Enseignement et de Recherche, or better known as IPER, from 12th of June to 22nd June in Le Havre, France. Altogether, there were eighteen participants registered for the seminar and they came from various nations all over the world such as Cyprus, Gambia, Indonesia, Israel, the Kingdom of Saudi Arabia, Tanzania, Costa Rica and also Malaysia.

2. Seminar Organization

The seminar was efficiently handled by IPER in terms of the topics selected and the speakers. A wide range of topics covering accounting, budgeting, tariffs, port organization and traffic forecasting was presented during the seminar. Most of the speakers were fluent in English and the topics were well delivered. The course materials provided were comprehensively prepared. A visit to the Port of Le Havre was also organized and the participants were given the opportunity to look at the facilities available in the port.

3. Seminar Content

Papers on wide-ranging topics were presented in the seminar, covering major issues on ports. The topics were:-

- (a) Legal and financial aspects of port the different types of port organization;
- (b) Public service, financial and economic profitability;
- (c) Financial and accountancy terminology;
- (d) The financial and economic objectives of port organization;
- (e) Project evaluation techniques;
- (f) General cargo handling tariffs and container handling tariffs;
- (g) The structuring of port tariffs;
- (h) Cost accounting;
- (i) Budgetary planning; and
- (j) Traffic forecasting.

A few case studies were also carried out during the seminar.

4. Highlights of some of the topics were as follows:-

4.1 Port Organization

- 4.1.1 The function of a port can be described in three basic words, i.e. gateway, interface and link. "Gateway" relates to the original meaning of the word "port", i.e. door. "Interface" means the port is a meeting place between ships and land conveyances, or between ships in the case of transshipment ports, for the purpose of transferring cargoes from one carrier to another one. "Link" stems from the comparison of the various steps of the transportation process between origin and

destination to a chain. The port is a link in the transportation chain.

- 4.1.2 With regard to port authority, it generally belongs to one of the following three types:-

- (a) the landlord port, which provides the basic infrastructure and relies on private enterprise for the provision of cargo related facilities;
- (b) the tool port, which provides the infrastructure and basic cargo related facilities; and
- (c) the service port, which provides all types of facilities and the majority of the services.

- 4.1.3 In the absence of an authority, there may be one single government department responsible for the ports.

- 4.1.4 Questions were also posed on whether ports are public service bodies or commercial undertakings. The conclusion was that port functions should be vested in a public body, i.e. a port authority. However, misconceptions towards public service where cost recovery is disregarded should be dispelled.

4.2 Financial and Economic Objective of Ports

The objective of a port is to attract the maximum amount of **traffic** and to handle it with **maximum efficiency**. Maximisation of traffic follows the evolution of the transport systems to and from the port. Traffic maximisation may result from government interference favoring one's own port. This, however, may result in efficiency losses in transport. From a political or national view, there is traffic diversion when cargo originating in or bound for a particular country uses foreign ports. From a transport economy approach, traffic diversion exists when traffic uses a less than optimal route, all things being considered equal.

From the shipowners' or port users' point of view, an efficient port is one with a fast turnaround of ships or cargoes. These may be due to higher productivity or other factors.

The financial objective of ports is to be able to self-finance operations, maintenance and renewal of port facilities with a satisfactory rate of return.

Thus tariffs play an important part in achieving the financial objectives of ports.

4.3 Tariffs

The tariff policy of a port is generally influenced by:-

- the need to achieve financial equilibrium;
- the need to gain the maximum benefit from the investment;
- the need to achieve the optimum utilisation of existing capacity at maximum efficiency levels; and
- the need to improve the port's competitive positions.

In order to achieve total equilibrium, total revenue must cover total expenses. This means that tariff levels must generate sufficient revenue for the port entity to cover all the operating costs, pay maintenance expenses, provide for the replacement of facilities, earn a satisfactory return on invested capital, pay for interest charges, permit the reimbursement of loans and provide a surplus to finance a substantial proportion of the port's capital expenditure programme.

Thus, ideally a tariff should be cost based and at the same time be able to meet a changing operational envi-

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OPEN FORUM

Ocean Dumping of Dredged Material Can Be Carried Out Safely

Remarks of Herbert R. Haar, Jr., Chairman, IAPH Dredging Task Force and IAPH Observer to the LDC at the International Seminar on the Environmental Aspects of Dredging, Nantes, France, December 1, 1989

Thank you, Mr. Chairman. I was pleased to receive an invitation to participate in this panel discussion, and I am extremely gratified to see the attendance at this seminar and the interest being shown in understanding the dredging needs of ports and the environmental impacts of dredged disposal operations.

The International Association of Ports and Harbors

(known as IAPH) is a worldwide association of port authorities with more than 400 members in over 83 countries throughout the world. The principle aim of IAPH, as laid out in its Constitution, is: "to develop and foster good relations and collaboration among all ports and harbors of the world".

IAPH seeks to achieve its aim through the following areas:

The Association strives to promote and increase the efficiency of all ports and harbors by exchanging information connected with new techniques and technology relating to port development, organization, administration and management.

Common viewpoints, policies or plans are encouraged

Report by Bursary Recipient—

(Continued from Page 21)

ronment, taking into account the current economic and commercial conditions. Tariffs should also not involve cross-subsidies between services, with the tariff for each service reflecting the costs of that service.

4.4 Traffic Forecasting

The aim of traffic forecasting is to help to make decisions.

The pertinent factors which are used in traffic forecasting are as follows:-

- (a) The nature of the goods — i.e. the identification of the main existing or potential traffic flows which could use the port — is studied. This will also take into account geographical knowledge and the commodity needs of the region, as well as industrial and inland transportation projects.
- (b) The packaging — this is important because it has great influence on handling and on the type of ship.
- (c) Handling equipment — this is important for estimating the size of the ship which could carry the goods.
- (d) The ships — this will make it possible to estimate the type of port equipment required to handle the traffic.

Short and medium term forecasting can use scientific methods which are based on extrapolating forward existing time series.

For long term forecasting various techniques can be used, such as:-

- (a) the DELPHI method;
- (b) a macro-economic model; or
- (c) the scenario method

5. Benefits

All the knowledge gained is applicable to the everyday running of the port, especially in the area of port finance. Some of the areas covered, such as cost accounting and budgeting, have already been implemented in Bintulu Port Authority. However, further improvements can still be made by BPA to the existing systems.

Bintulu Port Authority is also planning to revise its tariffs in future, and thus attending the seminar seems to have been timely. The basis of tariff formulation was taught and a review of tariffs will be made accordingly.

In Project Evolution, the participants were taught to look at the financial aspects from the micro and macro point of view. Viewing things from two different perspective may give different results. This will help decision-makers in making proper decisions as to the feasibility of the related projects.

Last but not the least, knowledge was also gained by the sharing of experiences with other participants from various port authorities and organizations.

6. Conclusion

My objective in attending the seminar was basically to learn, gain experience and be exposed to the area of port finance. Generally, I feel I achieved those objectives. The knowledge gained from the seminar has become an asset to the organisation, and with the knowledge it makes one better-equipped to meet future challenges — especially in the area of port finance.

7. Appreciation

Finally, I would like to personally express my gratitude to IAPH for its kind consideration in granting me a bursary to attend the Port Finance Seminar in Le Havre, France, from June 12 — 22, 1989.

where members share a mutual interest.

The Association is also concerned to protect the legitimate interests and rights of its members within intergovernmental and other organizations in order to improve port conditions and efficiency on a worldwide basis.

IAPH seeks the cooperation of shipowners, shipping lines and other concerned parties in its efforts on behalf of ports and harbors, and hopes thereby to assist in the development of waterborne transportation and marine industries in general.

IAPH has been granted nongovernmental consultative status with several world organizations including the International Maritime Organization.

It is important to note the role of ports in facilitating world trade. International commerce is the needle that knits the economic fabric of the nations of the world together. As important as foreign commerce is today, it will become even more important. A great deal of national necessity and major economic opportunity attend the flow of international trade for all nations. Throughout the community of trading nations port systems form major industries that deserve the public's attention, its understanding, its respect and its support.

The public must be informed that ports are more than docks and piers — ports are customers; ports provide income and jobs; ports are major investors and revenue generators, and ports serve vast regions — not only the individual port cities themselves. Ports also tend to define major features of waterfront communities, particularly surface transport patterns and urban centre people flows.

Enormous Challenges

Our industry has faced some enormous challenges since World War II, most of them rooted in the dramatic increases in waterborne commerce and the dynamic advances of technology. These challenges have been answered in a very effective manner and, in the process, port management has been defined and developed as a profession, one that has remarkable importance to the economic and social values of the port-dependent public.

Ports, as manifestations 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 the sea, confinement of contaminated substances into the protected enclosures, and many others.

Ports throughout the world play a major role in a nation's economy. To remain open to waterborne traffic and commerce, most ports must conduct periodic construction and maintenance dredging activities. Such work requires suitable means of dredged material disposal. The ports of many nations, and particularly ports in the United States, have

experienced difficulty, delays, and increased costs in obtaining governmental authorizations to conduct necessary dredging. Underlying these difficulties are the need to dispose of dredged material into ocean waters and worldwide concern over the impact of ocean dumping on the environment. Disposal practices of many world ports are determined from the requirements as outlined in the London Dumping Convention.

IAPH and the American Association of Port Authorities (AAPA) have been actively engaged on behalf of their respective memberships since 1979 with various activities involving the London Dumping Convention. Pursuing these activities on behalf of IAPH has insured that international port views are taken into active consideration as policy decisions are made.

Dredged material is predominately a natural soil material which overall is 90 percent or more clean. When there is contaminated dredged material, it is often found that the mitigative aspects of clay particles and natural organic matter will sequester and detoxify contaminants so as to render them harmless. The most significant problems are associated with physical effects and nutrient releases and these effects can be handled by proper site selection.

There are many beneficial uses of dredged material:

1. beach nourishment
2. construction aggregate
3. fill material
4. marsh development/enhancement
5. habitat development/enhancement
6. increased productivity of agricultural soils
7. mariculture/aquaculture in diked disposal facilities
8. offshore berms for fishing habitat
9. beach erosion mitigation

Guidelines

All dredged material disposal alternatives (ocean/estuarine/riverine/lake/and land) have good and bad points. No disposal alternative should arbitrarily be excluded. Even highly contaminated material can be managed in the aquatic environment through subaqueous capping.

The London Dumping Convention Dredged Material Guidelines present a sound global, regional, and local testing, assessment and management protocol.

Dredged material should never be confused with sewage sludge or industrial waste.

Management and design techniques are available for all disposal alternatives in the form of manuals, guidelines, technical reports, etc. In this regard, the United States is a significant source of information on the management of dredged material. A contact for assistance in this regard is:

Dr. Robert Engler
Waterways Experiment Station
Corps of Engineers
CEWSEP-D
3909 Halls Ferry Road
Vicksburg, Mississippi 39180-6199
U.S.A.

For the past ten years, I have been heavily involved in representing IAPH in connection with the regulation of dredged material disposal under the London Dumping Convention - the global treaty dealing with pollution at sea. When I began my initial service as the observer from IAPH to the Convention, ports were faced with the prospect of difficulties in conducting needed dredging operations because

of action taken at the Third Consultative Meeting of Contracting Parties to the Convention which, for the first time, extended certain Annex I prohibitions against dumping to dredged material. Prior to that time, dredged material had been considered exempt from the Annex I prohibitions based upon an expulsion contained in paragraph 9 to the Annex.

The extension of Annex I prohibitions to dredged material in 1978 was due, in large measure, to a lack of understanding of dredged material operations and the special properties of marine sediments which distinguish this matrix from other forms of waste subject to Annex I.

Beginning with the Fourth Consultative Meeting in 1979, IAPH made a series of presentations at Consultative Meetings and at meetings of the Scientific Group on Dumping relating to the impacts from dredged material disposal at sea. IAPH retained the services of a renowned oceanographer, Dr. Willis Pequegnat of the United States, who prepared a number of scientific papers (see attached list) designed to explain the unique characteristics of marine sediments that tightly bind contaminants and prevent them from being available to the marine biota. At the same time, IAPH gathered and presented available data on the use of "special care" measures, such as capping contaminated dredged material with clean material, which are able to further isolate contaminated dredged material from the marine environment. IAPH was able to demonstrate that these contaminant-sequestering properties of marine sediments, and the demonstrated success of special care measures, could often allow the safe disposal of even contaminated dredge material at sea. IAPH also pointed out that the great majority of dredged material — well over 90 percent — is clean material that presents no risk from disposal in ocean waters.

Bioavailability

The scientific evidence presented by IAPH resulted in the recognition of "bioavailability" as a relevant criterion in assessing the impact from the ocean dumping of dredged material. It also resulted in the adoption of special guidelines for dredged material in 1987 which recognize that the impacts from such disposal are far different than the impacts associated with the disposal of other forms of waste.

Since approval of the Dredged Material Guidelines, IAPH has continued its participation in the review and study of dredged material under the Convention. In connection with the ongoing work to restructure the Annexes, IAPH has presented additional technical submissions to the Scientific Group regarding the infeasibility of developing fixed numerical sediment quality criteria for use in evaluating dredged material. IAPH has pointed out the major shortcomings in two methods that have been discussed: the Apparent Effects Threshold (AET) and the Sediment Quality Triad. As Dr. Pequegnat has explained, these methods are deficient because they fail to take into account the mitigative properties of marine sediments and the limited bioavailability of contaminants when dredged material is disposed of at sea.

IAPH has worked hard over the past ten years to provide a better understanding of dredged material disposal operations (see attached list of scientific papers). This increase in scientific and technical knowledge has avoided unnecessary overregulation based upon a mistaken belief that the impacts from dredged material disposal are the same as the effects from the dumping of industrial waste at sea. This "education process" has been a good one and must continue. It is for

this reason that IAPH has been pleased to join in the presentation of this seminar. The issues that have been discussed over the past several days will help to increase the store of knowledge regarding dredged material disposal and, I believe, will further contribute to a realistic understanding of the needs of many ports to utilize the sea disposal option.

I would like to close my remarks with one final thought. At the recent Twelfth Meeting of Contracting Parties to the London Dumping Convention, it was apparent that there are deep seated philosophical differences between countries as to the purposes and goals of the Convention. Many delegations believe that the LDC should require a prohibition of all dumping at sea. Other countries feel that the LDC is primarily a regulatory mechanism which can and should authorize continued disposal at sea if it can be done safely. Even those countries calling for an end to all dumping at sea generally make an exception for dredged material in recognition of the fact that most dredged material is innocuous and can be disposed of safely at sea. The scientific evidence and dumping experience to date also demonstrate that even contaminated dredged material can often be disposed of without harm to the marine environment. IAPH believes that the ocean dumping of dredged material **can** be carried out safely and in a manner that is fully consistent with the protective purposes of the Convention.

November 13, 1989

Some of the Papers prepared on behalf of IAPH/AAPA by Willis E. Pequegnat for submission and oral presentation to the Scientific Group on Dumping of the London Dumping Convention.

Special Care Measures for Safe Disposal of Polluted Dredged Material in the Marine Environment. May 1981.

An Updating of Special Care Measures for Safe Disposal of Polluted Dredged Material in the Marine Environment. September 1982.

More Recent Findings on Special Care Measures for Safe Disposal of Polluted Dredged Material in the Marine Environment. January 1983.

Application of Classification Criteria to Dredged Material with Emphasis Upon Petroleum Hydrocarbons and with Additional Consideration of Lead in Dredged Material. October 1983.

A Brief Treatise on Physicochemical Properties of Dredged Material and Environmental Protection. February 1984.

Some Suggested New Annex Allocation Criteria of LDC Related to the Toxicant Binding Properties of Dredged Material. June 1984.

Special Guidelines for the Ocean Disposal of Dredged Material. August 1985.

A Discussion Paper on Expansion of the LDC Annexes. November 1987.

Assessment of the Use of Contaminant Concentration in Relation to Properties of Dredged Materials. March 18, 1989.

International Maritime Information

WORLD PORT NEWS

Maritime Univ. Training Decision-makers

The World Maritime University, established by the International Maritime Organization in 1983, has a current student population of about 200 and graduates numbering 400. Students and graduates now represent more than 100 countries world-wide.

The University offers a total of seven two-year MSc courses in maritime administration, education and training, maritime safety administration, technical management of shipping companies and ports and shipping administration.

While the University is a young institution, its graduates already hold high-level positions in national maritime administrations, training colleges and academies, port authorities, shipping companies and other maritime organizations around the world.

The University, based at Malmö, Sweden, is training the decision-makers of tomorrow. I hope that you share my enthusiasm and desire to support

this practical and highly successful example of international co-operation, geared to serve the most international of industries.

With best wishes,
C.P. Srivastava
Secretary-General
International Maritime Organization
Chancellor,
World Maritime University

Recent years have seen dramatic changes in the character of international shipping. New centres of maritime commerce have emerged. The World Maritime University is training the senior personnel who will shape the policies and decisions of the future; they hold the key to regulatory and commercial developments in the years ahead.

We ask you to take this opportunity to participate in their education by selecting one or more of the many options for sponsorship shown below. Your support will help to ensure that the shipping industry of the 1990s and beyond is safer, protective of the marine environment and more efficient and

commercially rewarding.

Support for the World Maritime University takes many forms, including:

Cash donations: to the World Maritime University's Capital Fund, or for specific purposes.

Fellowships: supporting one or more students throughout their two-year course.

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Equipment and library: making contributions in cash or in kind for training equipment and library acquisitions.

A part from governmental and multilateral contributors, the World Maritime University's many supporters around the World include:

Major shipping groups

Maritime organizations in London, Continental Europe, Africa and the Far East

Port authorities

Classification societies

Major oil companies

12th Consultative Meeting—

(Continued from Page 17)

disposal of contaminated dredged material - without regard to the bioavailability of contaminants, the mitigative properties of marine sediments, or the use of special care measures. This would threaten the recent success of IAPH in securing adoption of the Dredged Material Guidelines on the basis of the sound technical and scientific evidence that has been developed to date.

7. There is also a need for IAPH to continue its participation in the work of the ad hoc Group of Experts on the restructuring of the Annexes. The ad hoc Group is moving toward the adoption of a "prohibition list" and an "action list" which would trigger controls based upon numerical criteria. This restructuring effort may also involve an examination of the role of the "precautionary principle" in the structure and application of the Annexes. These are areas which could have significant impact upon port operations.

8. In the discussion under Agenda Item 3 dealing with the Report of the Scientific Group on Dumping, the Contracting Parties also proposed the development of guidelines on monitoring for presentation to the Thirteenth Meeting. This is an area which must be closely followed by IAPH

because of the impact which unreasonable monitoring requirements could have upon port operations.

9. Another fundamental issue considered at the meeting was the extent to which the LDC should be expanded to cover land-based sources of marine pollution and whether IMO should continue to be the Secretariat for the Convention. Many delegations feel that there should be a greater emphasis upon land-based sources and that the United Nations Environmental Program (UNEP) would be a more appropriate body to serve as Secretariat because of its experience in dealing with such sources of pollution. This issue will likely arise again in the future.

10. The IAPH attendance at the Twelfth Meeting was an important one. It afforded an opportunity to express IAPH's views on what is perhaps the most fundamental issue to arise at the Convention since its inception. How this issue is resolved will determine the future course and continued existence of the Convention. The issues raised at the Twelfth Meeting highlight the need for IAPH to present its views and positions during the intersessional period so that they will be adequately reflected in the discussion of these issues at the Thirteenth Meeting. IAPH must be prepared to protect its past achievements in the face of a re-examination of the direction of the Convention and the means by which controls upon dumping will be exercised.

Educational and charitable foundations
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For more information on sponsorship, please contact:

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4 Albert Embankment
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S-211 20 Malmö
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ICC Opposed to Fund For Harbour Management

The Japan Harbour Transportation Association (NIKKOKYO) plans to set up a "Fund for Harbour Management" consisting of Users' contributions for modernizing port facilities especially distribution facilities for fast-growing imports and to cope with an increasing shortage of harbour labour.

To that end, it is negotiating with Japanese and Foreign shipping firms operating sophisticated vessels, including containerships, with the following two basic aims:

- 1.0 To improve distribution facilities, especially for import cargoes
- 2.0 To implement measures to ease the shortage of harbour labour.

It is apparently the intention to inaugurate the scheme immediately and to collect about US\$80 million annually from carriers. This would cost a large container line millions of dollars annually.

Whilst the ICC appreciates the problems arising from shortages it is unfair and reprehensible that the Sea Carriers should be arbitrarily burdened with such charges, particularly as the funding for additional port facilities and labour have traditionally been the responsibility of the port authorities

and those operating port facilities.

If the NIKKOKYO succeeds in implementing these surcharges it will set a very dangerous precedent.

The shipping community is striving to recover from the longest recession in its history, a recession which most certainly has also been felt within the Japanese shipping community. Such a scheme would only further delay the process of recovery.

The attention of the Japanese authorities is drawn to the continuing financial difficulties facing the Shipping Industry at large and expresses the hope that the relevant Ministries will effectively intervene not only to stop the current scheme but so also as to discourage other Nations from implementing similar fund-raising schemes. Failure to do so might well have a negative impact on Japanese shipping itself at a later stage.

(ICC Document 1989-11-3)

BIMCO Hits US Ban On Panamanian Ships

The Baltic and International Maritime Council (BIMCO) on 1 December 1989 called the U.S. Administration's ban on Panamanian-flag vessels calling at U.S. ports from 31 January, 1990, an "unfair burden on the shipowning community worldwide."

In a statement, BIMCO said: "We strongly oppose this sanction which hits the international shipowning community's freedom of choice of registry."

"BIMCO and its shipowner members are already heavily involved in supporting the U.S. Administration in its war against drugs. The majority of BIMCO owners have signed the voluntary agreement of co-operation with the U.S. Customs."

The statement continued: "As a matter of principle BIMCO feels that the war on drugs is one issue, and that freedom of trade on the high seas is quite another issue."

"The decision by the Administration to ban Panamanian-flag vessels in U.S. ports is arbitrary, discriminatory, and will result in additional expenses for shipowners who will be obliged to change flag. The ban will cause disruption, take up administrative time and involve legal costs."

"BIMCO, representing more than

50 percent of the world's merchant tonnage, is strongly opposed to this unfair burden on the shipowning community worldwide.

"It seems as if the U.S. Administration has chosen the international shipping community as a culprit for many of its internal and external problems — unlimited liability for oil spills, the U.S. Tax Reform Act, the U.S. Anti-Drug Abuse Act, etc. When will it stop?"

Tehran Conference on Ports, Marine Structures

The First International Conference and Exhibition on the Design, Construction and Operation of Ports and Marine Structures will be held from May 28 - 30, 1990 in Tehran.

A. Subjects to be discussed are as follows:

1. Meteorology and oceanography
2. Marine hydraulics, wave mechanics, methods of wave prediction
3. Breakwaters and harbor structures (design) analysis, construction, operation and maintenance
4. Causes of damage to and destruction of marine structures and harbor facilities
5. Lessons from failure of marine structures and breakwaters
6. Economic aspects of harbor and port design
7. Comparison of various standards of different countries in the world for marine structures

B. Papers can be of the following natures:

Research Paper, Review Paper, Case Study, Short Communication

C. Details of Conference

The Conference will be for three days (Monday, May 28 to Wednesday, May 30, 1990). At the end of the Conference, there will be a visit to the Shadid Rajaei New Port Complex at Bandar Abbas for those invited to present their articles and a few other participants. The writers of the articles can prepare summaries of their papers (Max. 25 lines) and preferably type them on A4 size paper, and send them to P.S.O. Simultaneous translation will be provided during the Conference in English and Farsi.

D. The Exhibition

Next to the Conference, there will be an exhibition room on the latest advances in marine engineering and large projects (constructed or under construction) being undertaken by the ministries, scientific centers, consultants and contractors in the form of laboratory models, films, case study and research projects.

If you are interested in participating in the above exhibition, please send us all the necessary information about your projects not later than January 20, 1990. If more information is needed, please contact:

Telex: 212271 and 214260 BNDR IR

Telefax: 837051

Those interested in attending the Conference are asked to complete the attached application form and send it to P.S.O. by the end of office hours on March 6, 1990.

It is also possible to apply to attend the Conference by calling telephone number 837396.

Application Form

Name and Surname:

Educational Level and Field:

Place of Work:

Subject Numbers of Interest (as above)
Priority Subject (number)

1.
2.
3.
4.
5.
6.
7.

Address:

Telephone and other contacts:

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International Conference on Vessel Traffic Services In the Mediterranean

February 20 — 22, 1990

Palazzo San Giorgio

Genova — Italy

Organized by:

Institut Français de Navigation (IFN)

Istituto Italiano di Navigazione (IIN)

With:

**Istituto di Automazione Navale
del CNR (IAN-CNR)**

**Institut National de Recherches
sur les Transports et leur
Sécurité (INRETS)**

**Istituto Internazionale delle
Comunicazioni (IIC)**

Scope of the Conference

This international meeting is sponsored by local and regional authorities of Italy and France, as well as by interested professional organizations in both Countries.

It is addressed to the competent representatives of the Coastal and Port States bordering the Mediterranean Basin, and of all the Flag States involved in the Mediterranean maritime traffic.

The Conference is meant to identify Vessel Traffic problems which appear to be specific of the Mediterranean area and to evaluate the actual or potential benefits of VTS systems hereabouts.

Up-to-date VTS technology and implementation shall be regarded in terms of installation, standard procedures and qualification. Such approach, with the related discussion by experts and authorities, will certainly produce a clear answer to all those who need to realize the prospective VTS situation in respect of Safety and Efficiency of Mediterranean maritime traffics.

Themes

Four main areas of interest were selected by the Committee:

1. Analysis of typical Mediterranean problems, particularly within an international context and taking into account the significance of VTS, among other navigational aids.

2. Identification of navigational and traffic problems in the frame of Mediterranean maritime services. Actual situation of functional and technical solutions. Short term developments.

3. Organizational and operational aspects in the implementation of VTS systems. VTS procedures and harmonization. Qualification, engagement and training of VTS operators.

4. Evaluation of VTS impact on users and of provided services. International implications.

For further information, please contact:

Institut Français de Navigation
3, Avenue Octave Gréard
F-75007 PARIS

Phone: + 33 1 42603330 ext. 27343

Istituto Italiano di Navigazione
c/o Società Geografica Italiana
Via della Navicella, 12
I-00184 ROMA
Phone: + 39 6 6374194

New Publications

Megatrends in Containerisation, Directions & Projections by Rei- necke & Associates

The book demonstrates the development of all ports of the world in respect to their volume of handling during the years 1971 up to 1987. The study lists 227 main-ports, which are analysed individually in their development in respect to absolute teu handlings, in respect to their "importance" (World Market Share) and their competitive position (Market Share within its respective Coastal Area).

This portwise development is presented in summarizing tables of total 32 Coastal Areas, main features of this graphically outlined. The 32 Coastal Areas are then summarized in 9 Container Regions in order to elaborate Megatrends which eliminate erratic peculiarities of the individual port. Finally those Container Regions are further grouped into Container Continents in order to achieve global Megatrends.

With this methodology we had been in the position to prove and quantify such famous developments like the shift to the Asian Continent, the shift from the Northern Hemisphere into the on-route Centre, and the fact that the worldwide growth up to 1999 finally will only be determined by the development prospects of only a few decisive

Coastal Areas.

The book refrains from making data repeating commentaries, devoting 6 pages to the history of containerisation and 5 pages for the reasoning of this worldwide success of the container. The remaining part of the written commentary stands just as a guide-line for interpretation on front of each chapter, suggesting that the reader will draw his own conclusion for his position out of the collected data. It was more the objective to bring the well-known data into the globallogical context.

Besides we could not avoid peculiar remarks like:

Hong Kong handles more containers than the total of Africa and South America together/ The empirical marketing logic of 80:20 is also applicable to containerisation (20% of the ports are doing 80% of the worldwide port movements)/ The success of the container did not materialize despite of strong competition but because of competitive spirit. And because of the unique chances of the dynamic age (1960-1990) connected with an admirable condition of peace and wealth worldwide/ There is a probability that in future we will see a faster growth of the intraregional trade than of the interregional trade/ We did point out to the tragic of Africa/ We mentioned that America had already in 1971 more port-handlings than South America in 1987.

These and other statements are known fact to certain extent. But we deliver the worldwide aspect in a logical context basing our analysis on more than 5,000 individual data, processed in such a way that we again see the forest despite of the many trees. Doubtlessly we are in the position to further analyse individual questions with our computer file. In fact we are offering this service to our clients, as we are prepared to develop further substudies also for your magazine. In this study we aimed at the MEGATRENDS, resulting out of a number of separated but interrelated subtrends.

One Final remark: This book clearly indicates that the development of containerisation follows in total terms the famous life-cycle rhythm, i.e. the start-up as entrepreneurial invention, the acceleration by the general wide acceptance, the growth and maturity, the phase of aging just slightly visible

in a few trades. The days of the Entrepreneur-Management in this market are over and it is now the time of the sophisticated manager even of the critical administrator, with formal Management Information Systems, business divisions and conscious planning systems, having the knowledge not only in his own market but as well in the basic MEGATRENDS.

This study is available to the public directly from

Reinecke & Associates
Alstertor 1
2000 Hamburg 1 Germany
TEL (040) 33 06 17
FAX (040) 32 60 98

At a price of 120,000 Deutsche Mark for delivery inside Europe and US\$70.00 outside Europe, airmail postage is included.

Register of Ships 1989/90 by Lloyd's Register

The *Register of Ships* compiled and published by Lloyd's Register, the world's leading ship classification society, is the only definitive guide to merchant shipping. Containing details of more than 76,000 sea-going merchant ships of 100 gross tonnage and above, the three volumes of LR's *Register of Ships* list vessels in alphabetical order by name and provide essential information covering:

- * ship name and former names
- * owner and/or manager
- * ship type and registration
- * tonnages and dimensions
- * builder and date of build
- * call-sign and navigation aids
- * holds and hatches — number and dimensions
- * grain, bale and insulated capacities
- * cranes and derricks, noting maximum and minimum SWL
- * engine details

Particulars of all known self-propelled merchant ships in the world of 100 gt and over are included, even if they are not LR-classed. Volume three also includes a valuable section listing LR-classed items in the following categories:

- * ship-borne barges
- * miscellaneous pontoons
- * docking installations
- * mooring buoys
- * air cushion vehicles

The *Register of Ships* 1989/90 costs

The Americas

Port Days '89

Halifax Closest Port on East Coast to SE Asia

The President of Zim Israel Navigation Company, Mr. Matty Morgenstern, very calmly but strongly shot from the hip when he delivered the keynote address to the 800 guests in the ballroom of the Halifax Sheraton during Port Days '89. The Port of Halifax, he stated, is a clear success story. Zim has been an integral part of Halifax's growth since initiating service to the port in 1972. "Today," he said, "Zim call seven ports in North America on both coasts and 23% of our N.A. volume moves through Halifax, and it is a very substantial volume."

Mr. Morgenstern reflected on the impact that information technology and electronic interchange is having on shipping and transportation, "it makes all our assets more productive. Without this technology, intermodalism, in its modern sophisticated version, would practically be impossible." Another fact Mr. Morgenstern feels confident will impact significantly on transportation, is "the emergence of specialized industries resulting in more goods moving from one economy, one country, one trading area to another."

Higher demands from the marketplace have created new standards that only the large shipping companies can meet. He noted that 80% of the trade is now dominated by 20 liner shipping companies. Several reasons exist for this: including the cost of new buildings, cost of financing new vessels and the lack of cash for speculative investments. But he does see stability in the shipping industry with three to five percent growth annually, if, he said, "shipping lines behave responsibly by not creating overcapacity and by running their busi-

£450.00.

Lloyd's Register of Shipping
71 Fenchurch Street,
London, EC3M 4BS, UK
Telephone 01-709 9166
Telex 888379 LR LON G
Fax 01-488 4796 (Gp III)

ness rationally."

Intermodalism involves many parties, the question is who will organize the entire move? Zim's primary corporate objective, or as Mr. Morgenstern stated, "Zim's perception of itself is of an integrated global transportation system, well suited to the task of economically organizing the entire move. However, common user facilities can often achieve better economies of scale than a service built on the throughput of one company alone. So Zim will not buy a cow where a glass of milk will do." He said Zim will continue to purchase services in the competitive marketplace and be cautious with their investments. As regards EDI, he said Zim are totally computerized and believe it is the main tool to remain competitive, with the ability to provide reliable and stable service.

"What ports cannot change is their location," Mr. Morgenstern stated, "that is why Halifax's location as first North American port westbound and last call eastbound gives it a natural advantage in attracting cargos. Our ships reach Halifax two days sooner than New York and by the time our ships reach New York, a container discharged at Halifax should be on a train somewhere around Toronto. With proper coordination the same container should be in Chicago around the time a trucker is pulling out of N.Y. traffic. The same advantage that Halifax enjoys for import cargo from Europe applies equally to export cargos to Europe." Mr. Morgenstern said it may surprise people to know that although Halifax is the farthest North American port from the Far East, by shipping all-water, Halifax is the closest east coast port to South East Asia, which Zim sees as an increasingly important area and market. Mr. Morgenstern made mention of Halifax's strategic location as a sea/air market link as well.

Cooperation between U.S. and Canadian railroads, Mr. Morgenstern felt, would benefit CN and the Port of Halifax. American railroads, through the efficiencies of double stack trains, are beginning to make inroads into longhaul truck traffic. Zim's relationship with the Port of Halifax, Mr. Morgenstern said, depends in large part, on the intermodal connections available. He stated, "on-carriage to Montreal and Toronto from Halifax

accounts for a quarter or more of the typical freight from Italy to Canada today ... it's too much!"

Mr. Morgenstern felt that the economies of double stack that are being achieved "in other places should be enjoyed by Canadian shippers as well." He made mention of a study by Temple, Barker and Sloan which was conducted well over a year ago, but which shows that double stack service can reduce costs by 10%. Mr. Morgenstern stated, "It is our hope that the reliable more economical service on the Halifax/Montreal/Toronto corridor will soon be inaugurated with improved connections to the U.S. mid-West."

In summing up his address, Mr. Morgenstern made a strong plea to CN to study no more, but to jump in. "We are all in the same boat, we all want a better transportation industry, we all want a reliable service at a lower cost. In this transportation boat we all have different duties and carry different responsibilities." Mr. Morgenstern spoke about the difficulty of achieving economical goals when you have to make investments, noting that Zim are spending \$300 million on seven container ships which will call Halifax next year. He said it is time for "others who are sharing this boat to do their part as far as investments are concerned. And not necessarily wait for business to come first, but provide the service first and let the business follow."

We know CN very well, we worked very hard together for many years, Mr. Morgenstern stated. In the early years, he and CN officials would call on prospects in Europe together trying to encourage them to bring their business via Halifax, he explained. "Today we are at the crossroads and we are here to talk about the future. I would hope that we will soon hear that CN have made their decision to jump in and not to do another survey or another rethink." Mentioning the competitive challenge to Halifax from other East Coast ports, Mr. Morgenstern said, "I would hate to see people that today are loyal, faithful clients of the Port of Halifax be tempted by others. Suitable answers I have talked about here are necessary to be able to resist other temptations and to continue our relationship the way it has been until now." *(Port of Halifax)*

Information-based Transportation Systems

Stewart Wade, North American Editor for Fairplay Publications

The panel members speaking at this year's Port Days '89 Business Sessions were in agreement in a number of areas. In summing up the discussion, moderator John Gratwick felt the trend in trade and transportation is overwhelmingly toward information-based transportation systems. All further developments will come as a result of the integration of information and the effective use of this information. He noted that all parties in the transportation link must be more responsive, with the shipper being the central focus. Most panel members agreed that cost is no longer the overriding concern. With rapid changes in the global arena affecting both shippers and consignees, the transportation industry must be flexible, adaptable and resilient to these changes.

To set the stage for this year's Port Days Business Session, Mr. Stewart Wade, North American Editor for Fairplay Publications, gave participants a thumbnail sketch of three emerging trade areas for the 1990s and some thoughts about developments that could alter their future. The three areas he discussed were the Pacific Rim, Continental and Eastern Europe.

A surprise to no one is the fact that the Pacific Basin has been the fastest growing economic and trading region in the world over the last decade with every indicator that it will continue. Mr. Wade stated, "Japan will remain the powerhouse but increasingly, domestic Japanese cost considerations will see increasing out-sourcing to lower cost alternatives like Thailand, Indonesia and the Philippines." Mr. Wade noted however, the one factor that could destabilize this rosy predication, the possible impact of U.S. patriotism and parochialism.

"The Asian boom needs the U.S. market to sustain it and Americans are just beginning to recognize the true cost of all the Toyotas and Sonys they have been buying. Not only have they made the Japanese wealthy but the Japanese are using that wealth to buy up the

United States," he said. In answer to the argument that this is the same as large American corporations who have set up a worldwide pattern of domestic manufacture in the market nations, Mr. Wade stated, "in those instances the investments were part of a reciprocal arrangement. The Japanese do not want such reciprocity and have done everything to discourage it." He noted the American attitude toward fairplay and fair dealing and stated that there is a strong possibility of a rising tide of anti-Japanese sentiment which may be directed at Japanese goods in the future.

In discussing the harmonization of Europe after 1992, Mr. Wade agreed with the fact that it will create a huge trading bloc with simplified rules but it will be the same people and same number of purchasers within this market then as now. He said, "The only way there will be significant changes is if the overall wealth of Europe is increased to create more purchasing power and that must be done through more productive capacity." For instance, the opening of another country's car assembly plant will create more jobs but "how do you equate, economically, a Greek manual labourer and a German with the same range of skills but a much higher living standard? What happens when cheap labour starts flooding north from the less to the more affluent areas?"

The other factor to consider with a united Europe is the fact that there is no common unifier, no common language and great cultural divisions and historical enmities. Mr. Wade said for the non-aligned, the traders, the financiers, 1992 will bring tremendous possibilities, but for long-term stability, he sounded a note of caution. "Remember," he said, "it is a union based on money and as the proverb goes 'money is the root of all evil'."

Mr. Wade felt Eastern Europe to be "the most interesting trading bloc due to its instability and its unquantifiable potential." Consider Gorbachev's gamble, how much freedom is he prepared to give the satellites, how quickly might it happen, or might it all backfire? Mr. Wade noted the changing economic focus, particularly in Europe where the Germans are in the forefront. An important issue, he said, "is the reunification of Germany which for them poses a dilemma. On the one hand their economic future is

being linked with Europe while on the other they are doing everything politically and economically, to regain East Germany." If there should be a conflict between the two demands, Mr. Wade feels reunification will win out. And if achieved, he feels the two Germanys, now one, will be the economic powerhouse. Consider how that will affect the delicate balance of power within the European Community. Indeed, would a united Germany need the EC?

The mechanics of production is another area which will affect trade in the future. Principally, Mr. Wade felt the out-sourcing of component manufacturing and just-in-time delivery to be areas that must be considered. To illustrate his point, he offered the example of a Sony TV which contains components made in Taiwan, Korea, Singapore and Hong Kong. The TV is assembled in Mexico and sold in the U.S. market as a Japanese product. Increasingly components are being manufactured at lowest cost centers with the criteria being price, quality and on-time delivery. Like the component supplier, the transportation provider will be judged on price, quality and above all, performance.

Transportation providers of all modes must insinuate themselves into their clients' production and distribution chain. Mr. Wade stated, "They must become partners, understanding their clients business as never before. They must be humble enough to understand and accept their role within that chain. They must be as flexible as their clients in reacting to changes in sourcing, assembly and distribution." A basic fact of transportation economics is that demand for shipping is a derived demand.

Just-in-time delivery is also imposing an obligation to develop and maintain information systems by the carriers. With the timing of delivery increasingly critical, the consignee must know where the cargo is at any given moment and carriers must be able to respond to this demand.

Intermodalism must be approached as a partnership between the various modes. Mr. Wade stated, "Partnerships in which each mode maximizes its own comparative advantage will offer benefits to all involved." Transportation modes in Europe, after 1992, should see the elimination of border delays which will mainly benefit truck traffic.

For European Railroads, in their favour is the growing awareness of environmental concerns, the increasing restrictions on truck routes and times of use and the trend towards European load centering by ocean carriers. Mr. Wade said, "Without the existing political borders, we expect a period of fierce rivalry between European ports as they compete for supremacy."

The other unknown at this stage is the Channel Tunnel or Chunnel. He said there is no reason why a port like Liverpool should not compete as dominant North Atlantic load centre, with unit trains rushing south, through the chunnel, and on to many European destinations by the next morning. For the shipping line the ocean leg is kept to a minimum and annual vessel utilization is significantly boosted. As Mr. Wade said in closing, these observations are not novel but are simply posed to provoke thought and they most certainly have. *(Port of Halifax)*

US Airports Call for Improved Security

AIRPORT GROUPS CRITICIZE GOVERNMENT APPROACH TO SECURITY

AOCI and AAAE in joint testimony issued a call for coordination by the U.S. government of numerous disconnected activities in aviation security. In testimony before the President's Aviation Security & Terrorism Commission, airports argued that much of the government's response to terrorism and security risks has been impractical and hasty. "The existing patchwork process, in its zeal to respond to media and public pressure to 'do something,' has in truth done very little to provide genuinely improved security," said Mr. Bill Jackson, Chairman of the AOCI operations, Safety & Security Committee and Director of Operations at Baltimore-Washington International Airport, Maryland.

Airports, while conceding that FAA's actions to enhance aviation security are well intentioned, believe that they do not represent a coherent strategy that can reduce the threat of attacks in the future. "There has been virtually no substantive guidance available from the government because it does not exit," said Mr. Jackson.

Fundamental among the government's mistakes is its notion that the victims of terrorist attacks—notably the airports and airlines—should shoulder the primary responsibility for thwarting terrorism and paying for preventive measures. Primary responsibility should lie with the federal government, which is the real target of terrorism, airports said.

"It must be the responsibility of the federal government to redouble federal efforts to aggressively pursue the required intelligence to identify and interdict terrorists **before** they become an on-site airport problem," Mr.

Mr. Taddeo Receives Award of Distinction

Mr. Dominic J. Taddeo, General Manager and Chief Executive Officer of the Port of Montreal, was honoured as a recipient of Concordia University's second annual "Awards of Distinction."

The awards, presented by the university's Faculty of Commerce and Administration, recognize outstanding achievement in the fields of finance, commerce and service to the community.

Mr. Taddeo was honoured for his numerous achievements in the maritime industry as well as his devotion to his duties and his dedication to the well-being of his fellow citizens.

Jackson testified.

The government demonstrated a lack of sensitivity to airports' problems when it issued its access control rule to thwart unauthorized access to secured areas. In that rule, the Category X airports — generally the largest and most complicated facilities — had the **least** amount of time to develop their plans to implement these systems, and no federal fundings was provided.

In addition, airports were not given the chance to conduct a pilot program using alternate access control technologies to allow all airports to learn from the experiences of a few. Early this year, the FAA "committed itself to immediately undertake testing at four or five airports under a pilot program," said Mr. Jackson, but the commitment was not kept.

Long-term policy in the aviation security area should wait for the results of research underway at the FAA Technical Center in Atlantic City, which is studying alternate technologies for explosives detection and passenger screening, and for the National Academy of Sciences study on explosives detection, which is expected to recommend a mixed-technology approach.

These and other actions should be coordinated by the Commission to ensure a coherent approach by government to major aviation security issues, the airports said.

6 More Cranes to Virginia Port Authority

Coast Engineering & Manufacturing Company* (formerly Paceco, Inc.) recently completed commissioning six high-speed, rubber-tired, stacking gantry cranes for the Virginia Port



One of the 25 PACECO Transtainer cranes currently operating in Virginia.

Authority. This will bring the total number of PACECO Transtainers operating at the port to 25.

Duplicates of six units ordered by VPA in May of 1988, these 40-long-ton capacity cranes were shipped fully erected by barge from CE&MCO's manufacturing facility located at Gulfport, Mississippi.

The cranes are designed to service one truck lane and a block of 20' and 40' containers stacked five wide and four high (1 over 3).

LIFT BEAM Micro-Motions consisting of trim, list, skew, and translate increase operator productivity by allowing the operator to quickly adjust the position of the lift beam relative to the stack or truck instead of moving either the Transtainer or the truck. A patented hydraulic load dampening ANTI-SWAY system results in faster load landing. Gantry Disk Brakes enable the crane to stop smoother and move evenly than conventional drum brakes. The larger Smooth Tires provide a larger tire footprint resulting in lower contact pressure. The absence of treads also increases crane asphalt runway life. The control cabinet for the thyristor controlled DC electrical drive system is mounted beneath the sill beam for easier access. Hoisting Speed is rated at 75 FPM at 40 LT.

* An Associate Member of IAPH



Mr. Steven H. Appelbaum, Dean of the Faculty of Commerce and Administration at Concordia University (left), congratulates Mr. Dominic J. Taddeo, General Manager and Chief Executive Officer of the Port of Montreal, upon receiving the Award of Distinction.

Voting on Local Funding For Houston Channel

Harris County voters will decide whether to approve local funding for improvements to the Houston Ship Channel.

County commissioners recently approved a request by Port of Houston Commissioners to have the issue put on the Nov. 7, 1989 general election ballot. Voters will decide whether \$130 million in bonds may be sold to help fund deepening and widening of the ship channel.

"This is one of the most important economic issues facing our city today," says Mr. Ned Holmes, chairman of the Port Commission. "The channel modernization means more jobs for our community and will ensure that Houston can remain competitive with other ports by being able to accommodate larger vessels."

The U.S. Army Corps of Engineers, in a draft report released for review by state and federal agencies, recently recommended that the improvements be made in two phases. The report by Lt. Gen. Henry Hatch, the corps' chief of engineers, calls for the channel to initially be enlarged from its current depth of 40 feet to a depth of 45 feet and its current width of 400 feet to a width of 530 feet. During the project's second phase, the channel would be deepened to 50 feet and widened to 600 feet.

Gen. Hatch's final report will be prepared after a 30-day review period and submitted to the assistant secretary of the Army for civil works, then forwarded to Congress.

The two-phase plan was developed by the Office of the Chief of Engineers, the corps' Southwestern Division in Dallas and the Galveston District Office in coordination with the Port of Houston Authority, Environmental Protection Agency and other resource offices.

The project's \$319.3 million initial cost consists of expenses for construction, but not maintenance. The Port Authority's costs would total \$130.3 million. In addition, local industries will provide \$68 million to cover relocation of utilities.

The Corps of Engineers estimates the improvements will yield a benefit of \$1.40 for every dollar spent.

The joint funding process is the result of the Water Resources Development Act of 1986, adopted to develop the nation's waterways. Under the act, local sponsors of federal projects must fund a portion of project costs. In return, the local sponsor — in this case, the Port of Houston Authority — becomes a full partner with the federal government in determining the parameters of the project.

A study conducted earlier in 1989 by Tarrance & Associates found that 70 percent of the votes polled would support a bond issue to fund channel improvements. Only 18 percent of the 600 registered voters polled indicated they would vote against the improvements. *(Port of Houston)*

Port of Houston Serving Shippers Online

Anyone in the intermodal transportation business knows the telephone conversation above is strictly fiction. Picking up a container from one of today's busy intermodal terminals just isn't that simple.

Intermodalism has accelerated the movement of cargo and led to the development of larger, more efficient terminals. It has also created a need for faster methods of exchanging information so that cargo can be kept moving.

The Port of Houston Authority is committed to satisfying that need. Since 1977, computers have been used to track container activity at the Fentress Bracewell Barbour's Cut Container Terminal. Today, computers are used in a variety of ways to keep cargo moving at Barbour's Cut and other PHA facilities.

NEW EDI SYSTEM: The newest addition to PHA's list of computerized information services is an electronic data interchange (EDI) program which will give Barbour's Cut customers direct access to the terminal's Container Inventory Control System (CONICS).

Two Houston shipping agents began testing the new system in September 1989. Norton, Lilly & Co., acting on behalf of its client, China Ocean Shipping Co. (COSCO), was the first company to test the system, which permits the exchange of ocean manifest and container movement data. Maersk Line has also sent and received data

using the new EDI program, according to Mr. Jim Eldridge, management information services manager for the Port Authority.

"Other companies are showing an interest in participating in this project, too," Mr. Eldridge notes. "Of course, we are prepared to enter into the same kind of EDI partnership with other Barbour's Cut users."

STANDARDIZATION: Other ports have already established EDI systems, but the Port Authority has done something different with its system. PHA's system uses nationally recognized "standard transaction sets."

The shipping industry has only recently come to terms with one of its biggest problems in trying to electronically exchange data — a lack of standardization. Most of the systems developed in the past have had their own ways of arranging and labeling data. Data formatted for one system has to be rearranged and relabeled to be compatible with another system. The PHA system is one of the first to use transaction sets selected by the industry for generalized use.

COMPATIBILITY: "As more and more members of the transportation community begin using the standardized transaction sets, users will have less and less trouble with inconsistencies," explains Mr. Orin Rehorst, manager for the EDI project. "They will be able to use one program to communicate with a variety of ports and companies and will be able to use the data as it is received in their own computer systems."

The first phase of the PHA system will involve the exchange of messages such as ships' manifests and gate and vessel activity. It will streamline document transfer and data related to international shipments, reducing the administrative burden for steamship lines operating in Houston. Subsequent phase will include additional parties and messages.

CONICS: the new EDI program offers computer-to-computer access to the CONICS system. However, direct access via on-line computer terminals has been available for steamship lines since 1977. Agents for 19 ocean carriers at the terminal use this service to access and update container information. They also use it to enter pre-arrival and status information on export containers.

"PHA was first port to provide this type of data via EDI and was instrumental in the development of the EDI transaction sets for manifests and container activity," notes Mr. Eldridge.

VOICE RESPONSE: Another technological development at Barbours Cut has been the initiation of a "voice response" system to give motor freight lines and others direct access to container data. Using a touch-tone telephone, a trucking company representative can determine the status of an import container prior to pickup, avoiding delays and unnecessary trips to the terminal.

MODELING SYSTEM: Still in the developmental stage is a computer model that simulates operations at Barbours Cut. A pilot model that simulated the terminal's gate activity under varying conditions has already been used to improve truck turnaround time. The completed model will allow PHA personnel to simulate differences in vessel arrival rates, container moves per vessel, equipment available for container handling, truck turnaround times, equipment maintenance, staffing levels and other information.

"We will be able to show terminal users how changes in terminal facilities, equipment and staffing will affect their operations at Barbours Cut," says Mr. John Horan, terminal manager.

The EDI system, the voice response system and the computer model are the latest in a parade of technological advances at PHA facilities. A variety of automation projects have been completed at the Houston Public Grain Elevator in the past two years, and PHA's maintenance department is using a new computer system to schedule and monitor improvement projects at various locations. "The Port of Houston Authority is committed to further progress in this important area of customer service," Mr. Eldridge said.

(Port of Houston)

Study: Houston Project Scientifically Sound

An independent study by a national environmental service firm concludes that the U.S. Army Corps of Engineers' planning process for widening and deepening the Houston Ship Channel was scientifically sound and met the requirements of federal environmental

laws. The study further concludes that the Corps backed its findings with scientific fact and that the Corps' critics failed repeatedly to back their claims.

The study was commissioned by the Port of Houston Authority to review environmental aspects of the Corps' proposal to widen the channel from 400 to 530 feet and deepen it from 40 to 45 feet. Harris County voters will vote on the improvement plan on November 7.

Major study findings:

- Construction of wetlands and one or more islands in Galveston Bay with material removed from the channel bottom should "significantly" reduce environmental concerns over dredged material disposal.

- The Corp's estimate of a 9 percent decline in the oyster crop due to changes in salinity was based on proven modeling, but claims by critics of the Corps' estimate were not substantiated.

- The scientific modeling represented the most accurate method available.

- The Corps' overall environmental assessments were sound despite the opposition's claims to the contrary.

- The study also suggested ways the Corps' lengthy efforts could have been improved. While the Corps held early "scooping" meetings for citizen and government agency input, the process was not well documented. Moreover, the Corps' final environmental impact statement "could have been better prepared in the manner of summarizing the impacts and referencing supporting documentation."

(AAPA Advisory)

Florida Ports Vital To State's Growth

Most discussions of Florida's future economic strength neglect one key element in past successes and a crucial component for projected growth — Florida's seaports.

A recently released report by the Florida Ports Council shows that total port operations at Florida's deep-water seaports contribute in excess of \$6.5 billion annually to the state's economy and produce a total economic output impact in excess of \$20 billion. Moreover, port operations generate 240,000 jobs, and add more than \$500 million to public revenues through state and

local taxes.

In fact, it may come as a surprise to many, but foreign trade has emerged as a significant Florida economic activity rivaling the value of sales in industries considered to be critical to the state. For instance, Florida's \$24.1 billion in foreign trade in 1987 ranks well above the more publicized tourism sales of \$20 billion, construction contract values of \$17.6 billion and agricultural receipts of \$5.2 billions.

"I like to refer to Florida's ports as sleeping giants," said Mr. Benson Murphy, executive director for the Port of Palm Beach. "They have probably expanded more in the last 10 years than in the previous 40 years."

The Florida Ports Council, which consists of the state's port directors has been working closely with the Florida legislature and the Senate Select Committee on Seaports to explain the roles of Florida's 14 deep-water ports, point out the opportunities for state growth in international trade, and identify the challenges ports face. It is thorough this dialogue that port directors hope to gain some state support for their operations.

Competition

The Florida Ports Council's work with the Senate Select Committee has opened some eyes, according to Senate Select Committee Chairman Don Childers, D — West Palm Beach.

"I didn't know anything (about Florida's ports) when we first started. I don't think anyone on the committee did. Oh, we knew we had ports in our districts, but we had no idea of their inner workings," Chairman Childers said. "I was astounded to hear that their economic impact was in excess of \$20 billion."

"Florida's ports have done an outstanding job up to this point, but they're going to need some help from the state," he said. "I hope we will be able to educate our colleagues (legislators) and come up with some money, possibly in the form of matching funds, to help our ports."

Mr. Childers said there needs to be a "partnership" between Florida and its ports because of the intense competition from neighboring states, which offer millions of dollars in financial assistance to their ports.

"Our biggest challenge is dealing with the competition from our sister

states in Georgia and the Carolinas," he said. "Those ports receive in excess of \$200 million a year from their states, while Florida ports receive zero dollars from the state."

In a nutshell, Florida's ports exist to facilitate trade, maintain waterways and facilities, administer funds and operate in the public interest.

Each day Florida's seaports handle more than 342,000 tons of cargo, generating millions of dollars for the state's economy.

Trade provides revenues to the port industry, which includes all the firms that provide services associated with moving cargo through the port system, such as stevedoring and other cargo handling firms, vessel operators, suppliers, freight forwarders, and financial services and inland transportation companies.

Businesses that are port-dependent, such as bulk commodity exporters, bulk commodity importers and general cargo distributors are also impacted.

The movement of cargo requires capital expenditures by each port, which include engineering, construction and equipment purchases.

"If you stretched your imagination, you could picture every Floridian down to the corner hot dog vendor deriving some benefit from Florida's ports," said Mr. Paul D. deMariano, managing director of the Jacksonville Port Authority and current president of the Florida Ports Council.

Shipping lines calling at Florida's seaports represent trade patterns that link the state with nearly every port in the world. More than 100 shipping lines serving Florida's ports call at nearly 100 different countries, and carry a diversity of shipments ranging from vehicles and machinery to perishable goods, chemicals and other products.

Passengers

But ships, especially those plying the waters in and around the Sunshine State, carry more than just cargo.

Florida seaports annually handle more than five million passengers, or 85 percent of all North American cruise traffic, adding \$2.5 billion annually to the state's economy and generating 45,000 jobs.

"The cruise business creates a lot of local services, not only for the cruise ships themselves, which purchase goods and services in the community, but also

for the passengers," said Mr. Charles Rowland, the port director at Port Canaveral. "Cruise passengers stay overnight in the area, use rental cars, dine out and frequent other Florida tourist attractions," he said.

"One full-time three- and four-day cruise ship pumps \$150 million a year into the local economy," Mr. Rowland said. "We currently have three such ships working out of our port."

Mr. deMariano likens Florida's investment in international trade and port development to the initial dynamiting of a known gold mine.

"The state has only begun to scratch the surface of a gold mine containing a motherload of economic returns for the state and international prominence in the world," he said.

Other port directors agree.

"The potential for growth in international trade is huge," Mr. Rowland said.

State Assistance

Deregulation of the transportation industry has increased competition among ports and transportation companies. Because of competitive inland transportation rates and transit schedules, shippers have much more flexibility in choosing which ports to use. This benefits a state like Florida, which is essentially a peninsula, requiring lengthier inland transit to reach some of the nation's larger population centers.

"In some cases, transit time door-to-door is equal, or better, from a Florida port to the South or Midwest than from a port in the Mid-Atlantic," said Mr. Murphy, of the Port of Palm Beach.

To capitalize on this opportunity, Florida port directors say they will need some form of financial assistance from the state, whether it be low interest loans, a share of a transportation user fee, or the re-establishment and use of various trust funds.

"The international trade opportunities for Florida are there, but we're going to have to build new marine terminals, roads and other infrastructure to make them pay off," Mr. deMariano said.

"Florida needs to bring its seaports into a comprehensive transportation network that not only focuses on roads and airports, but also on linking waterborne cargo with the rest of the

state's transportation infrastructure," he said.

The problem for seaports is funding such improvements.

Construction costs are skyrocketing, while port revenues are being held down from increased competition — often-times from ports in neighboring states and countries that enjoy public financial assistance.

Improvements

Florida port directors say revenue shortfalls prohibit certain Florida seaports the financial flexibility to fund anticipated growth. Consequently, competing ports with modern service capabilities are likely to continue to keep the cargo flow that might be available to a Florida port.

When revenues are available, facility enhancement projects don't always make economic sense.

"Sometimes, the costs of seaport improvements, such as dredging and road construction, are not recoverable," Mr. deMariano said.

"I think the state can come in and assist its ports by building more accessible roads to ports," Mr. Childers said.

Projects that are cost recoverable, such as wharf construction, have a very long amortization period, which make them poor investments from the private sector's perspective, Mr. deMariano said. "We do them anyway because of the economic return it brings to the state and our communities. Even then, capital improvements are becoming increasingly difficult to do without some sort of public assistance."

Another area of concern for port directors is the depletion of the state's Port Trust Fund, which has been used to assist Florida's ports in funding dredging projects and acquiring and developing spoil sites.

The trust fund was established in 1980 by the Department of Natural Resources and was originally financed by 50 percent interest earned by the Coastal Protection Fund. The Port Trust Fund provided matching funds for \$24 million in seaport related environmentally sensitive projects since 1980.

However, this state matching source has been depleted and there currently is not a recurring source of revenue to provide funding to the Port Trust Fund.

"This revenue source is very impor-

tant to Florida ports, because we spend about \$6 million a year on dredging alone," Mr. deMariano said.

"We realize that ports have problems disposing of spoil that the ports didn't generate," Mr. Childers said. "I think we can make it (spoil disposal) a better system through longer permitting and by making sure they have facilities for spoil."

State procedural and financial assistance in this area will also allow Florida ports to continue to be very active in environmental, recreational and water quality projects around the state.

As examples of port involvement, Mr. deMariano pointed out that Port Everglades maintains a laboratory to study water quality, the Jacksonville Port Authority participates in DER water quality programs and Port Manatee is working with the Florida Department of Natural Resources to restore a local wetland site by reestablishing tidal flow and reconnecting land-locked ponds. Similar restoration and mitigation projects are underway at the Port of Pensacola and Port Canaveral.

Florida's port directors say the state's seaports have made significant contributions to Florida's economy and its quality of life.

Now, they need the support of Floridians to assure the state's continued role in international trade.

LA Strategic Plan Outlines Philosophy

The Los Angeles Board of Harbor Commissioners on November 8, 1989 authorized public distribution of the WORLDPORT LA Strategic Plan, which outlines the Port's management philosophy and its application to short- and long-term Port operations and development.

The Strategic Plan recognizes that the standard of living enjoyed in southern California is becoming increasingly dependent upon the availability of imports coming through the Port, as well as on the production and movement of exports. Consequently, WORLDPORT LA is faced with enormous opportunities to serve the public benefit as a conduit for trade and stimulant for local and regional

employment.

WORLDPORT LA, a diversified maritime service organization that handles domestic and international trade, is one of the world's leading seaports. The Port develops and manages its state-of-the-art facilities as a means of accommodating and promoting commercial, industrial and recreational maritime activities.

"Strategic planning at WORLDPORT LA involves a continuous process of reviewing the Port's purpose and goals to define and implement a systematic method of decision making and long-term planning," explains Port of Los Angeles Executive Director Ez-

unial Burts. "The process includes selecting key issues and identifying desired results, as well as developing strategies to achieve those results and monitoring the Port's performance."

Performance can be measured in terms of successful Port expansion as WORLDPORT LA prepares for the cargo demands of the 21st Century. One example is the 2020 Plan, a phased program of dredging, landfilling and facilities construction that will create the world's largest integrated marine-highway-rail transportation hub. The Plan is currently underway to meet the Port's projected cargo-handling needs through the year 2020.



(Port of Long Beach Photo)

Long Beach Again Leads W. Coast Ports in Tonnage

The Port of Long Beach enjoyed its biggest year in history during fiscal 1988-89 to remain the busiest of all West Coast harbors for the ninth consecutive year. The 68,890,299 metric revenue tons of cargo handled in the 12 months ending June 30 represents an 8.3 percent increase and is the most tonnage ever to pass through a West Coast port.

Exports of general cargo carried in containers soared to 8,052,704 MRTs for a substantial 12.3 percent gain. Containerized imports of 19,824,079 MRTs represented a modest 1.7 percent rise during the same period. Total increase in containerized cargo was 4.5 percent to a record 27,876,783 MRTs.

This continuing upsurge in the sale

of American goods overseas remains a major factor in reducing the U.S. trade deficit, as well as substantially boosting employment locally and nationally.

Total general cargo tonnage moved via Long Beach reached a record 31,332,749 MRTs, a 4.5 percent gain over the year previous.

Dry bulk imports increased 12.9 percent, and outbound dry bulk products registered a 16.1 percent gain. Dry bulk tonnage totalled 7,030,505 MRTs.

Bulk petroleum imports rose by 17.9 percent while exports of petroleum products dipped 7.9 percent during the year. Total liquid bulk handled reached 30,527,045 MRTs.

Ship calls at Long Beach also reached all-time highs, with 3,718 vessels uti-

lizing the port's 65 deep-water berths, up slightly from 3,615 calls the year before. Average size of cargo vessels served also continued to increase. Another 1,819 vessels used the Long Beach anchorage for bunkers and other purposes.

In announcing the fiscal figures, Ms. Louise M. DuVall, President of the Long Beach Harbor Commission, noted, "The Port is proud to remain the Pacific Coast leader in both ship calls and cargo handled, and we fully intend to stay on top in the future. To help assure this ongoing leadership, our \$150,000,000 Pier J expansion project is adding 147 acres of new land to create four new container berths served by eight additional cranes.

"The former Procter & Gamble plant site was recently purchased by the Port and is being converted as part of a new container terminal for Hanjin Line of Korea. The old Ford assembly plant site on Cerritos Channel is also earmarked for additional cargo handling.

An ongoing program of land acquisition in the inner harbor provides further expansion opportunities in the future.

"Long Beach Harbor is strongly committed to increasing our on-dock rail capability as a vital first step in the creation of a single consolidated rail and truck corridor linking both ports with other parts of the nation. This project will not only reduce truck traffic on our freeway system but will route the bulk of rail movements away from our community. This is our number one priority in the years ahead," Ms. DuVall concluded.

Baltimore: Dredging of Access Channel Begins

Consolidation Coal Sales Company has begun dredging its access channel to 50 feet, becoming the first private sector enterprise to take advantage of the deepening of the Port of Baltimore's main channel.

The Port of Baltimore is in the final

stage of a \$170 million dredging project, which involves deepening its main channel from 42 to 50 feet. Consolidation Coal Sales officials expect the dredging of their 2,300-foot access channel to be completed by the time the deepening of the port's main channel is completed in the fall of 1990.

"This is a significant step," said Mr. George K. McElroy, Consolidation Coal Sales' general manager. "We look at this as a necessity to be competitive in the industry. Now, we're at 41 feet — at 50 feet, ships can be loaded with more than 140,000 net tons, approaching full loading."

The Federal government, through the United States Army Corps of Engineers, and the state of Maryland are sharing the cost of the main channel dredging, which is being done along 42 miles of the Chesapeake Bay from Baltimore to the Atlantic Ocean.

Begun in 1987, the dredging of the main channel will allow many of the world's largest cargo ships, fully loaded with dry bulk cargo such as coal and grain, to use the Chesapeake Bay channels to Baltimore.

"Consolidation Coal Sales' deepening of its access channel is a major milestone in the dredging of the Port of Baltimore's main channel," said Mr. Richard H. Trainor, chairman of the Maryland Port Commission and the state's transportation secretary. "The deepening of the main channel to 50 feet presents an excellent opportunity to attract more bulk cargo to the port, and we're pleased that Consolidation Coal plans to take advantage of it."

Baltimore Panel to Assess Competitiveness

Governor William Donald Schaefer announced a panel of labor and management leaders he has asked to assess the competitiveness of the Port of Baltimore.

"I want them to analyze the issues of port competitiveness, oversee the evaluations of our position and give me a no-holds-barred report on their findings," Governor Schaefer said.

The panel is headed by Mr. J. Owen Cole, a member of the Port Commission, former chair of the Governor's Special Committee on the Port of Baltimore, and chairman of First Mar-



One Millionth Honda Offloaded at Long Beach

Automotive history was made at the Port of Long Beach recently when the 1,000,000th Honda arrived at the Pasha Group Auto Terminal in the Long Beach inner harbor, which started processing incoming Hondas in 1972. On hand at ceremonies welcoming the 1,000,000th Honda ashore were, from left, Mr. Dave Haney, Senior Manager Auto Distribution for American Honda Motor Co.; Long Beach Commission President Louise M. DuVall; Honda Vice President Marketing and Distribution Gerald R. Bengtson; Mr. George W. Pasha III, President of Pasha Group, and Mr. Kazuo Shimizu, President of ACT Maritime Co., whose vessel, the American-flag *Green Bay*, made the milestone delivery.

yland Bancorp's Executive Committee. The panel will report to the Governor through the Maryland Port Commission, a seven-member panel chosen by the Governor in the Summer of 1988 to serve as a board of commissioners for the port.

Other members of the Council on Port Competitiveness include:

Horace Alston, Vice President, International Longshoremen's Association;

Congresswoman Helen Delich Bentley (R-2nd);

Daniel B. Brewster, former United States Senator, Retired Colonel, United States Marine Corps;

Edward Burke, President, ILA Local No. 333;

Michael Cataneo, President, Cataneo Line Service, Inc. and chairman of the Steamship Trade Association's Board of Directors;

John Farrell, President, ITO Co. Inc.;

Frank Gallagher, former Baltimore City Council President;

Edwin Hale, President, Hale Container Line, Inc.;

Richard Hughes, Vice President, Atlantic Coast District, International Longshoremen's Association;

Chris Kritikos, President, Ceres Corporation;

John Menzies, Chairman, Private Sector Port Committee, President, Terminals Corporation;

M. McNeil Porter, President, CSL Intermodal;

George Russell, partner, Piper & Marbury, former Baltimore City Solicitor, former Associate Judge, Baltimore City Circuit Court;

Richard Trainor, Secretary of Transportation, Chairman, Maryland Port Commission; and

Michael R. Watson, President, Association of Maryland Pilots.

Governor Schaefer first broached the idea of more discussion at the maritime industry luncheon in New York in early October when he challenged labor and management to work together to solve long-standing problems at the port.

In an address given at a dinner for Rep. Helen Delich Bentley in late October, Governor Schaefer unveiled the plan for the competitiveness panel and began reviewing candidates for council membership submitted from a variety of sources.

Importantly, he noted that the panel will not be directly involved in labor

negotiations but rather charged with fact-finding on a host of port factors including, among others, terminal rents, land availability, warehousing, crane operations, inland transport costs, port costs, and terminal productivity.

Speaking at the airport before departure for the Middle East, Governor Schaefer reiterated his confidence in the power of compromise achievable when "men and women of good will" come together.

"This panel is made up of industry insiders who know the terrain cold," said Chairman Cole. "I am delighted with the broad range of perspectives this group represents and I expect its findings will be of significant value for the governor and the Maryland Port Commission to plot future port strategies."

Chairman Cole pointed out that the panel will receive general oversight from the Maryland Port Commission which is made up of, in addition to Port Commission Chairman and Secretary of Transportation Richard Trainor and Mr. Cole, Jerome W. Geckle, Thomas T. Koch, Milton H. Miller, Sr., John M. Waltersdorf, and Fred L. Wineland.

Secretary Trainor emphasized that an outstanding facility has been created at the Port of Baltimore — calling the Seagirt facility one of the best in the world. "The improvements haven't stopped at buildings — we have revamped the Port's organization, selected six outstanding commissioners to run it and installed new standards and new staff," Trainor said. "We have to keep moving ahead, however, and we expect that the findings of this group will assist management, labor and the state to address more effectively the key issues that face us in the decade of the 1990s."

Brendan W. O'Malley, Maryland Port Administration executive director, will serve as staff to the new panel.

New Orleans Announces First Woman Chair

Ms. Alma H. Young, Ph.D., professor of urban and regional studies at the University of New Orleans, was recently elected chair of the Board of Commissioners of the Port of New Orleans.

Ms. Young is the first woman to serve on the Board since its inception in 1896.

She is also the first black woman in the United States to head a public port authority.

Ms. Young assumed the top post when it was vacated by New Orleans attorney Donald R. Mintz, who resigned to run for mayor of the city. Mr. Mintz remains a member of the Board.

Other officers elected by the Board include St. Bernard Parish banker Nicholas P. Trist Jr., vice chair; and Jefferson Parish land owner and developer N. Buckner Barkley Jr., secretary-treasurer.

Ms. Young's background includes involvement in education, urban planning, government, civic and community service. She previously served as vice chancellor for academic affairs for the University of New Orleans. The New Orleans professor has extensive experience in urban planning, redevelopment and Caribbean affairs.

Before receiving her Ph.D. in political science from the Massachusetts Institute of Technology in 1978, she earned a master's degree from the Columbia University School of Journalism and graduated cum laude from Radcliffe College.

In stressing her commitment to improving the quality of life for residents of Greater New Orleans and surrounding areas, the urban planning expert says she will continue to emphasize efforts to make the Port of New Orleans a magnet for locally based businesses related to international trade.

(Port of New Orleans RECORD)

New Orleans: Creation Of 3 Terminals Offered

A \$141.8 million plan to create three state-of-the-art terminals on the Mississippi River to serve increased cargo flows at the Port of New Orleans was unveiled recently to the Board of Commissioners of the Port of New Orleans by consultants Bergeron & Lang and Frederic R. Harris Inc.

Only the Port's river facilities were considered in the plan.

The proposal, which has two major stages with multiple phases in each stage, creates two multipurpose terminals and a neobulk terminal for steel. The cost of the first stage, which would meet cargo increases until the year 2000,

is projected at \$95 million. The second stage, which would meet increases until the year 2010, has a \$46.8 million price tag.

The plan is based on forecast increases in cargo flows that include currently handled cargo and newly developed harvest cargo. Breakbulk imports are expected to grow by 40 percent by 2010, while exports are expected to triple to 2.2 million tons in the same period. Although steel is projected to continue as the main import, the consultants forecast a healthy diversification in other products, such as plastic, rubber, refined petroleum products and food due to faster-growing markets.

(Port of New Orleans RECORD)

Mr. O'Brien of Oakland New AAPA US Chairman

Mr. James J. O'Brien, the Port of Oakland's Acting Chief Executive Officer and the Executive Director of its Transportation Services Division, assumed the chairmanship of the United States delegation of the American Association of Port Authorities at the annual AAPA convention held in Tampa, Florida, October 16-20, 1989.

The AAPA's membership comprises three delegations: one from the U.S. and its territories, one from Canada and one including Central America, the Caribbean and South America. With 85 corporate members, the U.S. delegation is the largest of the three.

Among Mr. O'Brien's duties in the new post will be chairmanship of the AAPA's Legislative Policy Council, which directs the delegation's positions on legislative and regulatory issues.

Mr. O'Brien joined the Port in 1978 as Director of Maritime Activities and in 1980 was promoted to Deputy Executive Director. In February, 1989 he became Executive Director, Transportation Services and Acting CEO. He has served as chairman of the AAPA's Commerce Committee and chairman of its special Committee on Committees. He also currently serves as chairman of the Western States Coalition for Effective U.S. Customs Service and as a port industry representative to the Federal Maritime Commission's Advisory Committee on the Shipping Act of 1984.

Rides Out Quake, Comes Back Quickly

All but one of the Port of Oakland's 10 marine terminals returned to operation within 36 hours of the 7.1 earthquake that rocked the San Francisco Bay Area at 5:04 p.m. October 17.

Oakland International Airport also resumed daily flight schedules after a brief interruption due to nationwide airline diversions and despite cracks in portions of a 3,000-foot section of its 10,000-foot main jet runway, 11-29. The undamaged portion remains sufficient to accommodate all but some of the largest jumbo jet models of commercial aircraft while repairs are being accomplished.

The earthquake dislodged gantry crane rails in the Port's Seventh Street Public Container Terminal and buckled pavement in its storage yard.

Shipping lines calling at the facility have been able, nevertheless, to load and discharge cargo on schedule at other marine terminals, and to continue storing and marshaling containers at the Public Container Terminal during repairs.

Truck traffic on the Oakland waterfront has been rerouted to and from Interstate 880 to compensate for the closure of the Cypress Street section of Interstate 880. The Port is providing detailed truck routing maps to all truck divers serving the Port.

The collapse of the upper portion of that double-tiered structure caused the majority of deaths associated with the earthquake. No reported injuries were sustained by Port employees as a result of the event.

Containers and other freight continued to move into and out of the Port of Oakland by rail on time, and no significant damage was reported to the tracks or intermodal yards of the three railroads serving the Port — the Southern Pacific, Union Pacific and Santa Fe.

Newly constructed public piers on the Oakland Estuary at Jack London's Waterfront, meanwhile, became the East Bay terminus for emergency passenger ferry service carrying commuters to and from San Francisco during closure of the quake-damaged Bay Bridge.

Potential hazards from possible

structural damage incurred by the Port of Oakland's longtime administrative office building at 66 Jack London Square, caused its temporary closure during emergency assessments, and command centers for Port management and support staff were established at the Port's new headquarters still in the final stages of construction nearby, at 530 Water Street. The 66 Jack London Square headquarters was declared safe for re-occupancy on October 23.

The many expressions of support, assistance and sympathy received from our friends in the port and transportation community are very much appreciated.

The main Port of Oakland telephone number (415) 444-3188, fax number, (415) 272-1172, and TELEX number, 336-334, remain unchanged, as does the Port's mailing address: P.O. Box 2064, Oakland, CA 94604.

(Trade and Transport BRIEFS)

Good Port Year Puts Capital Needs in Focus

For the first time in its history, Port of Portland revenues exceeded \$100 million, with the Port unofficially ending its fiscal year \$11.4 million ahead of its budget, according to Mr. Tony Stohl, Port director of finance and administration.

Mr. Stohl said that although the Port had a good year, it will continue to need good years because of the Port's large capital appetite projected over the next five years.

The Port's shopping list of major projects anticipated over the next five years total some \$310 million and include:

Aviation, \$185 million for terminal expansion, taxiway, roadway, interior, parking garage, airtrans, airfield, Southwest development and general aviation improvements at Mulino Airport;

Marine, \$95 million for a new auto terminal, container berth, crane, transfer equipment, Terminal 6 overpass, Terminal 6 warehouse and breakbulk improvements;

Portland Ship Repair Yard, \$14 million for Lagoon Drive improvements and rehabilitation of cranes and yard improvements;

Real Estate, \$16 million to \$17 million for improvements at Rivergate

Industrial District, Mocks Landing and Swan Island Industrial Parks, and Portland International Center.

For the past Port fiscal year, revenues exceeded budget in all four major activity areas.

Real Estate revenues were up \$5.2 million with eight land sales closed totaling \$11.6 million for 106 acres.

Marine was up \$3.4 million and logged record container volumes and record tonnage, particularly in bulks, lumber and import steel.

Aviation was up \$1.8 million and experienced strong air freight tonnage, take offs, landings and number of air passengers.

Ship Repair was up \$1 million and experienced another active year.

(Portside)

Subvention from Port To Redwood City

The Port of Redwood City December 5, 1989 announced a \$100,000 subvention to the City of Redwood City in a special joint meeting between the City Council and Port Commission.

In its annual "State of the Port" meeting with City officials, Port Commission Chairman Jack Castle also announced that the Port's net income for the fiscal year ended June 30 was \$498,000, up 88% over 1987-88.

"While most ports in the nation receive subsidies from their local governments, the Port of Redwood City is self-supporting and self-sustaining," Mr. Castle said. "We receive no tax dollars. This is in contrast to many ports in California which do get subsidies; in the state of Washington, ports get 45 cents on the \$1,000 from property tax, which represents 6% of port budgets in cities such as Vancouver. The Port of New Orleans requested \$100 million in tax dollars, while the Port of Seattle gets \$30 million in subsidies. The Port of Astoria in Oregon, a port similar in size to ours, gets \$200,000 from local taxes."

Continuing, Mr. Castle said, "So it is with pride that we are able to help Redwood City's budgetary problems with this subvention."

Mr. Floyd Shelton, Executive Director for the Port, said Port revenue from operations for the fiscal year ended June 30, 1989 was \$2.3 million compared to \$1.7 million in 1988. This

represents a 32 percent increase.

Expenses were up 21 percent to \$1.8 million. This reflects the increased activity at the Port.

Meanwhile, tonnage for 1988-89 increased over 80 percent to the highest level in eight years — 437,000 metric tons; the previous year tonnage increased 71 percent. The Port experienced significant tonnage increases in cement (92,545 tons, up 298%), lumber (114,765 tons, up 43%). Export of petroleum products was 37,692 metric tons, compared with no shipments for the previous fiscal year. Scrap metal export was 117,842 metric tons, up 43 percent.

For the second consecutive year, the Port was rated the fastest growing port in California by tonnage increase, ac-

cording to data compiled by the California Association of Port Authorities.

All commodity groups handled by the Port registered significant growth. The improved business climate and renewed confidence in the Port has stimulated the investments that are now producing these growing tonnages. For example, the joint venture between the Port and Pope and Talbot that expanded the lumber terminal area has resulted in a doubling in two years of lumber shipments. Australian-based SimsMetal acquired the metal recycling operation at the Port. Based on a renegotiated lease SimsMetal made substantial new investment in management skills, manpower, and new equipment that has led to increased exports of scrap metal and projections of further in-



Stockton Port Director Krygsman Commended

Stockton Port Director Alexander Krygsman (right) recently received commendation from the California Marine Affairs and Navigation Conference for "outstanding service and contributions on behalf of navigation and the development and improvement of harbors and channels for the general welfare of California's and the Nation's commerce and population." C-MANC recognition was presented by board chairman Richard Parsons (left), general manager of the Ventura Port District, joined by South Pacific Division Engineer, Mr. John F. Sobke, Corps of Army Engineers, who was recently selected for promotion as a major general. The occasion was the fall meeting of the statewide organization representing all commercial ports, major marinas, small craft harbors and other public and industry interests concerned with navigation development and improvement. Mr. Krygsman — a past chairman of C-MANC — has been Stockton port director for 12 years, with a long maritime career in a number of assignments including as port director of Pennsicola, and as a ship captain. He is a past president of the California Association of Port Authorities and of the Pacific Coast Association of Port Authorities, among many other industry posts, continuing a record of active participation and industry leadership.

(photo by Marine Affairs and Navigation Conference)

creases in the foreseeable future.

At the Yacht Harbor, the Port has initiated a multi-year rehabilitation of the docks and related facilities. To date this program has resulted in the installation of new pilings, wooden decking, whalers, and rubber fenders on yacht harbor dock E.

Utilization of the Port's docks for berthing cargo ships, barges, and temporary lay-up vessels increased by 15 percent. The number of vessel calls by ocean-going ships carrying bulk cargoes more than quadrupled for the year.

"As we enter the 1990s, we're optimistic about continued growth, however, we must be cautious about our projections — percentage increases of this magnitude should not be anticipated each year and are partially dependent on external factors in the economy, such as strong construction industry," Mr. Castle told the council.

Nevertheless, this year's results are encouraging because they show the economic potential of the Port of Redwood City to Redwood City and the San Francisco Bay Area.

"In the 1990s," Mr. Castle included,

"we will see new opportunities as trade doors continue to open and international business expands. Asia's emergence as a center of global economic growth makes the entire Pacific rim — including the Port of Redwood City — ripe for new and expanding challenges and opportunities."

Evergreen Line Doubles Service Through Seattle

As a result of growing demand, Evergreen Marine Corp. has announced changes in their service that will nearly double their container capacity to and from the Port of Seattle. The new service, to begin December 22, 1989, will include the addition of five "L" class vessels with 1,810-TEU capacity, replacing four 866-TEU "S" class vessels.

"We are extremely pleased that Evergreen is expanding their service through the Port of Seattle," said Ms. Patricia Davis, president of the Port of Seattle Commission. "Their doubling of capacity will greatly enhance service to both our inland and local customers," she added.

In addition to the existing Japan and

Korea service, the new rotation will include direct service to and from Taiwan and Hong Kong. In addition, the new, faster vessels will reduce Evergreen's sailing time between Asia and the Port of Seattle by five days. Service will continue to occur on a fixed date weekly interval.

Port customers will also benefit from increased refrigerator capacity offered by the "L" class fleet. Evergreen will offer state-of-the-art refrigerated containers, and the new fleet will feature on-board refrigerator plugs.

Evergreen Marine Corp. is a long-time Port customer, calling at the Port of Seattle since 1977. Evergreen vessels berth at Terminal 18, the Port's largest container terminal, which features an on-dock railway.

Charleston: Growth of Container Tonnage

Over half of all container tonnage passing through U.S. South Atlantic ports passes through the Port of Charleston.

A 115 percent growth in container tonnage over the last four years correlates directly with an increased market share. Among Southeastern ports, the Port of Charleston's market share now stands at 53.16 percent.

"Service is our strength," said Mr. L. Duane Grantham, director of marketing and sales at the South Carolina State Ports Authority, "and our services are continually evolving and improving. By providing the caliber of service customers want, the Port has been able to attract the world's finest steamship lines. Our steamship profile demonstrates tremendous depth and versatility."

Regional economics play an increasingly important role. The expansion of the Southeastern industrial base creates a greater cargo base for the Port. Enhanced truck and rail services facilitate cargo flow to and from the hinterland.

"Cargo flow is a critical aspect in the movement of goods," observes Mr. Grantham. "We've assembled the finest network of services for moving cargo to and from world markets."

Four years ago the South Carolina State Ports Authority implemented its strategic planning program. Since then, container tonnage growth has exceeded



Newest Container Crane at Charleston

The Port of Charleston recently activated its newest container crane at the Wando Terminal bringing to five the number of cranes at the Wando. A second IHI crane is rapidly nearing completion for a total of six. The cranes have an outreach of 145 feet and a 100-foot clearance under the spreader bar for service to the larger capacity post-Panamax ships. Two identical cranes are under construction at the Port's North Charleston Terminal. Altogether, the new cranes will bring to fourteen the number of container cranes at the Port. Wando Terminal is widely held to be one of the most efficient container terminals in the world. The addition of the new cranes is expected to greatly enhance that reputation.

22 percent each year.

"We foresee our market share continuing to increase," said Mr. Grant-ham. "The accelerated pace we've enjoyed may slow somewhat, but the continued enhancement of services is opening the Port of Charleston to a larger market area. Our customers like what they have at Charleston; we're confident we can develop that in the expanding marketplace.

Tacoma Wins Approval For FTZ Expansion

The Port of Tacoma officially received approval for a 248-acre expansion of its Foreign Trade Zone (FTZ #86) from the Department of Commerce's Foreign Trade Zone Board. The total amount of Port land with Foreign Trade Zone status is now 919 acres.

The expansion is seen as another boost for Tacoma's FTZ, which last year was the most active in the nation in terms of activity based on dollar volume. During 1988, over \$688 million worth of goods were processed at the Port's FTZ.

According to Port of Tacoma Commission President Jack Fabulich, "We're tremendously pleased by this expansion approval, and especially appreciate the help we received from our Washington State congressional delegation. This continues to enhance our 'Tacoma Advantage' and will help attract more cargoes and more jobs to the Tacoma area."

An estimated 250 jobs in the Port area are related to work done in Tacoma's FTZ, which was first approved in 1983. The original FTZ covered 13 acres and was expanded to 638 in 1985. Today's action brings the Port's FTZ land total to 886 acres, and another 33 acres which have a sub-zone status. This includes 19 buildings and 19 parcels of land located throughout the Port, most of which are adjacent to major shipping terminals, rail lines, and excellent highway connections.

Major users of the Port's FTZ include Mazda and General Motors, which are both major automobile importers through the Port, and Mitsubishi Electric Sales America, Inc., which imports and distributes a variety of consumer electronics through a warehouse located at the Port's Commerce Center.

Africa/Europe

Change in Amsterdam Port Management

Drs Godfried C.G. van den Heuvel has been appointed new managing director of the Amsterdam Port Management GHB, replacing Ir Kees d'Angemond who is leaving to become professor of hydraulic engineering at the University of Delft.

Mr. van den Heuvel, 52, is currently burgemeester of Borssele, near Vlissingen, in the Province of Zeeland, and a member of the board of the Vlissingen port authority Havenschap Vlissingen in addition to numerous other functions.

He obtained a doctorate in political and social sciences at the University of Louvain in Belgium in 1963, then joined the Dutch transport ministry and, later, the economic affairs ministry.

From 1967 to 1970, Mr. van den Heuvel was deputy director of the economic department of Amsterdam Port Management GHB, where he was active in acquisition of new companies.

Mr. van den Heuvel left the GHB to become burgemeester, first of Lith, before moving on to Borssele.

We welcome Godfried van den Heuvel back to the Port of Amsterdam. At the same time, we wish Kees d'Angremont all success at Delft. In his relatively short time in the port, Kees d'Angremont has helped attract a wave of new companies to the port area and presided over a reorganization of the GHB. *(Haven Amsterdam)*

Amsterdam Port Sites: Infrastructure Expansion

Amsterdam Alderman for the port, Mr. Jan van Duijn, will officiate at a ceremony on 28 November 1989 to drive the first piling for two new quays in the Amerikahaven and Aziëhaven and to open a new road "the Amerikahavenweg."

The Amerikahavenweg, situated between the Australiëhaven and Aziëhaven port basins, serves about 80 hectares (192 acres) of deep-water industrial sites, zoned for large-scale or

distribution industries. The ever increasing demand for sites in the Port of Amsterdam made the quick construction of the new Amerikahavenweg road vital. Three companies (Havenbedrijf de Rietlanden BV, Granietimport BV and Ooms Avenhorn BV) have signed contracts to locate in the area.

The Port Management of Amsterdam is in negotiations with several serious candidates for part of the remaining area.

The two quays, on the corner of the Amerikahaven and Aziëhaven, are being built for the dry bulk transshipment company De Rietlanden BV which is moving from its present location in the Eastern Port area because it has been rezoned for housing and because the company needs more space. Havenbedrijf De Rietlanden BV, which stores, transships and processes coal, will have an 8-hectare (19-acre) site with two quays for deep-drought bulk carriers. The Amerikahaven quay will be 180 metres long, the Aziëhaven quay, 255 meters.

The Amerikahavenweg road connection being built by Ooms Avenhorn BV, will be the first in the Netherlands to make use of crushed granite both for the foundations and as a raw material for asphalt. The granite is being used to replace gravel which is in short supply and will be imported from Scotland by Granietimport BV. In the beginning of 1990, Granietimport BV will locate in the Western Port area at the corner of the Amerikahaven and Australiëhaven, by which the Amsterdam port will gain considerable cargo transshipments. Ooms Avenhorn will also be located at this site.

Rotterdam Heading For a Bumper Year

During the third quarter of the year 1989, nearly 73 million tonnes of goods have been transhipped in the port of Rotterdam. Figures from the Municipal Port Management show an increase of 8% compared to the same quarter in 1988 (67.3 million tonnes). During the first nine months of this year the amount of goods transhipped has been approximately 215 million tonnes (1988: 198 million tonnes). If this trend continues, then the annual total for 1989 may reach approximately 285 million tonnes, which is the best result this

decade. However, to be on the safe side, this is assuming that the last quarter will not be as good as the excellent fourth quarter in 1988.

The amount of bulk goods has increased considerably: transshipment is over 12 million tonnes more than during the first three quarters of last year. Until October of this year, incoming and outgoing bulk cargo reached nearly 171 million tonnes, of which 58 million tonnes was handled in the last quarter.

The non-bulk sector (containers, roll-on/roll-off, other general cargo, etc.) has to date processed 44 million tonnes. The last quarter produced an increase of 14.6 million tonnes, which is 11% more than for the same quarter last year (13.1 million tonnes).

One could call it a period of continuous economic growth, which has particularly favourable consequences for the port of Rotterdam. Many port of Rotterdam companies active in sectors such as transshipment, distribution and warehousing are operating in top gear. This is a sign that the companies in the port of Rotterdam have the support of the major marine shippers and distributors and that these companies are becoming more and more successful in providing a tailor-made service.

The developments and improvements to the infrastructure and superstructure, which have been planned and are already partially in progress for, for example, the Frans Swarttouw's bulk goods terminal, the new ECT's container terminal, the construction of three distribution parks, must comply especially with the increasing requirements regarding services.

Port of Lisbon To Install EDI System

The Authority of the Port of Lisbon (APL) has initiated the installation of its Electronic Data Interchange system. Calls for tender have been issued for the supply of the hardware and software which would link up all the operational departments of the port. It is hoped that installation of the operational system can begin before the end of the year.

The computer system will consist of several subsystems, the first of which will be a community management of ships subsystem (vessel, call and berth).

The second stage of the plan calls for an operation subsystem (port operations and equipment management). At the same time an independent company will probably be called into to link up to the Customs Clearance System, and this will lead to a management of goods subsystem.

All these subsystems will be open and allow the electronic interchange of data between the Port, Customs, the shippers, agents and other ports. Meanwhile, APL is actively involved in the installation of a pilot scheme of IACIS/ESPRIT.

The Container Terminal, managed by LISCONT, a private company, is developing its own EDI system, following the installation of its Integrated Container Terminal Management System in November of last year. During 1989 this computer will be in-

tegrated into a local area network including other existing computers (VAX, PDP and PCs), and will be given the capability of electronic data interchange with other networks or computers.

The company aims to set up links with other terminals, Port Authorities, agents, Customs and other organisations. The first connection, to an agent, is already being studied and should be implemented sometime later this year. Liscont's system is open, in that connections to third parties were foreseen and are already defined. It uses a Dec VAX-eII minicomputer with several workstations covering the areas of in and out gate, loading and discharging, yard control, vessel and yard statistics and historical data of all containers moved.

(Porto de Lisboa)



Tideland Solar Power for Forth

The Forth Ports Authority (FPA) has installed a number of Tideland* ML-140 lanterns and solar modules as part of a five-year programme to replace gas-powered equipment throughout its area of jurisdiction.

The Authority's buoyage stretches from Grangemouth in the west to Inchkeith in the east, although some of this comes under the jurisdiction of the Northern Lighthouse Board. The principal FPA ports are Leith, Grangemouth, Methil, Burntisland, Kirkcaldy and Granton.

The programme of conversion from gas began in 1980, when the Authority started to design lighting for the ap-

proach channel to the Braefoot Terminal. Conventional electric lighting was initially installed, but energy consumption varied markedly from theoretical models and the time spent servicing batteries represented a considerable workload.

By 1983 the alternative of solar power was being considered. After computer trials and the conversion of a few minor lights, the Authority decided to convert all its lights in a staged programme. The majority of the lights are now powered by solar systems, and the programme is due for completion in 1989.

The unique Tideland solar module

is robust and particularly suitable for use in harsh marine environments. It is fabricated from mono-crystalline silicon cells and borosilicate glass hermetically sealed with a water-clear polymer encapsulant, which eliminates any need for a metal frame. During the day, even in very low light conditions, the solar module charges a secondary battery, which powers the lantern at night.

The Tideland ML-140 lanterns installed by Forth Ports Authority are durable, lightweight lanterns offering high reliability and long service. The ML-140 features an acrylic lens of great optical efficiency, designed for wide angle divergence of the light beam. This divergence compensates for the buoy roll and offers improved visibility, where the angle of observation varies greatly as the range changes.

** The Tideland group of companies' headquarters in Houston, Texas, is an Associate Member of IAPH.*

ABP Holdings Orders New Red Funnel Ferries

Associated British Ports Holdings PLC announced an investment of over £3,500,000 to boost the Southampton/Isle of Wight passenger ferry services of its newly acquired subsidiary — Red Funnel.

Two new high-speed catamarans are scheduled to come into service at the beginning of 1991, and each will be capable of carrying 120 passengers at a speed of 32.5 knots. They will replace Red Funnel's two oldest hydrofoils, effectively doubling present passenger capacity and speeding up services at peak commuting times.

The contract for the new catamarans has been awarded, after fierce competition, to the Isle of Wight boat builders, FBM Marine Ltd; who won the contract after extensive testing of their design

which meets all Red Funnel's specifications.

Mr. Stuart Bradley has been appointed as Red Funnel's new Chairman. He is Managing Director of Associated British Ports, and a Master Mariner.

Making this announcement, Mr. Bradley said:

"I am delighted to confirm details of the catamaran orders for two reasons. Firstly, this is a clear demonstration of the benefits ABP will bring to Red Funnel. We have been able to order two new craft immediately, accelerating the original plan to spread orders over a longer period. This will mean that our customers will enjoy better facilities and faster services very much earlier."

"Secondly, it is very encouraging for us as new owners to award our first contract to an Isle of Wight company, thus strengthening our commitment to the Island."

Hull Container Terminal Becomes Operational

Associated British Ports has announced that the Hull Container Terminal will become fully operational again with effect from 1 January 1990.

Agreement has been reached with Humberside Sea and Land Services Limited to manage and operate the terminal through a new wholly-owned subsidiary company, Hull Container Terminal Limited.

HCT will offer common user container handling facilities on the 17-acre terminal, which is equipped with 3 container gantry cranes and 5 transainers.

Commenting on the agreement, Mr. Mike Fell, Port Manager at Hull said:

"It is very encouraging to see the renewed interest in port services at Hull since the abolition of the National Dock Labour Scheme. The reopening of the container terminal is a prime

example of this regeneration, backed by new investment."

Mr. John Holloway, Chairman of HCT Ltd., commented:

"We are confident that there is great potential at HCT for the expansion of the port's container-handling services. We look forward to offering a highly efficient and flexible service to the terminal's customers."

Steps to Secure Future of Southampton

On 30th November 1989 ABP announced management action at the port of Southampton to ensure the provision of uninterrupted services to customers.

Port Manager, Mr. Andrew Kent, said:

"Dock workers at Southampton have failed to provide the uninterrupted high-quality service that is necessary if customers are to stay in the port. This cannot be allowed to continue. I have today told dock workers that we require them to work properly, in all respects, or not at all."

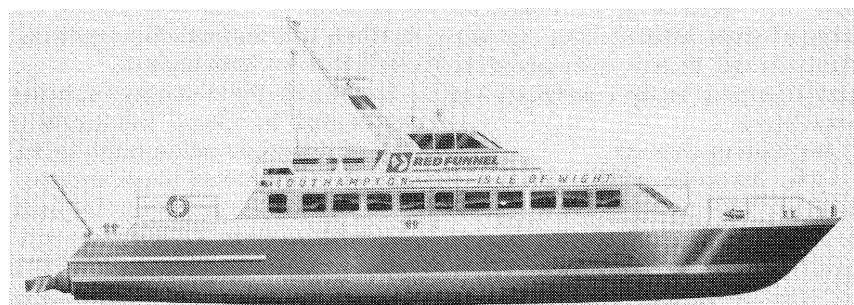
Abolition of the National Dock Labour Scheme has been of great benefit to ABP's ports. It has given Southampton the chance to set new standards and attract new business. The ex-Registered Dock Workers, however, have not responded to this opportunity, and have failed to deliver the right service. ABP is determined to meet the increasing demands of the port's customers and is not prepared to allow the actions of any dock workers to jeopardise the port's future in any way.

ABP has committed substantial investment in facilities at Southampton to exploit the port's unrivalled potential. ABP welcomes proposals under which other companies employing fully trained staff will provide the cargo-handling services required.

Summing up, Mr. Kent said:

"Former Registered Dock Workers have had nearly five months to adapt to new circumstances. We can no longer accept poor performance which puts the port's business at risk.

"Our customers now have a choice and new independent stevedores are providing a better service. Inevitably, our customers will use the new stevedores rather than ABP to meet their cargo handling needs."



A new Red Funnel ferry.

Transport Minister Hits Criticism on Reform

The Minister for Transport and Communications, Mr. Ralph Willis, said that statements by the Australian Wheat Board, the Grains Council of Australia and the National Farmers' Federation condemning the Waterfront Industry Reform Authority (WIRA) as a failure were "grossly unfair and in total conflict with the facts."

Mr. Willis said: "Rather, the WIRA process has demonstrated its capacity to achieve spectacular productivity improvements on the waterfront."

"The accusations against WIRA stem from its recommendations for reduced manning levels for grain loading operations at Fisherman Islands in Brisbane and at Port Kembla."

"These recommendations follow the review of grain loading operations under the auspices of WIRA. Relevant unions, the Association of Employers of Waterside Labour (AEWL), the grain handling authorities and the Wheat Board were represented on this review."

"The recommended manning levels involve very substantial reductions and provide large productivity increases."

"At Fisherman Islands, the previous ship board manning level for grain loading operations was six people per shift. The WIRA recommendation is for the manning level to be reduced to 1.64 people per shift, i.e. a 70% reduction. The production increase stemming from this reduced manning level is 270%!"

"At Port Kembla the manning level is three people per shift. Although the Authority noted that the grain loader was not yet fully operational, making made final determination of manning levels difficult, it recommended that the manning level be reduced to 2.5% per shift, i.e. a reduction of 17% which implies a productivity increase of over 20%."

"The brunt of these reductions in manning levels has been borne by the Waterside Workers' Federation, which has already indicated its acceptance of the Authority's recommendations."

"Now the Australian Wheat Board,

which is the major beneficiary of the significant productivity gains, has rejected the recommendations."

"To describe the outcomes at Fisherman Islands and Port Kembla as failures, as the Wheat Board and the grain grower bodies have done, is absolutely absurd."

"Rather, it demonstrates the bona fides of the WIRA process and provides a basis for optimism and confidence about the outcome of the waterfront reform program over the next three years."

Brisbane: No Increase in Harbor Dues Rate

There will be no increase in the Port of Brisbane's general harbour dues rate for 1989/90. The last time that the port had a lift in the general harbour dues rate was in 1982/83.

In announcing the decision, the Port of Brisbane Authority's Executive Chairman (Mr. A.J.W. George) said the Authority was determined to provide — as it had always attempted to do in the past — every possible encouragement and inducement for traders and shipowners to patronize the Port of Brisbane.

Mr. George said Brisbane had probably the best total port capacity, infrastructure in the Pacific region, and it would be wasteful not to aspire to a state where the facilities were being worked to the maximum capacity.

Aligned to that was the Authority's general philosophy to put in place, as soon as possible, an overall strategy plan for the port's future.

The Authority saw itself in a catalyst role, and was determined to draw together, and unify, all of the port's productive capacities and resources.

Whilst the Authority had large capital commitments on hand to assist all port elements, Mr. George was confident that even with a "dampened income" from harbour dues, the Authority would be able to maintain the port's progress in the immediate, and near future.

Mr. George went on:

"The Authority needs the support of all port and shipping industry people to fulfill its ambitions for the Port of Brisbane."

"What it comes down to is this: Brisbane, as a port, has the right tools."

It is up to all of us to see that they are used properly."

Cairns Prepares For Expanded Trade

Opportunities for freight forwarders and carriers in the Cairns region to take advantage of new initiatives have never been greater.

Proposed new shipping services and the possibility of a space base at Cape York all point towards a sudden and massive increase in the demand for freight services. An international cargo centre and 600-meter runway extension being built at Cairns Airport will further boost freight capacity.

Linked to this demand will be opportunities for existing traders to seek new export markets, particularly in South East Asia.

While the Port of Cairns experienced record tonnage of over 1 million tonnes in the 1988 and '89 financial years — an increase of 19 percent on previous years — the potential to boost the figure substantially has never been greater.

Despite some downturns in the industry, sugar remained Cairns' largest export commodity in 1988/89 at 397,670 revenue tonnes, followed by general cargo, molasses and petroleum products.

Significantly, fruit and vegetables hardly figure in the statistics, despite a generally acknowledged demand — particularly for tropical fruits — in South East Asian countries such as Singapore.

This situation presents an opportunity for the primary producers of the port's hinterland — the Atherton Tablelands and the Innisfail region — to step up exports of perishable foodstuffs to countries in the Asia-Pacific region.

Many of the problems traditionally associated with exporting, such as guarantees of payment, have been addressed by the Federal Government's Austrade with the result that exporters' confidence has been boosted.

In addition, the strong growth being experienced by Cairns will create a demand for direct return cargo to the port, to the benefit of freight carriers.

Cairns is an attractive port for both local and overseas users, with a reputation for reliability. Stoppages are virtually unknown and Cairns often continues working when other ports

are suffering the effects of industrial disputes.

According to Mr. Bill Cummings, economic researcher and secretary of the Cairns Chamber of Commerce, Cairns has enormous potential as a direct international import and export redistribution centre.

"There are many benefits associated with being the northernmost port on the Queensland coast, which until recently have gone largely unexploited," he said.

"The development of Cairns as an international transshipment port and the major trading city in the region is well within reach given the opportunities afforded by initiatives such as the Cape York-North Queensland Enterprise Zone.

"The planned new air freight terminal will also help to position Cairns as the prominent transshipment city in Far North Queensland," Mr. Cummings said.

In addition to its airport development works, the Cairns Port Authority has undertaken a number of initiatives during 1989 in a bid to increase substantially the cargo trade through both the airport and seaport of Cairns.

These included:

- participation in the Asia-Pacific Freight 2 conference — a multi-modal cargo trade forum — where it hosted a number of presentations by Cairns-based businesses, in Singapore in May.



Port of Cairns

- organising and hosting a major international air and sea freight seminar in Cairns in August.

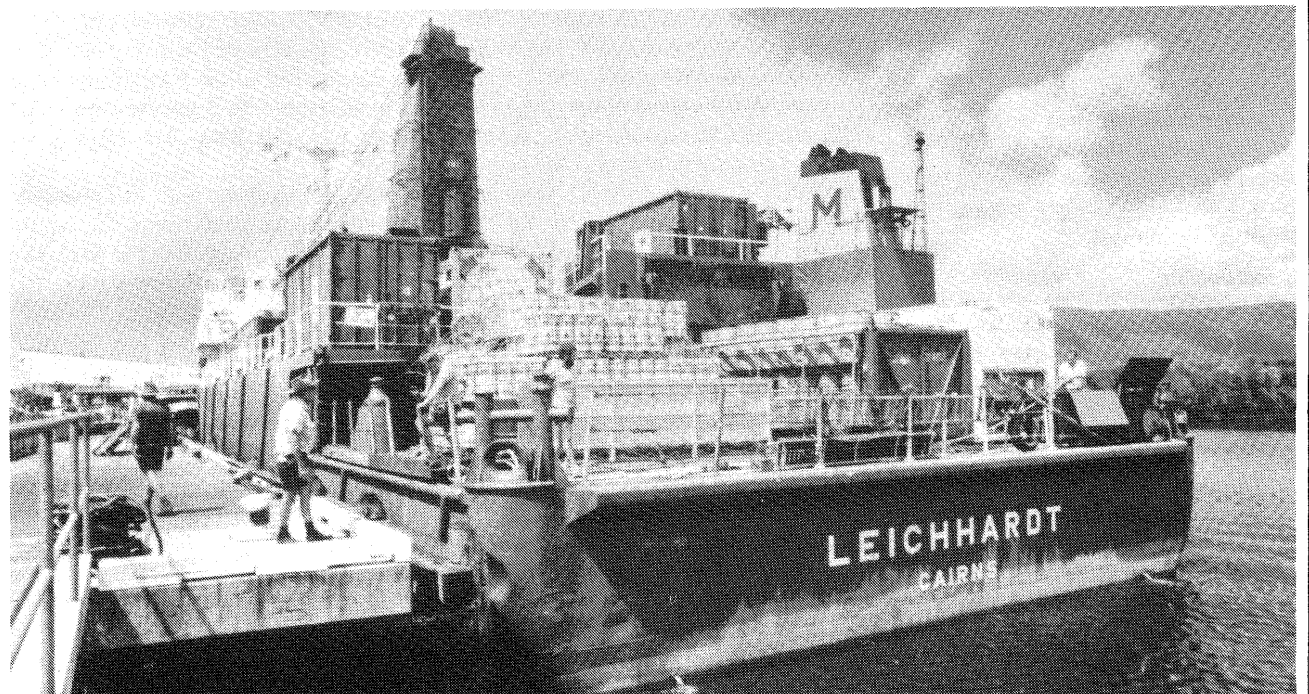
- a commitment to increase the width of Trinity Inlet entrance channel to 90 metres, an increase of 14 metres.

The Cairns Port Authority says that the benefits of increased cargo trade will be felt throughout the Far North Queensland region.

The Port of Cairns is also an increasingly popular destination for cruise liners from around the world. Expressions of interest have recently been called for Stage 2 of Trinity Wharf Cruise Liner Terminal, situated in the

heart of Cairns city, a mere 6 kilometers from Cairns International Airport.

Major redevelopment works at Cairns International Airport are due for completion in mid-1990, and the combination of increased international air links and the most modern cruise facilities on Australia's east coast make Cairns the ideal fly/cruise destination in the South Pacific region. Cairns Port Authority was represented at the 1989 Cruise & Ferry Conference in London and promotion of Cairns as Australia's foremost cruise liner destination is central to the Authority's marketing strategy for the 1990s.



Proposed Act Changes To Benefit Fremantle

Cabinet has approved changes to the Fremantle Port Authority Act which will give the Port a firmer commercial footing.

The legislation, which is currently being drafted, will:

- Allow us to enter into joint ventures or form wholly owned subsidiary companies.
- Allow the Authority to charge interest on overdue accounts.
- Remove the Port Authority's sole right as wharfinger but allow it to function as a fully operational ship/shore stevedore.

Fremantle Port Authority General Manager Trevor Poustie said that the thrust of the legislation was to bring the Port in line with other commercial organizations.

"The Port will have the option to compete and tender for services in the Port environment on the same basis as other organizations," he said.

"As a result it is expected that resources will be more efficiently used, the commercial viability of the Port enhanced and Port users will ultimately reap the benefit."

Unlike most Australian ports — but in line with many overseas ports — the FPA is looking to restructure its stevedoring services to become a fully operational ship/shore stevedore.

"The changes to the Act open up possibilities for joint ventures in this and many other facets of Port operations," Mr. Poustie said.

Ministerial approval would still be needed before the Port entered into any joint project and the FPA would have to compete under the same terms as other businesses.

"The days have gone when a body like the Port can sit back and be content with providing a service. It is essential to provide value for money in an efficient and competitive environment," Mr. Poustie said. (*Port of Fremantle*)

Chittagong Port Celebrates Centenary

The Chittagong Port Authority has decided to celebrate the centenary of the founding of the modern port of Chittagong and the same will be inaugurated on 30 January, 1990. Situated

on the estuary of the River Karnaphuli, the port has a history dating back to the 4th century B.C. and was being extensively used for trading by the merchants of Asia and Europe. In the year 1887 the Chittagong port act was enacted and the port commissioners formally started functioning from the 25th April, 1888. Considered in that context, history of the modern port of Chittagong has crossed the 100th year mark.

The port authority has chalked out a colourful programme in this connection. It is expected that a good number of guests from foreign ports, port related organisations will attend the function.

The Hon'ble President of the People's Republic of Bangladesh Alhaj Hussain Mohammed Ershad, NDC, PSC, has kindly consented to inaugurate the function.

The history of Chittagong port, as already said, dates back to the 4th century B.C. It was the focal point of trade enjoining the East with the West. The Arabs, the Yemenese, the Chinese and then the Portuguese used it as a base port. The name and fame of the port surpassed the great port of Tamluk — one of the greatest port of this region at that time. The Arabs called it "Shetgang" — the delta of the Ganges and the Portuguese named it "Porte Grande" — the Great Port.

The foundation of the present port was laid by the British government by introducing an act, known as "Port Commissioner's Act 1887" which came into force on 25th April, 1888, mainly to cater to the export of tea cargo from Assam and Chittagong region. A board of port commissioners was formed and by 1910, 4 jetties (berths) were constructed and put into commission. Up to the year 1947 the port used to handle 0.5 million tons of cargo annually. At that time the port was administered jointly by the port commissioners and the port railway. To do away with the dual administration of port railway and port commissioners, the "port trust" was formed in July 1960.

The liberation of Bangladesh in 1971 set a new trend in the internal and external trade of the country. So, in the year 1976 the government of Bangladesh promulgated the "Chittagong Port Authority Ordinance — 1976" and dissolved the port trust. "Chittagong Port Authority" came into being in

September 1976. The port authority is an autonomous organisation controlled by the government through the Ministry of Shipping. The government appoints the chairman and not more than 3 members who form the board and full-time officers of the authority. Chairman is the chief executive of the organisation who is assisted by 3 members. The board members are controlling the different departments.

Chittagong Port Authority is a service-oriented organisation. On this aspect, the port authority is performing the following functions:-

- 1) Manage, maintain, improve and develop the port.
- 2) Provide and maintain adequate and efficient port services and facilities in the port or the approaches to the port.
- 3) Regulate and control berthing and movement of vessels and navigation within the port.
- 4) Perform such acts and things as may be necessary or convenient to be done in connection with, or incidental or conducive thereto under the purview of the ordinance.
- 5) Perform any other functions as assigned by the government from time to time.

The port of Chittagong is situated on the northeastern coast of the Bay of Bengal with Burmah and Upper India in the east and India in the north and the west. The port is located on the right bank of the River Karnaphully at a distance of 9 nautical miles from the shore line of the Bay of Bengal. The depth of the channel of the Karnaphully River is handicapped by 3 bars known as (I) outer bar, (II) inner bar, (III) gupta bar.

The bars limit the draft of the vessels and the gupta bend limits the length of the vessels for entering the port. The range of draft of vessels entering the port varies in rainy season and winter season and also during low tide and high tide. The maximum length of the ship that can enter the port during day time is 185.91 metres with 9.14 metres draft.

Chittagong port can accommodate 35 ocean-going vessels at a time. The port has 20 berths and a number of moorings for ocean-going vessels. To provide storage facilities to the consignees several transit sheds and warehouses are available in the Chittagong port. Besides, there are a number



An aerial view of Chittagong Port.

of berths and moorings for handling bulk oil, cement, food grain, fertilizer, edible oil, etc.

As a stopgap arrangement, a number of container yards with facilities for 90 reefer containers have been made available for storing approx. 5,000 containers at a time.

Inland and container depot commissioner at Dhaka near Kamalapur railway station in collaboration with Bangladesh railway facilitates the container movement.

The performance of Chittagong port for the year 1988-89 are summarised below:-

- 1) Import: 71,22,310 m. tons
 - 2) Export: 8,34,320 m. tons
-
- total: 79,56,630 m. tons
- 3) Container (TEU): 74,067
 - 4) Vessels (nos): incoming 1,132 + shifting 382 = 1,514
 - 5) Inland Vessels (nos): over 5,000

The port with its present facility is capable of handling 6 million tons of cargo per year at the optimum. But due to increasing trend of offering of cargo, she has to handle almost 8 million tons of cargo. On completion of multi-purpose berths back-up facilities, reconstruction of 14-17 jetties, construction of a number of deep-draft berths at Patenga and more modernised handling equipment along with development of infrastructure by other sectors, the port will be able to handle

over 10 million tons of cargo per year, which she will have to do by the year 2000. In order to face the situation, the port at present has the following development projects in hand.

These are: back-up facilities of the multi-purpose berths procurement of vessels and craft including a trailing suction hopper dredger, construction of 33 K.V. sub-station and rehabilitation of 11 K.V. sub-station, procurement of cargo handling equipment and construction of a bridge connecting the main berths with multi-purpose berths, implementation of management information system, manpower, planning and total computerisation.

Skilled manpower and efficient management can improve port's throughput and reduce the turnaround period of ships. With this object, Chittagong port is running a training centre where courses are offered on various subjects.

Port is a place where international shipping either originates, terminates or transits and thereby of necessity making it highly dynamic subject to keep pace with the increasing commercial and economic activities. In spite of constraints in men and material and financial limitations the port authority has concentrated all its attention to the development of the port and better management so as to make it the nerve centre of the country's economic progress in the truest sense of the term.

HK to Build Massive New Port and Airport

Hong Kong, the communications hub of Southeast Asia, is to build a new port and airport at a cost of US\$16.3 billion, it has recently been announced.

One of the biggest single civil engineering projects in the world, the massive new development will ensure Hong Kong's continued pre-eminence as an international trading, financial and business centre well into the next century.

The project is huge by any standards. Given Hong Kong's size of just over 400 square miles, it is colossal.

It is at once a sign of Hong Kong's phenomenal growth as an industrial, financial and transport centre and a firm vote of confidence in the territory's future growth.

It is a sign too that Hong Kong's record growth over the past two decades is outstripping its transport infrastructure.

The new container port will be built initially at Tsing Yi and Stonecutters Island, near the present Kwai Chung container port, already the world's busiest.

Kwai Chung's eighth terminal will be built on new reclamation off Tsing Yi and Stonecutters Island. Additional port facilities will be on reclamation at southeast Tsing Yi.

Further port development will be along the North Lantau coast to the east of the airport.

The project calls for huge reclamation works as most of the land for the port and airport will be reclaimed from the sea.

Almost 1,000 hectares of land will have to be created for the airport alone.

Besides the port and airport, the project also calls for a huge new transport infrastructure to connect the new airport and port to urban and manufacturing centres.

Whilst increasing needs call for the construction of a new airport, there are similar urgent needs at the Kwai Chung container port which last year handled just over four million twenty-foot-equivalent units (TEUs), making it a far busier container port than Rotterdam or New York.

Total cargo handled at Hong Kong's port was 81.3 million tonnes last year,

an increase of 15 per cent over 1987. And forecasts indicate a five-fold increase by the year 2011.

Besides serving its own mushrooming needs Hong Kong is the main port for rapidly developing southern China as well as an important transshipment centre for Taiwan, the Philippines, Thailand and all the main ports along the China coast.

It was plain some years ago that new port and airport facilities would have to be built. But in Hong Kong, one of the most densely populated areas of the world, where 70 per cent of its 400 square miles is mountainous and unsuitable for development, finding sites was no easy matter.

To come up with the best solution the government commissioned the Port and Airport Development Study (PADS). Headed by British consultants Mott MacDonald with Shankland Cox covering land use planning and Wilbur-Smith and Associates handling the transport infrastructure study, PADS examined such problems as:

- the effect on the territory-wide distribution of industry and housing, and whether new industry and housing should be built close to the new facilities
- the types of transport to best serve the new port and airport
- possible effects on the environment, in particular noise levels, water quality in the harbour, and effects on recreational facilities
- costs and how they could be minimised
- sources for the large volumes of fill material required

There was no perfect solution.

All sites had major drawbacks. But PADS decided that the Chek Lap Kok option for the airport and gradual extension of the port to Tsing Yi, Stonecutters Island and North Lantau offered the best choice.

The Hong Kong Government has also announced the establishment of a Port Development Board early in 1990.

The Board will be headed by an unofficial with membership drawn from both officials and non-officials.

The main task of the Board is to provide advice to the Government on the proper development of the port, on the various aspects of co-ordination — both the land aspect and the marine aspect.

The Government will be looking to

this Board as its principal source of advice in planning further development and expansion of the port.

Johor Port: Measures Against Hazardous Cargo

Hazardous cargo is one group of cargo that Johor Port has been handling in increasing volume over the recently years. More than 55 different types of hazardous materials, including chemicals, are now being handled via Johor Port to meet industrial needs as well as the processing and manufacturing of consumer products.

It is therefore incumbent upon the port to adopt and implement safest and stringent standards in handling, storage and the transportation of the cargoes. A major development in this direction will be the adoption of the Safety Measures System (SMS) to monitor and ensure the safe handling and movement of cargo at the port.

The SMS system, designed and developed by Johor Port Authority, comes on line on August 15, a system under which the port authority will provide all the details that would be required for the handling of a specific cargo. It will be mandatory for all port users and agents handling hazardous cargo via the port to use the system.

The port General Manager Encik Yahya Abdul Ghani said the SMS would ensure the highest safety precaution in the storage and movement of hazardous cargo at the port. He said the system is the first computerised hazardous cargo handling system to be developed and used in Malaysia.

According to the port chief, the SMS had been acknowledged as the first such effective system in Southeast Asia by the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) based in Bangkok.

"With the introduction of the electronic data interchange system, various related agencies and organisations such as hospitals, rescue bodies can get quick and prompt information retrieval," he said.

The introduction of the system strengthens the role of the port as an emerging major centre for hazardous cargo materials in the region. The creation of the hazardous cargo facility at Johor Port has rescued the need to import hazardous materials via Singa-

pore and carried overland by road through populated areas.

It is because of the high safety standards adopted by Johor Port that has attracted the increasing volume of hazardous cargo being handled. The confidence shown by various importers in using Johor Port reflect the acceptance of the internationally recognised safety measures and standards at the port.

As a service-oriented organisation, Johor Port owes its existence on its capability to handle a variety of cargo, including hazardous cargo at the most cost-efficient level. It is imperative that the port, as a fast growing port in the region, provides appropriate facility for the handling of such cargo in keeping with the demand.

The port must be geared to serve all types of cargo including hazardous cargo in response to the demand which is dictated by the rapid pace of industrialisation. The port is satisfied despite the increasing volume and the handling the variety of hazardous cargo, no untoward incident has happened in the port. This is a clear reflection on the safety measures and standards at the port.

(NADI Newsletter)

Decision on Penang NBCT Project Welcomed

Penang Port Commission (PPC) welcomes the decision of the Cabinet to approve the implementation of the North Butterworth Container Terminal (NBCT) project.

The revival of the project which was deferred in 1985 will be a big boost to the port's role as the leading maritime gateway for the region.

The scope of project consists of the construction of a 350-metre berth with an alongside depth of 12 metres in order to cater for larger and deeper drafted containerships which will be calling at the port in future. A 520 metre x 19 metre approach bridge connects the wharf to the container yard with 3,000 TEU ground slots. The terminal will have two container freight stations and will initially operate with three gantry cranes, nine transtainers and a host of other up-to-date container handling equipment. The total area to be reclaimed is 42 hectares. When completed the NBCT will be able to handle 250,000

TEUs per annum. Together with the Butterworth Container Terminal, the total capacity of the two container terminals will be 452,000 TEUs in 1994.

The NBCT is scheduled to commence operations in 1994 when the container traffic is expected to reach 312,800 TEUs. The preliminary engineering design, site investigation and detailed engineering design have been completed. Amendments to the detailed engineering design are estimated to start in late 1989 and will be completed by late 1990.

The implementation of the NBCT project is expected to take a period of 4 years. It is therefore necessary to commence work in 1990 to achieve the target for operation in 1994. The total project cost is estimated to be M\$300 million.

The NBCT project is proposed to be financed partly from the PPC's own funds and the balance to be raised through other sources.

(BERITA pelabuhan)

Commercial Bank Loan For Penang Commission

Penang Port Commission (PPC) recently signed its first commercial bank loan agreement for M\$34.0 million with Commerce International Merchant Bankers Berhad and Bank of Commerce Berhad.

This is the first time PPC is looking beyond government financing and taking advantage of the many forms of financing instrument offered by the commercial banking industry.

The loan is to partly refinance two existing loans obtained from the Asian Development Bank (ADB) some 12-15 years ago for the development of the container and bulk cargo installation.

The existing ADB loans although carrying interest rates of 7.5% and 8.7% respectively were in fact costing the PPC 10% and 12% because of foreign exchange element. The PPC would therefore gain immediately from the savings in interest rates.

This measure is in line with the Federal Government's policy on prepayment of external loans with high currency exposure. By this, the PPC hopes to reduce its interest cost by prepaying its foreign loans partly from its own funds and partly from a new ringgit loan. *(BERITA pelabuhan)*

Auckland Gears Up for Post-Panamax Ships

Fergusson Container Terminal is gearing up for the "post-panamax" generation of container ships, well established in many parts of the world, and soon to appear in the New Zealand and Australian services.

"Post panamax" is the term used to denote ship class, and also container crane specifications. It means simply that the ship width exceeds the limitations of the Panamax Canal, and no longer having this restriction, ship designers and architects are able to develop a new hull design that allows increased cargo capacity, optimum combination of length, width and hull form, and stability.

In New Zealand, recent new buildings "CGM La Perouse," and "Nuova Lloydiana" are close to the post-panamax class but the trend in post-panamax ships is to have capacity in excess of 3,000 TEUs.

American President Line has recently introduced five C10 class vessels in their service between the USA and Japan, Hong Kong and the East. Each has a capacity of 4,300 TEUs, approximately double the size of "Mairangi Bay" which calls at Auckland now. The new APL vessels have a service speed of 24 knots, and a beam of some 129 ft.

This allows 12 rows across below decks, and 16 rows across above deck. Greater stability is achieved as a result of the wide beam that also allows five high stacking on deck, with reduced water ballasting.

The development of "post-panamax" vessels has encouraged the development of a new generation of container cranes to handle cargo from these ships. The wider beam calls for a crane reach of up to 152 ft compared with the 90 ft reach of the portainer cranes at Fergusson. To handle higher stacks aboard the decks of the new class of ship, the new cranes have to have a lift height of up to 100 ft compared with 90 ft at present.

The hoisting and traversing speeds have to be faster too, to improve ship turnaround time in port. Many of the new cranes also feature programmable digital controls for greater performance reliability and are designed to incorporate automated two-step unloading and loading for increased terminal

productivity.

"Post-panamax" cranes are in use in many ports throughout the world including Los Angeles, Oakland, Yokohama, Kobe, Hong Kong and Kaohsiung, and many ports in Europe.

Recently the directors of Ports of Auckland approved in principle the purchase of a fourth crane for Fergusson, and a technical team travelled overseas, to Singapore, London, Hamburg, Venice, Hong Kong and Melbourne, visiting manufacturers of container cranes, and studying container cranes in use in working port situations.

A decision of a crane purchase will be made within two months, and delivery will be 1991.

Terminal Services are also looking at an upgrade for container crane A to bring it up to latest generation technology.

The introduction of a fourth crane at Fergusson will increase ship working options, with two cranes available on each berth and the flexibility of maximising cargo handling capacity to meet shipping company's needs.

The increasing demand for faster turnaround has also encouraged the introduction of new capacity, faster and more efficient straddle carriers but Ports of Auckland is right up with the latest here, with the eight new Valmet straddle carriers which were commissioned in June.

Equipping the port with modern new machinery is just part of the on-going commitment of Ports of Auckland for the future of New Zealand's international trade. Lead time and deliveries mean that decisions must be made now for the requirements in the 1990s, but with careful planning and research, the port is able to ensure it meets the needs of clients in the next decade.

(Ports of Auckland)

\$16.1 Million Profit for Ports of Auckland

Ports of Auckland Ltd. has announced a profit before tax and extraordinary items of \$16.1 million for its first year of operations.

Total revenue during the period 27 September 1988 to 30 September 1989 was \$110 million, and after taxation of \$4.6 million, the company recorded

a net profit of \$11.5 million.

The Chairman of Ports of Auckland Ltd., Mr. R.G. Alexander said that the result was a pleasing one, given the major reforms and improvements which had been made in the port during the year.

Trade was up 6 percent as a result of improved productivity and stronger marketing. Port charges had been held at May 1988 levels, and reductions had been made in pilotage and shipping wharfage charges. The land tax surcharge has been removed completely. More reductions in port charges are to come. The company was well on track towards meeting its commitment to reduce port charges by at least 10 percent in real terms within the first two years of operations.

Mr. Alexander said that the company had made a successful start to its cargo handling equipment replacement programme with the commissioning of the new Valmet straddle carriers, and

Kalmar forklift trucks. New Hyco reach stackers had arrived in the port also, and a fourth container crane would soon be ordered for Fergusson Container Terminal.

The total container throughput for the ports had increased to more than 230,000 TEUs for the year.

"We have achieved significant improvements in productivity and performance on the Auckland waterfront

where we are now handling much more cargo faster and more efficiently with a greatly reduced number of staff," Mr. Alexander said.

"This is the key to successful port operations in the future and we are confident the company will continue to make a significant contribution to the economy of Auckland, the Waikato, their regions and indeed the country's exporting community."

New Chief Executive Of Tauranga Named

Mr. John M. Halling has been appointed the new Chief Executive of the Port of Tauranga Ltd.

Announcing this appointment, the Chairman of Directors, Mr. Fraser McKenzie said Mr. Halling would take



Mr. Halling

up his position in this leading port from retiring Managing Director, Mr. Mike Williams.

Mr. Halling, who has a Bachelor of Commerce degree and is a Chartered Accountant, has 12 years senior executive experience in the port industry in Auckland. His last role was General Manager — Port Services, Ports of Auckland Ltd.

He will commence his duties early in the New Year.



One of the two spiralveyor units being discharged from the heavy lift vessel "Happy Buccaneer".

Largest Lift for Port of Napier

On 12 October 1989 the largest lift in the history of the Port of Napier was made when the first of two spiralveyors for the NZ\$45 million Omniport cargo terminal was unloaded from the *Happy Buccaneer*. It was placed on special tracks laid on a wharf leased to Omniport. The total lift including counterweights was 362 tonnes for each unit and took less than two days to complete.

The Omniport Napier facility at the Port of Napier is an integrated, automated materials handling system for both export and import cargo. Built primarily for loading of fruit for the New Zealand Apple & Pear Board, the operation comprises:-

- Depalletisers, which will separate cartons from their pallets after delivery to the shed, thereby converting the cargo into "breakbulk" form.

- A conveyor system that will move the cargo from the shed, along the pier to the Spiralveyor. The system will be enclosed in a gallery allowing all weather operation.

- Spiralveyors that will convey the cargo from the gallery conveyors into or out of the hold of the vessel.

The all weather facility is designed to increase cargo throughput by semi-automated cargo handling, thereby reducing ship time at berth and damage to cargo, while providing improved security and cargo tracking. The facility is designed to handle cargo shipped in cartons and bags as well as deep frozen meat carcasses and cartons and is capable of both loading and unloading cargoes.

The terminal is the first of its kind in the southern hemisphere and will commence operation in March 1990.

PSA Revises Tariff For Further Growth

By Valerie Mok

Public Relations & Marketing Department

Since 1984, The Port of Singapore Authority (PSA) has reduced its tariffs and granted concessions and rebates amounting to over S\$700 million. Singapore's port charges have remained competitive and this has provided the impetus and support for growth.

In response to the new economic and market conditions, the tariffs need to be adjusted to gear the port for further growth. PSA has revised its tariff to meet the following objectives:

- develop new infrastructure and purchase new equipment of handle the increasing cargo throughput;
- introduce new technology to further boost productivity and efficiency;
- promote further mechanisation and unitisation of cargo to ease labour shortages in the port and related industries;
- maximise the utilisation of scarce land resources;
- upgrade the standard of port services; and,
- ensure the port remains cost effective and competitive.

For this year, PSA has provided some tariff concessions as well as increases in some charges. Concessions include cheaper rates for tugs, reefer services, inter-terminal removal charges and incentives for off-peak delivery/receipt of containers. The increases are mainly on labour intensive activities like stevedorage and stuffing/unstuffing of containers.

The last tariff increase for stevedorage services was in Mar 80, and for stuffing/unstuffing services, in Jan 76. Also, professional pilotage fees have not increased since 1972. In contrast, the manpower costs and wages for these services have gone up significantly since the 1970s. The other tariff changes involving penalty dockage, charges for shut-out containers, storage charges and storage periods for over-height/overwidth containers and uncontainerised cargo are geared to increase efficiency and utilisation of scarce resources.

The new tariff rates took effect from

1 Oct 89. The details of the tariff changes are shown in the following tables. PSA will monitor the tariffs and make further changes whenever necessary to ensure the port provides a high level of service at competitive rates.

(A) TARIFF CONCESSIONS

1. Tug Services

Tug charges for vessels above 30,000 GRT are reduced by \$50.00 per hour. The period and quantum of the offpeak tug rebates are revised to maximise the utilisation of tugs and to iron out peak demands to provide a better level of service.

2. Removal Charge

Charges are reduced by between \$10.00 and \$15.00 for the removal of containers from one gateway to another and by 50 cents per tonne for the removal of cargo.

3. Reefer Container Services

Electricity and connecting/disconnecting charges are reduced from \$9.00/\$15.50 per shift to \$8.00/\$14.00 per shift for 20/40 ft containers.

4. Incentive For Fast Delivery/Receipt Of Containers

To encourage freight forwarders to work during the third shift and on Sundays/Public Holidays, an incentive of \$7.00/\$10.00 for loaded 20/40 ft containers is given to freight forwarders who work during these offpeak periods. This is on condition that the container is delivered/received within 24 hours from the end of the shift following the completion of discharge or before the beginning of the shift when the vessel is berthed.

Henceforth, users of the "Night Delivery Scheme" are required to pay \$7.00/\$10.00 per 20/40 ft chassis for overnight parking and for services rendered by PSA.

(B) TARIFF CHANGES & INCREASES

1. Pilotage Professional Fees

The four-tier structure for professional pilotage fees has been simplified to two-tiers i.e. from \$60.00/\$120.00/\$240.00/\$360.00 to \$100.00/\$300.00 per hour. The minimum notification period to order pilots is reduced from six to four hours. The \$300.00 rate applies to vessels giving less than four hours' notice.

Vessels exempted from compulsory pilotage will pay double the normal

rates if they use a pilot. This is to ensure that pilots are readily available for vessels which require pilotage.

2. Waterboat Services

To provide better waterboat services and to conserve water, the advance notice required for placing orders is reduced from 24 to 12 hours and waterboat charges are re-structured to provide for peak and off-peak periods, with graduated increases in the rates for higher volumes of water sales.

3. Penalty Dockage & Provision Of Free Telephone

The grace period granted to vessels to leave the berths after completion of work is reduced and the basis of charging the higher dockage restructured is to encourage vessels to leave the berths as soon as work has been completed. This is to ensure that incoming vessels can berth on schedule without being delayed. The number of telephones to be provided free of charge is reduced from two to one.

4. Stevedorage (including \$1 wharfage per tonne)

The stevedorage for non-containerised cargo is re-structured and increased to encourage cargo handling operations to be more efficient. Non-palletised and difficult cargo will pay higher rates while the rates for palletised cargo remain unchanged. Some examples of difficult cargo are salted eggs/vegetables in earthen jars; glass and glassware; and bags of salt, fertilizers, animal feed, or caustic soda.

5. Wharfage Or Privately-Operated Wharf

The 15% rebate introduced in Sep 86 to mitigate the effects of the recession is withdrawn.

6. Stuffing/Unstuffing Services For LCL Containers

The LCL box rates include the element of stuffing/unstuffing of cargo at the container freight stations. As stuffing/unstuffing is a labour intensive operation, the box rates have increased in line with the increases for other labour-related tariff items. The \$4.00 per tonne rebate for transshipment cargo in the containers is withdrawn.

7. Overheight/Overwidth Containers & Uncontainerised Cargo Handled at Tanjong Pagar Terminal

The storage charges for over-height/overwidth containers have increased and their free storage periods reduced to encourage more efficient

use of land at the container yard. Similarly, the free storage periods for un-containerised cargo (cargo handled by container quay crane/transfer equipment spreader) are also reduced.

8. Shut-Out Containers

To encourage better planning and reduce unproductive movements of containers in the container yard, the charge for shut-out export containers has increased by \$50.00 per container.

9. Standby Charges & Late Advice, Cancellation Or Amendment Charge

The standby charges for labour and equipment at Tanjong Pagar Terminal have increased to discourage unnecessary standby to reduce wastages in the use of resources. Charges are also introduced for late advice, cancellation or amendment of a berth application at all gateways. However, PSA will allow vessels to make one or two amendments without charge depending on their last port of call and subject to giving adequate notice to PSA.

(PSA News)

Anchorage Utilization Monitoring System

By Goh Mui Fong

Engineering/Marine Systems Dept

With over 36,000 vessel calls a year, there is a need to actively monitor the occupancy and usage of the various anchorages in Singapore's port waters. To achieve this and at the same time, gear the port for the implementation of the Computer Integrated Marine Operations System (CIMOS), a PC-based graphic system known as the Anchorage Utilization Monitoring System, was implemented in June 89.

The system runs on a 80386 micro-computer and uses a Computer Aided Design (CAD) software and micro-station for graphic display. It shows a pictorial display of the anchorage boundaries, submarine cables, prominent navigational aids, dredging areas, channels and fairways, and above all, reported vessels' positions. The vessel size and the size of the anchorage are shown according to scale.

The user can, with a click of the "mouse", zoom or pan a particular area of interest, display a specific block of anchorage or measure the distance between any two points in the anchorages. He can locate a vessel by entering

its name or callsign, display the longitude and latitude position and review the information attached to the vessel such as the vessel name, call sign, date/time in port, date/time at anchorage, bearing and distance, GRT, LOA and height.

Colours are also used extensively to help identify various types of vessels. For instance, vessels with heights exceeding 48 metres are depicted in pink, harbour craft in blue and vessels which overstay in green.

To extract these information from the database in the mainframe computer, an hourly batch job is run to download the required data to a PC. From there, the data is transferred to the 80386 microcomputer where the graphics software resides, for further processing.

The anchorage utilization monitoring system provides PSA with the benefit of visualising the actual anchorage space used, and moreover, to scale.

It also helps the port to update vessels' positions and ultimately, ships get better and faster service as information on anchorage space is immediately known from the system.

(PSA News)

Ship Planning Expert System in Final Phase

By Teo Kah Choo

Cargo Systems Department

The Ship Planning Expert System was developed by the Port of Singapore Authority (PSA) in 1987 to cope with the ever increasing volumes of containers handled by the Port. Automation of the planning process promises better quality plans within a shorter planning time. It also contributes to greater ship productivity and a faster turnaround of vessels. This reduces port time of vessels and therefore costs for shipping lines.

Phase 1 of the system serves as a computer-aided planning tool and was successfully implemented last year. In Jul 89, this system was applied to some 60% of container vessels calling at Tanjong Pagar Terminal (TPT).

Phase 2 of the system offers the automated planning feature known as crane sequencing, which involves generating the loading and discharging sequence of cranes. The generated plan optimises the usage of cranes and re-

solves anticipated problems in order to achieve smooth quay crane operations. Phase 2 has already been tested and will be developed into an even more intelligent system with feedback from users.

Crane sequencing constitutes half of the planning process. The other half involves the assignment of containers in the yard to the cells of the vessel according to stowage and stability requirements. This process is known as slotting. Presently, slotting is implemented in the mainframe computer.

Phase 3 of the system, which is the final phase, will improve the slotting process with planning heuristics that resolve the problems arising, offering better speed and taking into consideration the usage of the yard equipment (transtainers, van carriers, etc). It promises a smoother yard eating sequence and more efficient utilisation of yard equipment. *(PSA News)*

New Cranes Boost Jebel Ali Handling

Dubai's Jebel Ali Port has increased its container handling capacity by 66 percent with two additional container cranes.

The Hitachi cranes, which are similar to the port's three existing container cranes, were purchased from the Port of Singapore.

"The new cranes will give a tremendous boost to our container facilities," says Sultan bin Sulayem, chairman of Jebel Ali Port Corporation and Jebel Ali Free Zone Authority.

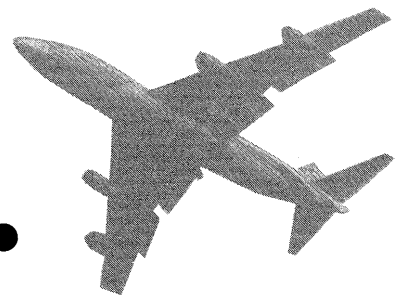
"We anticipate Jebel Ali Port will handle up to 250,000 TEU in 1989. The full complement of five cranes will enable us to service this usage level effectively and give us spare capacity to meet increased demand for our facilities.

"While giving our current customers an efficient and reliable service, we will be in a strong position to attract new shipping lines to Jebel Ali by offering some of the best handling facilities in the region for import and export of cargo," he said.

Each of the cranes support 30.5 tonnes of total lift under the spreader and have an out-reach of 126 feet which can accommodate all vessels presently calling to the UAE.

(Gray MacKenzie News)

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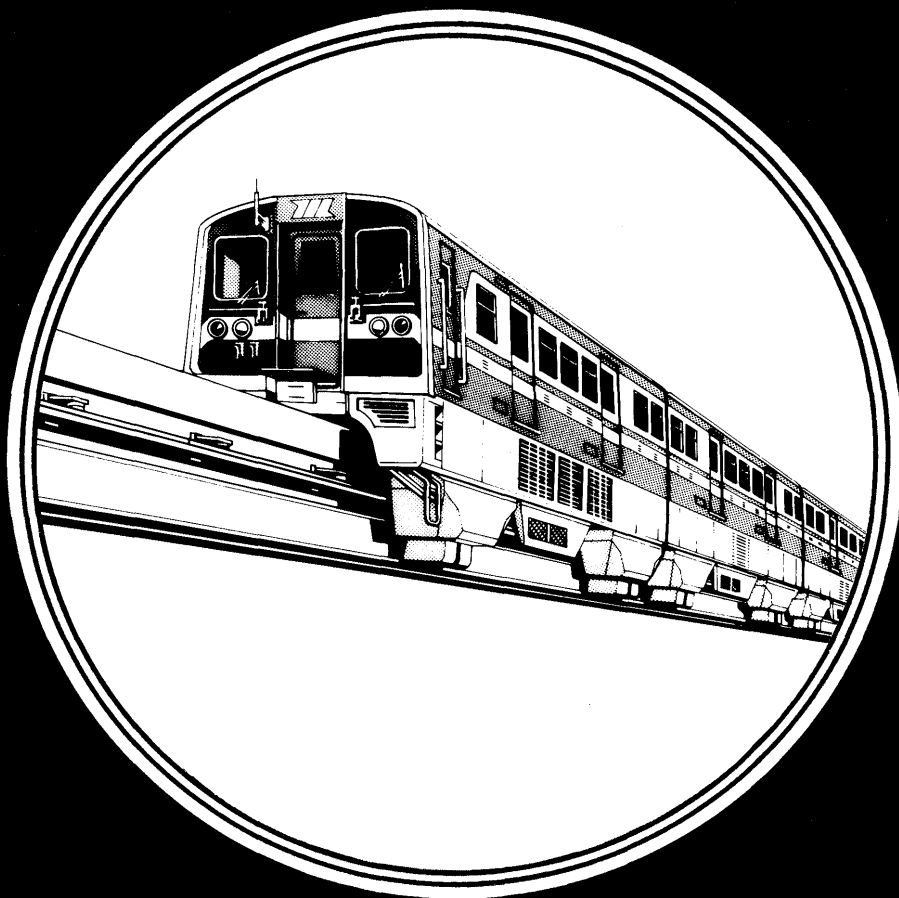


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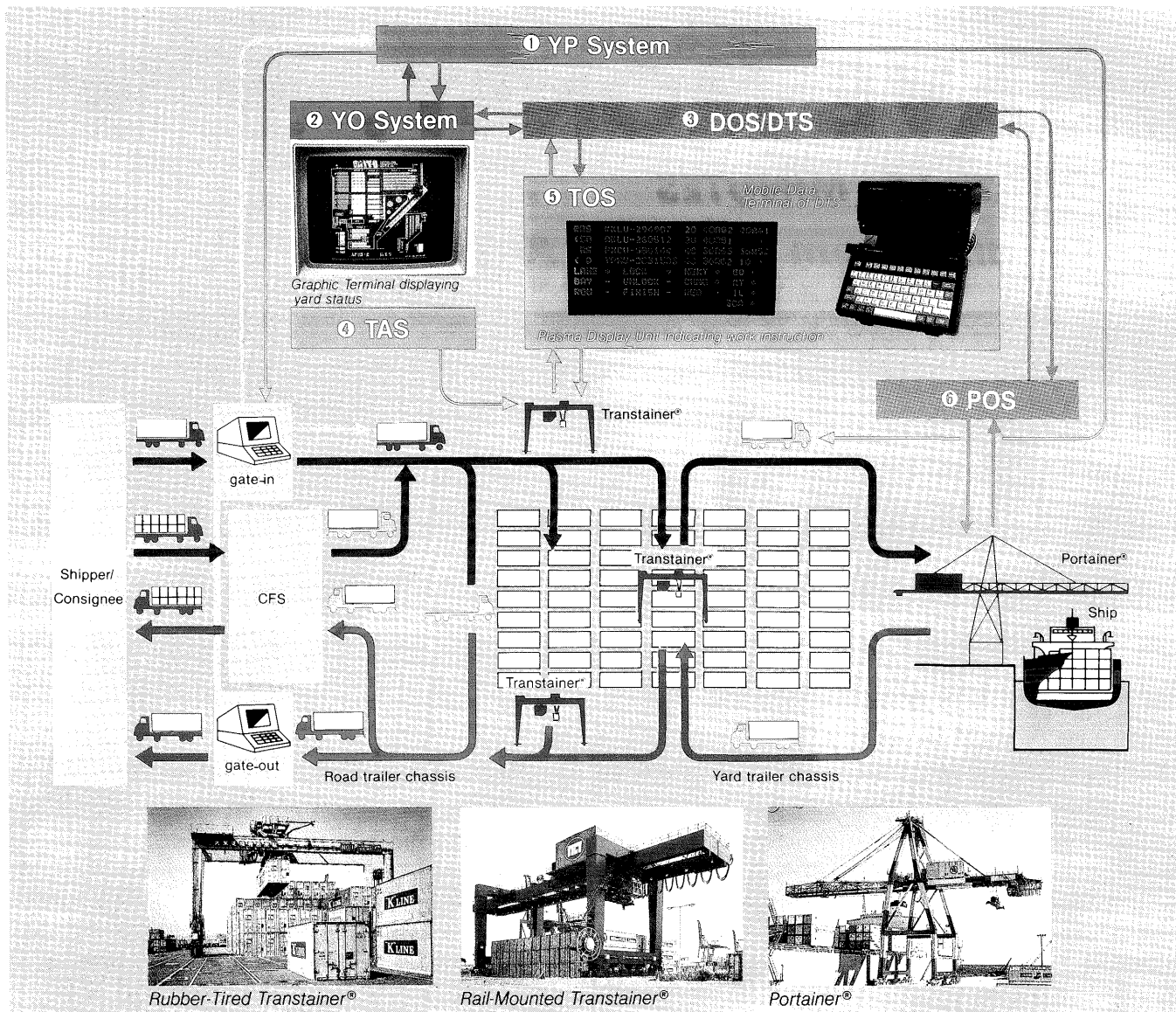
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DTS: Data Transmission System (Radio)
- ④ **TAS:** Transtainer® Automatic Steering System
- ⑤ **TOS:** Transtainer® Operation Supervising System
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