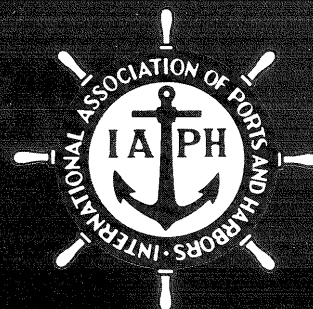


Ports & Harbors

December
1990
Vol. 35 No. 10



The Publisher
The International Association of
Ports and Harbors



Fos Container
Terminal

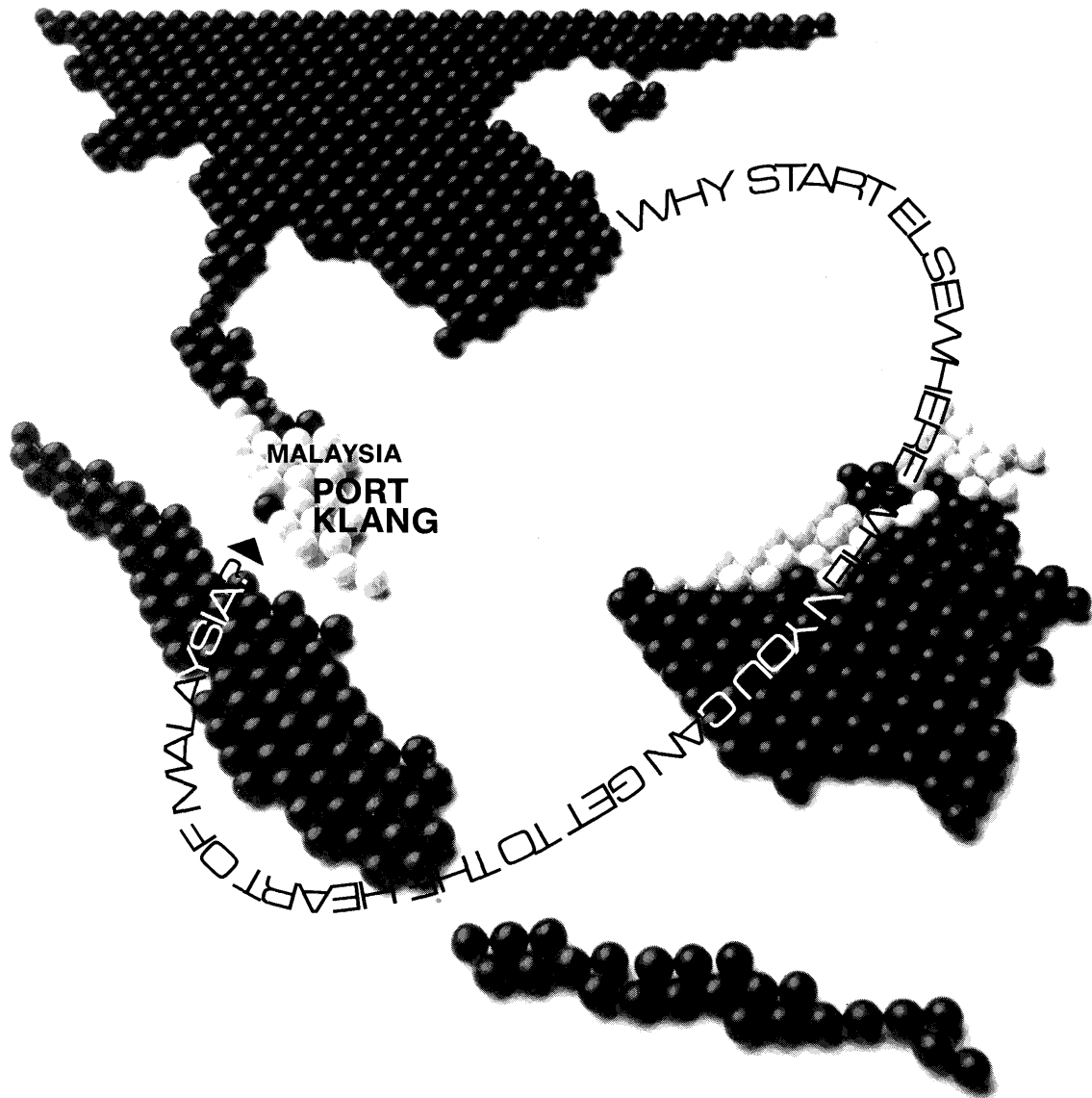


Overall view of
Marseilles
harbour area



Marseilles: general cargo traffic

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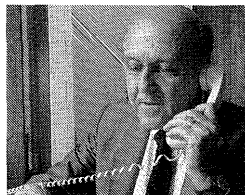
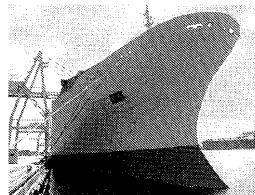
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COURSE TITLE	DATES	FEES (S\$)
1 Diploma in Shipping & Port Management	Module I : 4 Mar - 9 Mar Module II : 8 Apr - 13 Apr Module III : 13 May - 18 May Module IV : 10 Jun - 15 Jun Module V : 8 Jul - 13 Jul	\$5 200
2 Management of Port Marine Services	13 May - 24 May	\$1 800
3 Management of a Warehousing & Distribution Centre	27 May - 31 May	\$1 100
4 Port Management & Operations	3 Jun - 14 Jun	\$1 800
5 Management of Container Operations	8 Jul - 19 Jul	\$1 800
6 Port Infrastructure - Development & Maintenance Management	15 Jul - 26 Jul	\$1 800
7 Management & Operations of a Break-Bulk Terminal	22 Jul - 2 Aug	\$1 800
8 Port Finance Management	13 Aug - 18 Aug	\$1 100
9 Oil, Chemical & Gas Tanker Safety	16 Sep - 27 Sep	\$1 800
10 Management and Maintenance of Port Equipment	16 Sep - 27 Sep	\$1 800
11 Marine, Fire & Oil Spill Control	30 Sep - 11 Oct	\$1 800
12 Management of Port Security	14 Oct - 25 Oct	\$1 800
13 Handling, Storage & Transportation of Dangerous Goods	11 Nov - 22 Nov	\$1 800
14 An Overview on Hydrographic Surveying	11 Nov - 22 Nov	\$1 800
15 Practical Pilotage Attachment	(2 weeks duration on request)	\$2 500

For course details and application forms, please contact us at Singapore Port Institute; Telex PSATRG RS28676; Cable "Tanjong" Singapore; Telephone 321-1825; Telefax (65) 278-1167



PSA

PORT OF SINGAPORE AUTHORITY

IAPH ANNOUNCEMENTS AND NEWS

2 New Exco Members from Asia

— Sydney's Moore-Wilton and PSA's Ng —

As a result of the Board meeting which was held by correspondence on November 3, 1990, Mr. M. Moore-Wilton, Chief Executive, Maritime Services Board of New South Wales, Sydney, Australia, and Mr. Ng Kiat



Mr. M. Moore-Wilton



Mr. Ng Kiat Chong

Chong, Chief Executive, Port of Singapore Authority, have been elected as Executive Committee Members of IAPH. Their elections had been preceded by the Asian Region Directors' meeting in caucus by correspondence.

President McJunkin has indicated his satisfaction concerning the results of the election and expressed a warm welcome to the newly elected Exco members who represent these two important IAPH member ports in the Asian Region. President McJunkin comments that their participation will further strengthen the Exco in its function as IAPH's chief executive body.

CHO Committee: Automatic Equipment Identification Survey

The Committee on Cargo Handling Operations, which is chaired by Mr. Robert Cooper (Auckland), has formed a subcommittee to investigate the status of the developments in the technology of what is known as Automatic Equipment Identification (AEI). The following questionnaire form has been prepared by the subcommittee chairman, Mr. Donald G. Meyers, Deputy Executive Director, Port of Tacoma, U.S.A., for circulation to all IAPH member ports from the Tokyo Head Office.

As indicated in the covering letter, it is the

subcommittee's hope to have the completed forms returned to the IAPH Head Office in Tokyo by December 14, 1990 so that the results can be tabulated and analyzed by the subcommittee by the end of this year.

The questionnaire and its covering letter circulated were as follows:

November 2, 1990

Member Ports

International Association of Ports and Harbors (IAPH)

Enclosed is a brief questionnaire on the subject of implementing a system of Automatic Equipment Identification (AEI). The subject of AEI is one that has gained considerable interest in recent meetings of IAPH. In view of this interest, the Cargo Handling Operations Committee, under the direction of Robert Cooper, has appointed a subcommittee to contact our member ports around the world and determine how we can assist in developing a standardized format that will meet the needs of all maritime nations.

Earlier this year the ISO standards committee proposed a standard on AEI that was sent to all nations for a vote on acceptance as an international standard. A copy of notes on the draft ISO standard is attached. At this time there has not been full agreement on that standard so there is a need for dialogue to attempt to reach a concept that is acceptable and useful to all. The proposed ISO standard has now been accepted as a standard for the United States and the system is being implemented. The system is now being installed by shipping lines, trucking firms, and railroads. A copy of an article* in the April, 1990 Port Development International magazine gives a good description of how one shipping firm is going ahead in utilizing the system. (* Attached to the original circular letter.)

We would appreciate your taking a few moments to fill in the requested information and returning it at your earliest convenience. This will help us to gain a better understanding of the need for more information, the problems and the desire for implementation on the AEI concept. AEI represents a major step forward in the automation of container handling, and we feel it is important that we do all we can to assist in moving forward in this area.

Again, thank you for taking the time to give us your opinion and information on the subject of AEI.

Sincerely,

DONALD G. MEYER
IAPH Subcommittee on AEI

QUESTIONNAIRE AUTOMATIC EQUIPMENT IDENTIFICATION

PORT NAME: _____
 ADDRESS: _____
 COUNTRY: _____
 NAME OF CONTACT PERSON: _____

A. Brief Statistics Regarding Your Port:

- ☐ Total annual tonnage (all types of cargo) for 1989: _____
- ☐ Annual total of containers (in TEUs) handled: _____
- ☐ Number of ship berths: _____
- ☐ Number of quayside container cranes: _____

List types and quantity of container yard equipment utilized:

	RTG*	Straddle Carrier	Top Loader
Number of Port Owned Units	_____	_____	_____
Number of Units Owned by Shipping Line	_____	_____	_____
Total Units	_____	_____	_____

*Rubber Tired Gantry

Landside Feeder Systems:	TEUs
TEUs by Truck (Lorrie)	_____
TEUs by Railroad	_____
TEUs by Barge	_____

(Page 2)

B. Current Awareness of AEI: (Please check appropriate items)

- _____ 1. No knowledge about AEI systems.
- _____ 2. AEI is in the research stage in this country
- _____ 3. Some shipping lines have implemented AEI at this port.
- _____ 4. Other entities (railroads, etc.) have implemented AEI at this port.
- _____ 5. Desire to learn more about existing AEI system.
- _____ 6. We feel there is future application for AEI at this port.

C. If you have knowledge about the recently proposed ISO standard for AEI, please indicate problems or dissatisfaction (if any) you have with the system proposed.

D. Are there special problems at your port with an AEI system? (Example: labor objections to automation, etc.)

- E. Do you agree that an international standard for AEI is necessary in order to provide the maximum utilization of the system?
- F. Any other comments you wish to make: (Please attached any background material you feel would add to your comments.)

**** Thank You For Your Cooperation ****

PLEASE RETURN QUESTIONNAIRE
BY DECEMBER 14, 1990 TO:

Mr. Hiroshi Kusaka
 IAPH Head Office
 Kotohira Kaikan Building
 2-8, Toranomom 1-chome
 Minato-ku, Tokyo 105

Freight Containers — Automatic Identification — Draft International Standard (ISO/DIS 10374)

0. Introduction

This International Standard provides a system for the automatic identification of freight containers and the electronic transfer of the identity of the container and permanent related information to third parties in a standard format. It is intended that the identification system will facilitate documentation, resource control, and communication (including electronic data processing systems). The visual container identification markings specified by ISO 6346 are not affected. The Attached Annex, which forms a part of this standard, describes in detail the technical specifications of a system which fulfills all operational requirements of this standard.

1. Scope

This International Standard establishes:

- a) A container identification system which allows the transfer of information from a freight container to an automatic processing system by electronic means.
- b) A data coding system for container identification and permanent related information which resides within an electronic device called a tag installed on a freight container.
- c) A data coding system for the electronic transfer of both container identification and permanent related information from an electronic device installed on a freight container to automatic data processing systems.
- d) Performance criteria necessary to assure consistent and reliable operation of the Automatic Equipment Identification (AEI) System within the international transportation community.
- e) Physical location of the electronic device when installed on freight containers.
- f) Security features to inhibit international or unintentional alteration of the information content of the electronic device when installed on a freight

container.

This International Standard applies to freight containers as defined in ISO 830 (Clause 3.1 refers).

The use of AEI Systems and the equipping of containers for automatic identification is not mandatory. The purpose of this International Standard is to optimize the efficiency of equipment control systems. For this reason, any AEI system used for marking containers shall conform to and be compatible with this international standard.

2. Normative References

The following standards contain provisions which, through reference in this text, constitute provisions of this International Standard. At the time of publication, the editions indicated were valid. All standards are subject to revision, and parties to agreements based on this International Standard are encouraged to investigate the possibility of applying the most recent editions of the standards listed below. Members of IEC and ISO maintain registers of currently valid International Standards.

ISO 830 Freight containers — Terminology

ISO 6346 Freight containers — Coding identification and marking

ISO 646 Information processing — ISO 7 — Bit coded character set for informative interchange

3. Definitions

For the purposes of this International Standard, the following definitions apply.

3.1 Freight Containers

A "freight container" in this International Standard is defined in ISO 830 as follows:

- a) of a permanent character and accordingly strong enough to be suitable for repeated use;
- b) specially designed to facilitate the carriage of goods by one or more modes of transport, without immediate reloading;
- c) fitted with devices permitting its ready handling, particularly its transfer from one mode of transport to another;
- d) so designed as to be easy to fill and empty;
- e) having an internal volume of 1m³ (35.3 ft³) or more.

The term "freight container" includes neither vehicles nor conventional packing.

3.2 Mandatory, Optional

The terms "mandatory" and "optional" in this International Standard indicate status of requirements from the ISO standpoint, and is not intended to imply that a particular status does or does not result from intergovernmental agreement, legislation, etc.

IAPH Telephone and Fax Numbers to Be Changed

Effective from January 1, 1991, the telephone and facsimile numbers for the IAPH Head Office are to be changed. The new numbers will have '3' added after the code for Tokyo (03), becoming (03)-3591-4261 (telephone) and (03)-3580-0364 (facsimile) respectively.

3.3 Tag Presentation

A tag is to be considered as "properly presented" to the reader antenna if the interrogation signal is directed at the tag within 45 degrees in any direction to a line perpendicular to the face of the tag (Fig 1 — omitted in this document)

4. Operational Requirements

4.1 Basic components

The AEI system shall consist of two basic components:
a) An electronic device (Tag) installed on the freight container and
b) Electronic Sensing Equipment located apart from the freight container.

4.1.1 The Tag shall be capable of:

- a) Retaining the freight container identification and permanent related information.
- b) Encoding its information into a form suitable for conveyance to sensing equipment.
- c) Being programmed in the field.
- d) Being physically and electronically secure and tamper-proof.
- e) Installation on freight containers with fasteners — which cannot be removed, replaced or modified without leaving obvious traces of tampering.
- f) International application without modification or adjustment.
- g) A minimum life of ten years normal operation use and shall not require periodic maintenance.
- h) Providing an indication of impending battery failure if it contains a battery.

4.1.2 The sensing equipment shall be capable of:

- a) Acquiring information contained in the Tag when properly presented (see 3.3.).
- b) Decoding the information contained in the Tag into a form suitable for transmission to automatic data processing systems.

4.2 Information Content

The information available from the Tag shall be limited to the identification and description of the freight container itself, exclusive of its contents, or any other non-permanent information.

4.3 Tag Requirements

The Tag shall identify and describe the freight container without reference to other tables or data bases. The following information elements about the container are mandatory in the Tag:

1. Equipment Identifier
2. Tag Information format (A)
3. Owner's Code]
4. Identification Number] according to ISO 6346
5. Check digit]
6. Length (cm)
7. Height (cm)
8. Width (cm)
9. Container Type Code — according to ISO 6346
10. Max Gross mass (100 kg)
11. Tare (100 kg)

"Tag information format" may be supplemented by other formats at a later date. Upon approval, they will be

given a designation (B,C, — — —).

Note: A tag may later be used for a container chassis 'B', or a detachable reefer unit 'c' etc, in which cases there may be other information elements needed besides length, width, height, code MGM, etc.

4.4 Sensing Equipment Requirements

- a) The sensing equipment shall be capable of providing to the automated processing system in information conveyed by the Tag, as presented in 4.3.

IPD Fund: Contribution Report

The contributions from members to the IAPH Fund as of November 10, 1990 are listed in the box below. The amount received in contributions in the past six months from the start of the campaign totalled US\$15,069, about 20% of the targeted amount of US\$70,000.

All members' continued support in helping us to achieve the goal as soon as possible is urgently required.

Contributions to the Special Fund For the Term of 1990 to 1991 (As of November 10, 1990)

Contributors Paid	Amount Paid: (US\$)
Port of Copenhagen Authority, Denmark	1,000
Stockton Port District, U.S.A.	500
Public Port Corporation I, Indonesia	150
Nanaimo Harbour Commission, Canada	200
South Carolina State Ports Authority, U.S.A.	1,000
Port of Redwood City, U.S.A.	200
Vancouver Port Corporation, Canada	1,000
Puerto Autonomo de Valencia, Spain	1,000
Port of Quebec, Canada	250
Public Port Corporation II, Indonesia	300
Port Authority of the Cayman Islands, West Indies	100
Port of Melbourne Authority, Australia	250
Port Authority of Thailand, Thailand	100
Port of Palm Beach, U.S.A.	250
Associated British Ports, U.K.	3,000
Fraser River Harbour Commission, Canada	250
Marine Department, Hong Kong	500
Bintul Port Authority, Malaysia	200
Japan Port & Harbor Association, Japan	400
Port Authority of New York & New Jersey, U.S.A.	1,000
Nagoya Container Berth Co. Ltd., Japan	554
Japan Cargo Handling Mechanization Assoc., Japan	280
Port of Montreal, Canada	500
Port of Tauranga, New Zealand	500
Osaka Prefecture, Japan	585
Port Authority of Jebel Ali, U.A.E.	500
Port Rashid Authority, U.A.E.	500
Total	US\$15,069
Pledged	
Ghana Ports & Harbours Authority, Ghana	250
Empresa Nacional de Puertos S.A., Peru	100
UPACCIM*	FF10,000
Total	US\$350 + FF10,000
Grand Total	US\$15,419 + FF10,000

* Union of Autonomous Ports & Industrial & Maritime Chamber of Commerce (the Association of French ports)

- b) The sensing equipment shall be of a technology adaptable to accommodate fixed, mobile installations or portable applications.

4.5 Additional Information

The system shall be capable of adding to the Tag data the following operational information:

- a) Sensing equipment unit identification
- b) Date and time
- c) Freight container movement status

(The rest is omitted by the IAPH Head Office in this document)

Membership Directory 1991 Completed

The 1991 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. Regular and Associate Members of Classes A (Grade One), B and C in Grade One, are entitled to receive 3 copies per unit, and the other members one copy per unit.

As has been the case with past editions, arrangements have been made for members to have one copy airmailed and to receive the remaining copies by surface mail.

The IAPH Head Office is willing to send additional copies to those who may need more copies of the new edition of the Directory as long as such requests come from IAPH members.

IAPH Japan Seminar Focuses on Ports In a New Framework

On the afternoon of October 2, 1990, the "IAPH Japan Seminar" was held in the Kasumigaseki Building in Tokyo under the auspices of the IAPH Foundation in cooperation with the IAPH Head Office. This was the 2nd seminar that the IAPH Foundation has organized for promotion of the next IAPH biennial Conference among IAPH members and other people in port businesses in Japan. The first seminar was held in 1988.

This year's seminar was designed to promote the 17th Conference in Spain and for this purpose, Dr. Fernando Palao, the Conference Chairman, and Dr. Jose-L. Juan-Aracil, the Executive Secretary for the Organizing Committee, were invited to speak to the gathering. Dr. Palao's presentations at the seminar covered two themes: the current and future prospects of Spanish ports, and the 17th Conference.

The other speakers invited to the seminar were Mr. Erik Stromberg, President of the American Association of Ports Authorities (AAPA), who spoke on the subject: "AAPA & IAPH - an international partnership for progress", and Mr. A.J. Smith, IAPH European Representative, who delivered a paper entitled "An overview of contemporary issues facing ports in the African/European Region of IAPH". In this issue, we feature the speeches by Mr. Stromberg and



Guest speakers, from left, Messrs. Smith, Stromberg, Juan-Aracil and Fernando Palao.



Mr. Kusaka, IAPH Secretary General, left, and Mr. Onso, director of the Foundation, acting as MC.



The seminar attended by some 120 Japanese IAPH members.



Mr. Smith together with the following introductory remarks of Mr. Shizuo Asada, the President of the IAPH Foundation, the organizer. We will introduce Dr. Palao's paper in the next issue.

The seminar and reception which followed attracted some 120 participants — IAPH resident members, government officials and other people in port businesses. One of the pleasant surprises for the gathering was to be able to welcome Dr. Willis Pequegnat, Science Consultant on Dredging, who has been actively engaged in IAPH's Dredging Task Force activities under Chairman Haar (New Orleans), and his son as our guests at the reception. Dr. Pequegnat (pictured right), who was on tour to Hong Kong and Japan, managed to find the time to attend the IAPH gathering in Tokyo on the evening of October 2.

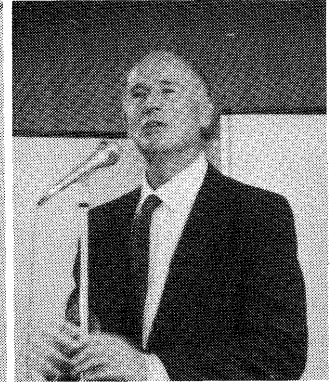
Opening Remarks by Mr. Shizuo Asada President, the IAPH Foundation

Good afternoon, ladies and gentlemen. First of all, I would like to take this opportunity to express my hearty appreciation to all of you for coming to attend the second IAPH Japan Seminar in spite of your busy schedule. I would also like to express my appreciation to Dr. Palao, Dr. Juan-Aracil, Mr. Stromberg and Mr. Smith for agreeing to speak at this seminar today.

As I am sure you are all aware, the decade of the 1990s started with a new framework brought about by the end of the cold war between the United States and the Soviet Union, and the surge of democratization in the East and West under "detente".



Mr. Asada, President of the IAPH Foundation, welcomes the seminar participants.



Dr. Pequegnat greeting IAPH Japanese members.

On the other hand the 12 nations of the EEC are aiming at the end of 1992 to create a fully integrated common market, thus the EEC is going to be reborn as the largest single market in the world. The tide of such changes will affect everyone without exception and this tide is approaching ports and the port industry throughout the world as well. It is a matter of great interest for all of us as to how this trend is going to affect port managements in the future to come.

It is indeed timely that, with the cooperation of the IAPH Head Office, we are able to welcome four authorities from various areas to talk to us on topics that are of great interest to all of us, as indicated in the programs for the seminar.

I sincerely hope that today's seminar is going to be of

some help to you for your future work. It will be most gratifying if this is the case.

The IAPH World Ports Conference will be held in May next year in Spain. Thus on this occasion, we will be hearing from Dr. Palao and Dr. Juan-Aracil about the highlights of the World Ports Conference. As the organizer of this seminar, I will be very happy if their presentations stimulate your desire to participate in the IAPH Conference in Spain next year.

After the seminar, we are going to have a reception where you will have the opportunity to talk with the speakers as well. So I would like to solicit your participation in the reception that will follow this seminar. With this I would like to conclude my opening remarks. Thank you!

17th World Ports Conference of IAPH

May 4 – 11, 1991 in Spain

199 Cabins Booked

According to Dr. Jose-L. Juan-Aracil, Executive Secretary for the Organizing Committee in Madrid, as of November 10, 1990, 199 cabins for 360 people (delegates

and accompanying persons) have been booked in the cruise ship "Eugenio Costa", on which the 17th World Ports Conference will be held during the period May 5 – 11, 1991.

The Organizing Committee announced that there were no more exterior cabins available in the ship, as all such cabins had been booked by the end of October 1990 following the previously announced principle of "first come first served".

Furthermore, the Organizing Committee confirms its position that all information about the cabins booked by other registrants will be kept absolutely discreet, just as is the case with hotel reservations, for reasons of security and privacy.

The Organizing Committee further says that the Committee is unable to accept any request for changing the cabins after the reservations have been confirmed.

Sub-committees Set Up for Local Programs

Under the Organizing Committee in Madrid, three local sub-committees have reportedly been set up at Barcelona, Valencia and Baleares to plan and run the local programs for the Conference participants. According to Dr. Juan-Aracil, these sub-committees have been working very hard to fix all the details of their local programs.

The Tokyo Head Office has also been informed by the Organizing Committee of the fact that our host has signed some contracts to produce various conference materials to be given to the participants in Spain.

Report by Bursary Recipient

Management and Maintenance of Port Equipment, 13th – 24th August 1990 Singapore Port Institute, Singapore

**By D. Ogudu, Traffic Officer
Nigerian Ports Authority
Tin Can Island Port**

1. Introduction

The Management and Maintenance of Port Equipment course was conducted by the Singapore Port Institute (SPI) from 13th to 24th August 1990, in Singapore. There were fifteen registered participants for the course from various parts of the world. Two participants from Kuwait could not attend because of the Gulf crisis. In all, thirty-five papers were presented during the course by thirty-two different lecturers drawn from within the Port.

2. Course Objective

The course was organised with the objective that the participants should on completion of the course be able to:-

- (i) identify the selection criteria and evaluate port equipment for procurement;
- (ii) manage the maintenance of cargo handling equipment, harbour craft, electrical systems and other port equipment with the aid of a computer on-line system; and
- (iii) carry out store management including purchasing

and inventory control.

3. Course Method

The course method includes lectures, audio visual aids, classroom discussions and site visits.

4. Course Contents

The course contents covered a wide range of topics that related to the subject. These include: selection and evaluation of cargo handling equipment, an overview of the maintenance management system, multi-skills training, job evaluation, maintenance of quay cranes, maintenance of transtainers, maintenance of straddle carriers, maintenance of prime movers, reefer container services, general safety precautions in electrical work, procurement of new craft, quality assurance and safety, organisation of slipways and workshops, and design considerations for:

- (a) fire protection services for warehouses,
- (b) building services management system for high-rise buildings, purchasing and inventory control systems, store management, administration of direct purchases, substitute parts, recondition/repair/fabrication work, practical overview to store management, management of workshop safety, preparation of maintenance budget and cost control, diagnostic skills training, etc.

5. Conclusions

One thing that was paramount in my mind before attending the course was to go and learn from the experience of Singapore Port Authority — generally rated as one of the world's busiest ports in terms of shipping tonnage, especially from the viewpoint of the Ports Maintenance Culture. At the completion of the course I generally felt I had accomplished this objective. It is my honest belief that the knowledge I gained from the course will benefit Nigerian

Ports Authority a great deal, especially now that the Authority is commercializing its operations.

Two topics covered during the course that, in my view, could be tried by Nigerian Ports Authority, were the concepts of:-

(a) Preventive Maintenance (PM):

Very often people tend to think that the repair of equipment is necessary only when it has broken down. The problem with this general philosophy is that once the equipment has broken down, it can no longer be depended upon. It is especially true now that since lost time has such great financial impact, dependability is becoming more and more important, moreover, having dependable equipment is very important in establishing customers' goodwill.

(b) One-For-One Exchange

This concept enables used items to be returned to the store in exchange for new ones, and accumulated for disposal or reconditioned for further use. The value of scrap and used items is revenue to the Authority and, besides workshops can be kept clean without used items lying around. Again, this concept prevents dubious officials from collecting new parts for selfish purpose.

6. Appreciation

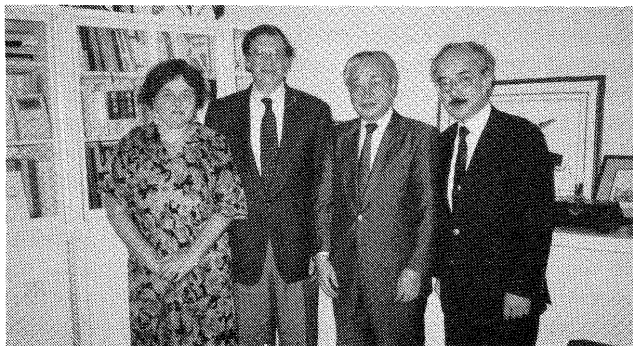
Finally, I would like to express my personal gratitude to the International Association of Ports and Harbors (IAPH) for its kind consideration in awarding me the bursary to attend the course.

I am also most grateful to the Port Administrator, Tin Can Island Port, Mr. O.B.E. Babah, for his support and advice; to Mr. P.C. Mmekka, Traffic Manager, Tin Can Island Port, for his understanding; and to the Training Department for allowing me to attend the course.

Visitors to Head Office

— On October 3, 1990, **Dr. Fernando Palao**, Chairman for the 17th IAPH Conference, **Dr. J.-L. Juan-Aracil**, Executive Secretary of the 17th IAPH Conference Organizing Committee, **Mr. Jose Carlos Pena Martinez**, **Direction General for Ports and Coasts**, Ministry of Public Works, Spain, **Mr. Alex J. Smith**, IAPH European Representative and **Mr. Erik Stromberg**, President, **American Association of Port Authorities (AAPA)**

— On October 16, 1990, **Mr. Marc J. Hershman**, Pro-



From left, Mrs. Hershman, Mr. Hershman, Mr. Kusaka and Mr. Kondoh.

fessor of Law and Marine Affairs, School of Marine Affairs, **University of Washington** (Seattle)

— On October 18, 1990, **Ms. Jane R.C. Boyes**, Editorial Director, **Cargoware International** (London), **Mr. Robert**



From left, Mr. Alexander presenting the Port of Auckland's plaque to Mr. Kusaka as Mr. Cooper and Mr. Catty look on.

Cooper, Chief Executive, **Mr. R.G. Alexander**, Chairman and **Mr. David J. Catty**, Group Manager — Marketing, **Ports of Auckland Ltd.**

— On October 30, 1990, **Dr. Kim Jae Ha**, President, **International Academy of Maritime & Ports** (Seoul)

Membership Notes:

New Member

Temporary Member

Consorzio Autonomo del Porto di Genova (Italy)

Address: Palazzo Giorgio, 16100 Genoa

Tel: 39/10/2411

Fax: 39/10/2412382

Changes

Oslo Port Authority [Regular] (Norway)

Address: Vippetangen, 0150 Oslo 1

Mailing Addressee: Mr. Per Mauritz Hanssen
Port Director

Papua New Guinea Harbours Board [Regular]
(Papua New Guinea)

Chairman: Mr. Boyamo Sali, C.M.G.

Managing Director: Mr. Robbie Kaivepa

Director (Operations): Mr. Tony Amao

Director (Finance & Administration):

Mr. Eric Clubb

Corporate Secretary: Mr. Michael Tomutnaram

Townsville Port Authority [Regular] (Australia)

Mailing Addressee: The Secretary

Chairman: Mr. M.F. Reynolds, A.M.

Acting Chairman: Mr. M.D. Hooper

Members: Mr. D.C. Brown

Mr. J.W. Linfoot

Ald. A.J. Mooney

Mr. T.G. Parker

Mr. D.F. Pickard

Chief Executive Officer: Mr. R.E. Kenny

Engineering Manager: Mr. W. Service

Financial Controller: Mr. J.A. Sherriff

Secretary: Mr. B.W. Holden

OPEN FORUM

AAPA & IAPH — An International Partnership for Progress

(Speech delivered at the 2nd IAPH Japan Seminar held on October 2, 1990 in Tokyo)

By Erik Stromberg
President,
American Association of Port Authorities (AAPA)

Thank you Mr. Kusaka, Mr. Asada, distinguished guests, ladies and gentlemen:

It is a great honor to come to Japan as your guest to discuss some areas of common interest. Together, the International Association of Ports and Harbors and the American Association of Port Authorities serve a constituency of ports that literally spans the globe. As facilitators in the movement of commerce, we share a great responsibility in ensuring that our efforts serve the best interests of our port and maritime constituencies, and indeed, the economic well-being of countries throughout the world, both coastal nations and those that are land-locked.

For me, this journey to your lovely and historic land is a very special pleasure. The consummate beauty of the Japanese countryside, the energy and creativeness so evident in your cities and industries, and your priceless cultural heritage shows clearly why Japan occupies a special place in the community of nations. Nowhere is the economic resourcefulness and technological genius of Japan more evident than in its ports, which are world renowned for their efficiency, success and forward-thinking management.

In looking at our two organizations, IAPH and AAPA, our common interests and our long and cordial professional relationships, I cannot escape the conclusion that there is yet much more we could accomplish to the common benefit of ports worldwide. Obviously, we share a common interest in trade — it is our lifeblood. As port managers, it is our responsibility to do everything possible to ensure the unimpeded flow of cargo through our ports. We all face the common challenges of ensuring that our ports operate with maximum efficiency, taking fullest advantage of intermodalism, computerization, and the other marvels bestowed by technology and demanded by economics. We must all deal with such issues as environmental pressures, rationalization of scarce waterfront acreage, inland transportation access to our ports, dredging and the disposal of dredged material, importantly the assurance of international trade flows continuing and in fact growing, cargo security, illegal narcotics trafficking, vessel traffic control, customs facili-



Mr. Stromberg

tation, and the list goes on and on. Clearly, there is a full agenda. And I propose the best way to tackle it is through the joint efforts of our two associations.

In the interests of time, I will not describe AAPA or the U.S. port system in any great detail. But please allow me to offer you a brief summary. Founded in 1912, AAPA is the oldest international association devoted to port management — at least, I'll keep saying that until someone tells me that I am wrong! Our corporate membership consists of ports throughout the western hemisphere, from Canada to Argentina.

From our Alexandria, Virginia Headquarters, just across the Potomac from Washington, D.C., AAPA provides its members with a variety of services. Our government relations staff monitors Federal Agencies and Congress to ensure AAPA's U.S. port authority members are fully appraised and ready to participate, through our increasingly effective advocacy potential, in the successful resolution of our key issues. I should note that ports constitute an important economic component in 33 of our 50 U.S. States, a fact which, at the very least, facilitates our ability to gain access to, and the attention of, key members of the U.S. Congress on important legislative and regulatory issues. We strive to take advantage of every opportunity to ensure that the port industry's views and concerns are understood and respected by our national leaders and policy makers.

Our education program consists of seminars, workshops, an annual spring conference in Washington D.C., and our annual convention, which is held regularly at a port city in the western hemisphere. In three weeks, we'll be in Nassau in the Bahamas, for our 79th annual fall meeting. Through these programs, we offer port managers training and educational opportunities in a variety of technical and professional fields. We also provide research services, including among other things our weekly newsletter, the AAPA ADVISORY, as well as surveys, reports and responses to numerous requests for information on our industry that I am sure the IAPH staff are only too familiar with.

Our mission is "to provide an organizational resource to the ports of the western hemisphere, dedicated to the service of the port industry and the professionalism of port managers." The critical component in the identification of issues and successful delivery of our services lies in our 13 technical and policy committees, which have been es-

established to correspond to port line departments. Our committee structure is truly the backbone of AAPA.

The U.S. port industry consists of some 185 deep draft ports located along the Atlantic, Gulf, Pacific and Great Lakes coasts. Included in that number, too, are the Ports of Puerto Rico, Alaska, Hawaii, and Guam. Together, these ports offer a total of 1,941 terminals and 3,214 berths. In 1989, U.S. ports handled more than 1.4 billion short tons of cargo in the U.S. foreign, domestic ocean, and Great Lakes trades. The 1989 tally is not yet in, but will undoubtedly be even higher.

Data generated by the U.S. maritime administration shows that in 1988 the U.S. port industry provided services to the nation valued at \$98 billion. That equates to a total impact averaging \$268 million per day. In addition, commercial port activities in 1988 accounted for 1.2 million jobs, a \$50 billion contribution to the U.S. gross national product, personal income of \$28 billion, federal taxes of \$10 billion, and state and local tax revenues amounting to \$3.5 billion. Moreover, the U.S. Treasury received over \$13 billion in receipts from the Customs service.

Simply put, our ports are a vital link in trade with the rest of the world and serve as an invaluable mover of domestic cargo. Ports also promote economic growth and development, and, as recent events in the Persian Gulf clearly demonstrate, play an essential role in the support of America's national security interests.

The United States, unlike many countries, has no national port authority. Instead, authority over the port system is diffused through three levels of government — federal, state, and local or municipal. This phenomena results from the federal nature of the U.S. Constitution, which grants certain powers to the federal government, reserving the rest for the States.

For example, in the port situation, the federal government has exclusive jurisdiction over the navigable waters of the United States, its deep draft channels and harbors. It also has supreme authority over interstate and foreign commerce.

The ports are responsible for shoreside infrastructure, as well as access channels, and as of 1986, an increasingly large percentage of the federal channel itself in terms of the costs and in its maintenance. In general federal jurisdiction stops at the water's edge. Port authorities are instrumentalities of state and local governments established in response to needs articulated at the state or local level. The federal government has no power to appoint port commissions or port officials, or to set port policy or goals. Port investment decisions are made by the port agencies themselves and their commissions, not by the federal government. Indeed, the Constitution expressly forbids the federal government to take any action that would favor the ports of one state over those of another.

In short, port development in the United States is based on a partnership, a sharing of responsibility between the federal government on one side, and state and local government together with the private sector on the other. The federal government has been traditionally responsible for deepwater channels and waterways, including federal channel construction and maintenance, aids to navigation, and so forth. States, local government, port authorities and the private sector are responsible for taking the initiative in all port development with total responsibility for shoreside infrastructure, as well as berths and access channels inside the Federal Channel.

U.S. port authorities are considerably varied in terms of structure and type. Some are quasi-independent public corporations - financially independent and often insulated from traditional state or municipal civil service requirements. Others are not port authorities at all, but rather departments of city, state or county government. Some are state authorities with jurisdiction over two or more ports. Still others are constituted as special purpose political jurisdictions, with the authority to set taxes, and sell bonds, and certain police powers. There are also bi-state authorities established under interstate compacts, the prime examples being the Port Authority of New York & New Jersey, and the Delaware River Port Authority.

The common thread among U.S. ports is the port's relative degree of autonomy from ongoing partisan political concerns, even where those ports exist as part of a state or municipality. This is achieved structurally through a board of directors or commissioners, which are either appointed or elected (the breakdown is as follows: 36% elected and 64% appointed). Though it is through the boards that the link with the public is institutionally established, in this day and age we find port directors themselves are required to be much more involved (and skilled) in dealing with the public and with politicians — a trend I discussed at the 1989 IAPH Conference in Miami. It is my view that the institutional insulation from public scrutiny in U.S. port policy making — if not port management itself — has been substantially eroded. The extent of the public's influence is at an all time high, and is not likely to return to an earlier public attitude of benign indifference for a long time, if ever.

In addition to their primary mission of providing marine terminal facilities and handling cargo, we find many U.S. port authorities engaged in a variety of other activities, including — to name a few — airports, tunnels, toll bridges, commuter rail services, industrial parks, shipyards, teleports, foreign trade zones, world trade centers (even in the northwest of the United States), fish farms, and public markets. Again, the ports' functions are reflective of the needs and priorities of the city or state through which they were established.

Altogether, there are more than 115 public seaport agencies of widely varying size and description in the United States. Independent of one another, they are fiercely competitive and in many respects function much like private businesses — making market and financial decisions and assuming the risk these decisions entail.

In 1989, the 83 largest U.S. port authorities — all AAPA members — employed some 23,400 individuals, handled 350 million tons of cargo, and generated operating revenues amounting to \$3.5 billion.

The U.S. port industry, shrugging off the recession of the early 1980s, has experienced significant growth in the past five years. This included gains in commerce overall, as well as containerized liner trades. In 1989, import/export cargo at U.S. ports soared to a record 974.7 million tons carrying a value of \$438.1 billion. Compared to 1988, cargo volume increased 6.2 percent and cargo value by 9.3 percent. The liner trades were up 7.3 percent to 96.9 million tons. Containerized liner cargo continued its double digit pace with a gain of 16.3 percent. Significantly, prosperity was shared by ports on all four coasts. Our seaborne trade with Japan, incidentally, amounted to 86.6 million tons in 1989.

Other signs of progress are evident in our cruise business, the investment of billions of dollars in new port facilities, and in long delayed harbour improvement projects in pro-

gress or completed since the passage of the Federal Water Resources Development Act of 1986. That legislation significantly increased the role of ports in cost-sharing with the federal government channel deepening projects. It also imposed a tax of waterborne imports, exports and domestic cargoes to defray 40 percent of channel maintenance costs, which previously was totally covered by the federal government.

Since the law was passed just three years ago, a number of long-overdue channel projects have been initiated, including Hampton Roads, which has been deepened to 50 feet; the Mississippi River, Corpus Christi and Mobil Harbor to 45 feet; and Stockton (California) to 38 feet. The 50-foot deepening of Baltimore and connecting channels is almost done. Other channel projects are underway at Sacramento, Charleston, Portsmouth (NH), Freeport (Texas), and Gulfport (Mississippi), to cite some examples.

This year, however, the outlook is not nearly as strong as it has been. Traffic is growing, but at a far slower rate than a year ago. Exports are down, the liner business barely growing, with container trades almost flat. What growth we have experienced, at least through May, has occurred mostly in imported tanker cargoes, chiefly petroleum. With the escalation of fuel costs as a result of the Persian Gulf crisis, the hopes for the short to mid-term are modest.

The Mid-East Crisis, provoked by Iraq's invasion of Kuwait, has put our ports to the test. Since President Bush's decision to deploy armed forces to the Persian Gulf, U.S. ports have been called upon to move hundreds of thousands of items of critical military equipment under extremely time-sensitive schedules. Working around the clock and in close cooperation with military agencies, our ports have performed this mission well, demonstrating once again how critical they are to the defense of the United States and her allies.

Today, the U.S. port system stands ready to meet not only national security needs, but also the demands placed on our transportation infrastructure in the critical areas of commerce and economic development. But, as Japan's port managers are fully aware, identifying and preparing for tomorrow's demands are as critical as any function the port performs.

In fact, one of the most rapidly growing areas of port management in the U.S. is strategic planning. The upcoming AAPA annual convention to be held in Nassau reflects this focus, as did our special seminar on the "Port of the Future", which was hosted by the Port of Montreal this past June. In addition, AAPA's Planning and Research Committee recently put together a "Strategic Planning Guidebook", which has proved to be quite popular.

While the U.S. port system is characterized by its diversity, no matter what the size, geography, geometry or nature of port facilities, there are a number of challenges to port management that are becoming increasingly common at all U.S. ports, indeed all world ports. These challenges can only grow in their importance to port operations and port development in the future. A brief survey would begin with difficulties in the area of capital formation. Federal, state and local subsidies for port investments are drying-up, or are much more difficult to justify when they are available. Credit markets are becoming increasingly skeptical. Port development financing is vulnerable as a result not only of market-place uncertainty, but also due to potential environmental concerns. Indeed, how well a port addresses environmental concerns may well prove to be a major

competitive factor between ports over the next decade.

In general, while public financial support for ports is diminishing, there is an increase in the public's mind of the appropriate activities in which ports should be involved and, in the area of environmental protection, must be involved.

Mitigation and other costly environmental requirements have become an assured component of port development projects. What is left to be resolved in terms of U.S. policy is how we can make these costs certain and predictable, instead of open-ended and variable. Dredged material disposal has become our most pressing environmental challenge. It is not only expensive, but it is also a potential dead-end in our regulatory process, in which the objections of a few can overcome the economic needs of many. Other areas of environmental concern include the potentially exorbitant costs associated with hazardous materials under U.S. superfund legislation, which is a cradle to grave regulation involving forever anyone who comes in contact with these materials. Public ports with "deep pockets" are particularly vulnerable to almost limitless liability if hazardous materials are found, for example, on abandoned port property.

On the state and local level, ports are seen as the appropriate vehicle for any number of activities whose purpose is to create jobs. But ports also are asked more and more to take on non-traditional port purposes such as the construction and operation of recreational facilities, including marinas and parks, as well as public access rights-of-ways. More often than not, these are not revenue contributors, but instead a drain on the port's resources. There is also the more subtle, but significant, diversion of management resources that is required when these non-traditional functions become a part of the port's operational mission. This is particularly true in the area of commercial real estate, which demands extensive resources in the form of expert personnel trained to deal in this area.

Of course, one must consider the context in which these diversions of mission and resources must be dealt with, and that is the minimal average rate of return for U.S. ports which are in the range of two to three percent. There are, admittedly, a few of our larger members who target and achieve a higher rate of return, but for the most part, our ports are barely in the black, if at all.

One result of this confluence of pressures and constraints, is the drive to identify and exploit a marketable niche. Ports can no longer afford speculative building based on hoped-for future cargo throughput. Instead, today's necessarily prudent port managers are looking to lock in their customers through, for example, long-term agreements. Some, in fact — in the Port of Oakland is an instance — are exploring ways to assure future ocean carrier operational commitment to their port, through the carrier's financial commitment to facility construction, backed at least in part by the line's letter of credit.

It is certainly difficult to forecast likely future scenarios when the present is in such a muddle. But if you will allow me a few assumptions, I will try.

Overall, I would surmise that the intense competitive nature of our industry may indeed be in the process of mellowing. Competition — fierce and cutthroat — has characterized U.S. port pricing and marketing strategies for literally decades. Noncompensatory pricing and speculative building were undertaken with assurances that shortfalls would eventually be covered. However, the public is less and less willing or able to tolerate eroding port revenues.

With tighter financial markets and significantly higher terminal facility costs, due to a great extent to environmental regulation, future port development needs must be ever-more carefully justified. However, customers, especially in the liner trades, continue to consolidate and exploit economies of scale. All of which implies fewer new port facilities under construction in the years ahead in the United States. It literally demands the exploration of greater efficiencies in the use of our scarce and highly valued waterfront property. Economic and technological advances in this area will drive port operations.

It is in the area of engineering and operations as well as Japan's ports' multiple land use strategies that I look very much forward to my upcoming tour of your country's great ports.

Assuming U.S. ports maintain their immunity from our nation's antitrust laws — and that will be addressed over the next 12 to 18 months in the context of the review of the 1984 Shipping Act — ports will need to come together with greater efficiency and frequency to explore pricing and capacity rationalization strategies. We are already seeing greater and more disciplined involvement in our terminal conference discussions. We are also seeing greater cooperation among ports which share a common harbor or navigation channel, especially in the areas of marketing and even in the allocation of specialty cargoes.

My sense is that environmental costs will continue to be a fully internalized component of port development cost calculations. But I believe we will reach a compromise between our society's environmental values on the one hand and our economic development and national security pri-

orities on the other. Whatever is to happen, higher port costs (and, hopefully, offsetting pricing structures) will result from this compromise.

The political instability at U.S. ports which we have seen over the last several years should also begin to wane. The unsettled and pressure-packed atmosphere should deflate once environmental concerns are mollified and, even more importantly, expectations of port performance are dampened to more realistic levels. And here in the United States, port managers have a role to play that none other can play.

While such a scenario may be viewed as a return to the past decades of port management unencumbered by public oversight or environmental activists, it is not. Port management has been taken down a slippery slope from which there is no return. Port managers will, into the foreseeable future, be required to possess skills necessary to deal with political leaders, the media and the public-at-large. Our credibility as environmentally sensitive agencies must be first achieved, then preserved, at no small cost — if even greater costs are to be avoided in the future.

Thus, challenge remains an inevitable bi-product of port management. But perhaps the most critical challenge lies with all of us to ensure that in the years ahead our industry is able to attract and keep the caliber of leadership required to successfully surmount the many hurdles that I have discussed. Winning this contest represents, in my view, one of the most potentially productive ventures that awaits the revitalized AAPA/IAPH international partnership!

Thank you for the great honor of allowing me to speak before you.

An Overview of Contemporary Issues Facing Ports in African/European Region of IAPH

(Speech delivered at the 2nd IAPH Japan Seminar held on October 2, 1990 in Tokyo)

By **A.J. Smith**
IAPH European Representative

A General Comment

In a little over a year, we have witnessed changes in the world's political, social and economic orders which are quite extraordinary and which, in their fullest sense, were quite unpredictable. They were and are revolutionary in their impact on our societies. They will, assuredly, significantly affect the basis of our business preoccupations and, of course, our lives — as and when they have run their course.

The implications of these changes can, at best, only be a matter of conjecture. What is certain, however, is that the corporate planners of the world's industrial sectors, including those of the international port transport industry, must somehow — and bravely — come to their respective conclusions on the way ahead so that infrastructures and procedures may be put in place, and at a price, for their sectors' advancement into

that uncertain future.

Introduction

Our African/European Region, I may remind you, is widespread and complex in geopolitical/demographic terms. It is certainly not homogeneous. The component autonomous national States in which IAPH member ports are located — at least 45 — are acutely aware of the prevalent variations in their respective social, political, economic and environmental circumstances; and also in their respective levels of technological development. These would seem to be divisive differences. My view, however, is that, with the rarest of exceptions, they are not!

Looking at the Region holistically, I believe that its States are very much aware that their prosperity and well-being are closely identified with the condition of the Region as a whole. Such an awareness translates, sooner rather than later, into a drive to achieve an orderly, cooperative and compatible approach to the attainment of respective goals.

As I suppose it to be with the Region's States so it is, to a more pronounced degree, with the Region's Ports. Which is understandable given that the nature and location of Ports and their operations are necessarily where the



Mr. Smith

pressures and constraints of the vital international maritime trading function are most sensitive to change, and the need for change.

In this paper, I hope to address some of the issues which our Region's Ports are facing. What I cannot do is personalise, in port terms, the approaches taken by Port Management to these issues. To do so effectively would require a comprehensive knowledge of and sensitivity to the nuances of the geographical location and organisational structures of our Region's Ports. I would also, perhaps, have to have an understanding of their relationships to and with their respective Governments, including their strategic position in national and regional policies.

Where that personal identification with the issues is of interest to you — and in the nature of things it should be — I strongly recommend that you take the opportunity to discuss them with the distinguished Port Managers who will be present at the 17th IAPH Conference. For it is they, and their colleagues in the Region's Ports, who are obliged to examine available options and be in the front-line of the decision-taking processes, the results of which are of the greatest importance to us all.

Contemporary Issues

The issues to which I will refer are examined in no particular order of priority. Priorities are necessarily established by the Region's Ports individually, after full regard to local circumstances and external trading relations and commitments.

We can be sure however that the issues will feature at some point in the thinking of Regional Port Chief Executives when reviewing their corporate development strategies.

The European Community

The European Community has no common port policy as such. There is little doubt, however, that the effects of implementing related policies, Directives and the like within its Member States will impact at some point on the Region's Ports and influence their respective strategies.

It can be said, for example, that the Community has a developing maritime policy. It addresses such issues as the removal of areas of competitive distortion for its shipping interests; cargo reservation by Member and non-Community States; the checks and commitments of Port State Control requirements.

Again, for example, the Community is developing a common transport policy for inland transportation based on the harmonisation and/or elimination of various current regulatory systems.

Essentially, however, Community Ports are required to act within well-established patterns of organisation and national policies. These are in line with the fundamental precept of the Treaty of Rome, which founded the Community, which insists that there should be equality of treatment in the opportunity to compete for traffic.

That, of course, is an area in which fine judgements will be made as to the extent to which public interest must/should/could impinge on and indeed influence decisions on port development.

Commercial considerations will almost certainly not be the only criteria for development.

And that, of course, is of particular importance in the context of the rampant competitive situation between, in particular, the ports of mainland Europe. They know that the post 1992 "Open Frontier" policy agreed by the Com-

munity States will impact significantly on their operational activities.

The primary motivation for launching the "Open Frontier" policy was economic. It was also a reaction to structural changes elsewhere in the world economy and international markets.

The Community's intention, at any rate, is to free cross-frontier services; to put an end to restrictions on international road haulage, eg, contriving permit shortages, bilateral quota arrangements; to liberalise the conditions of international rail transportation, eg by removing tariff discrimination; and to harmonise inland waterway codes.

There will be standardisation to remove incompatibilities and a free movement of goods, services, capital and persons within a Community of 330 million consumers. The expectation is that the harmonisation of taxation, transportation, telecommunications, and financial services coupled with the freedom given to national characteristics to create a higher synergetic growth will result in an estimated increase of 5% in the GNP of the European Community. Higher economic growth will lead to increased world trade.

Competition and a market-oriented economy is the cornerstone of Community activity. With that in mind, the Region's Ports individually, and in some cases collectively, will want to establish how best they can induce situations within the traffic and transportation policies of their respective Governments, to secure competitive conditions most favourable to them, and within which they could expect to realise a greater proportion of the expected trade increase for their ports.

They will be aware, for example, that multi-national industries will want to exploit this vast internal market to the fullest extent possible. To encourage them to do so, the Region's Ports will want to encourage these industries to locate at or near their respective seabords to take advantage of land availability, labour and skills, lower transportation costs, warehousing and the like.

They will know that the type, quantities and transportation mode of commodities imported and exported will change — or have already changed — to accord with the needs of the Community's population and its overseas trading partners on the one hand, and, on the other hand, with the effects of changing policies/priorities of Community Governments and those, externally, with whom they have trading relationships. Clearly there will be great opportunities for the more enterprising and dynamic of our ports.

Eastern Europe

Democratisation, liberalisation and replacement of socialist planning and centralisation by competitively-oriented market economics will certainly impact positively on Eastern European production levels and foreign trade volumes. The process, however, will be lengthy and, for the area's ports, traumatic.

Expectations, even commitments, may be set aside in the interests of rationalisation. The gainers and the losers in the race to handle expected high traffic volumes cannot, as yet, be foreseen given the area's capacity to adapt to changing circumstances. We may suppose, however, that the incorporation of existing cargo-handling facilities into the extra-territorial competitive scenario will almost certainly add to the Region's over-capacity problems.

Over-capacity/Inter-port competition

In strict statistical terms there is little doubt that there

is an over-capacity of port facilities in our Region to deal with present and near future projections of the Region's maritime trading requirements.

The extent to which that situation will persist will be decided both inside and outside the Boardrooms of the Region's Ports. Whatever happens, we can be assured that over-capacity will spur efforts to bring ports to a high state of readiness to meet the challenges of inter-port competition.

Each port, no matter what its size, will be taking stock of present and foreseeable constraints which blunt its competitive edge so as to reduce, if not eliminate them altogether. Once its strategic objectives have been established, the port is better placed to use its influence to gain the support of potential customers, port users, inland transportation networks, local/regional and national Government for plans, implementation of which, all must believe, will be to their best advantage.

Parenthetically, not all of the foreseen constraints need necessarily be dealt with by the port in isolation. It is possible — some would say essential — that the effect of some unnecessary constraints can best be eased, or removed altogether by collective action.

Administratively, for example, collective action by ports and their customers can bring pressure to simplify documentation procedures and checks for the processing of goods to meet Customs requirements. The so-called "Fast Lane" system, a product of collective action, has reduced delays caused by Customs Clearance on the movement of imports into Community countries from other Community countries, of goods which are in free circulation within the Community.

Greater trade facilitation has resulted from the provision of document checks up to 72 hours after the goods have been imported.

Similar benefits derive from collective action in establishing legal liability regimes, road/rail access to ports, and exerting pressure to secure technological developments, such as container sizes, more in keeping with the wishes of ports.

Each port will also be looking to its advantages, whether natural (its location in relation to its hinterland) or derived (as a consequence of, say, skilled labour availability, capital investment facilities and the like), so as to establish a solid base from which a competitive drive might be launched.

Our ports are now aware that a complacent approach to a competitive position can, these days, be disastrous. The process must be worked at, nurtured and sustained. It must also be innovative and sufficiently flexible to allow maximum benefit to be obtained from perceived opportunities.

Port managements have to be practiced in the art of thinking in new ways to deal, successfully, with what might loosely be referred to as commercialisation. They are obliged to consider organisation and structures to service a market economy. Effectively, they should be equipped to operate outside the dictates of "bureaucracy".

Can the port's competitive position be best secured on a "go it alone" basis or are strategic objectives likely to be better achieved by linkage with other ports?

Regional port cooperative schemes are particularly suited, for example, to the ports in the Region's developing areas. The Port Management Union of North African Ports, The Port Management Association of West and Central Africa, and the Port Management Association of East and Southern Africa give positive encouragement to the pooling of resources to maximise throughput, and even to the

potential of integrated port policies. Regional port projects are by no means an impossible dream if, for example, the World Bank has its way in providing for a more effective return on its port development investments.

Again, three major Mediterranean Ports, Barcelona, Marseilles and Genoa, are linked in a so-called Trident scheme which is designed, amongst other things, to attract financial backing for port investments. Perhaps even more significantly, the scheme enables the ports to use their collective endeavours to hold traditional traffic in the area and, in the event, attract back to the area traffic lost to the ports of Northern Europe.

Also, some smaller ports in the Region are quite taken with the idea of implementing a form of cabotage by which exclusive bilateral trading patterns are established between ports nationally and/or internationally.

We may suppose, however, on the other hand, that ports such as Rotterdam, Antwerp and Le Havre have sufficient confidence in their respective capabilities and commitment to their drive for success to pursue their strategic objectives independently of other ports.

Inland Transport Developments

We must suppose that Governments in the Region will have a continuing regard, and commitment to maximising their respective countries' international maritime trading position. Integral to that function is their commitment to improving and facilitating the use of inland transportation networks so as to provide better services to the hinterland markets.

Some existing national and cross-frontier networks are indeed very impressive. Some areas, however, are less well-served, invariably because of failure to realise the high infrastructure investment costs and/or the presence of oppressively onerous regulatory procedures or other constraints.

Land-locked countries should be able to establish their seaport outlets with minimal difficulty. Ports, in turn, will have noted the extent to which goods could potentially pass through their port areas and on to their ultimate destination if an adequate inland transport network were available.

Attention will also have been paid to the fact that containerisation greatly increases the transportation options available to shippers. This gives rise to an increasingly competitive situation between transport modes in which national interests and strategies which, no doubt, have evolved over the years, are called into question.

If it is accepted that the ultimate consumers are indeed to be the beneficiaries of improved techniques and transport modes, the Governments concerned who, after all is said and done, are in effective control of inland waterway development and the Road/Rail infrastructure, will ultimately decide the speed and manner in which that goal might be achieved.

Almost certainly, ports acting either individually or, in certain circumstances, collectively, will want to make their wishes known to their respective Governments in this regard.

Safety and Environmental Concerns

The general public has become increasingly aware of the dangers and problems associated with maritime transportation. The additional factor of the rapid growth in the maritime traffic of noxious and hazardous substances has heightened the public's sensitivity to the potential threats to the environment which may arise from marine accidents.

The Region's Governments are naturally concerned to institute damage prevention or at least damage limitation regimes, the substance of which cover the spectrum of pressure-group thinking. The Region's ports, however, have themselves reacted to expressed public opinion by taking a leading position in the development of acceptable standards and procedures covering safety and environmental protection.

Vessel Traffic Service systems have been enhanced and every assistance given to the enforcement of Port State Control requirements and procedures on ships, crews and cargoes.

In environmental terms, the issues are less clear-cut. The Region's Ports are obviously aware that environmental pollution has become the focus of world-wide Governmental attention. Indeed, the Region's Governments are in the forefront of those who seek constantly to review anti-pollution measures and to develop more and more positive initiatives for the protection of the marine environment.

The extent to which ports are obligated to provide the measures for that protection is a matter of concern.

Ports, generally, given their unique position at the land/sea interface, are ready to use their powers to enforce agreed rules of behaviour. As measures to prevent pollution from ships and land-based sources become more widespread and stringent, however, there will almost certainly be a knock-on requirement for measures to be taken and/or requirements to be supplied by ports.

Associated costs are not always, or necessarily, reimbursed even though the pollution in question is in no way attributable to the port's own operations. It is difficult, on occasion, to implement the "Pollutor pays" principle to its full extent. Government action in these respects does not entirely reflect the wishes of ports. Port Managements will certainly be reflecting, in their development planning, on matters such as tightening strictures on the disposal of dredged soil and emissions to air and water, and exploring ways of making their particular viewpoints known to those dealing authoritatively with the subjects in question.

Experience tells us that if Ports remain silent when logic insists that firm representations are made in advance of decision-taking by Governments, the consequences are invariably unrealistic and to the Port's disadvantage.

Therefore, even though the tempo of the promulgation of environmentally-related legislation has quickened, Ports in the Northern European area, for example, are getting their views across in timely fashion to the sequence of Ministerial Conferences (and Sub-Groupings of these) on Protection of the North Sea.

The enlightened self-interest of port managements suggests that it is now best to anticipate problems and look for innovative ways to resolve them.

Changing Trends and Their Effects

Changes in Commodity Flows/Traffic Patterns/Transport Modes

We know that the process of world trade and production is ever-changing. It is in the nature of things for our Region to contemplate, for example, a situation in which trading partners in its developing areas who would be expected to supply raw materials in bulk are just as likely to be looking to some form of industrialisation to provide for the increasingly sophisticated needs and expectations of their populations. It could be expected that they will transport increasing quantities of semi-manufactured and finished

products and a lessening volume of bulk commodities.

Recessions come and go. Happily, the period of time in which deep troughs may be experienced no longer seems to be a long drawn-out affair. Planning therefore proceeds on the basis that the importing/exporting consequences of a rising standard of living in the Region, coupled with an enlarged European Community and increasing numbers of Associated States, will affect its international maritime trading position profoundly.

When that is linked with the remarkable political decisions which are being taken to restructure significant areas of the Region, including those affecting basic agriculture and energy-related industries, it may be supposed that traffic patterns at its ports will also be profoundly affected.

Traded commodities are being increasingly moved in containers. One assessment of the containerisation process suggests increases, on a world-wide basis, from 18.3 million TEU's in 1975, to 76 million TEU's in 1990, to 115 million TEU's by 2000. Increases of that order — mostly at the expense of general cargo traffic — cannot be ignored.

We can therefore be clear in that context that ships' design characteristics, container sizes, handling equipment, the supply-chain management concept (intermodalism, just-in-time), space availability, the ports' location in relation to the hinterland — however described — road/rail/inland waterway connections, tariff structures and the like, will all be seen as relevant factors in the determination of the Region's Ports' development strategies.

Some of our Region's Ports are already very heavily committed to containerisation. They are well-equipped to move that traffic quickly and efficiently through the ports and on to its final destination by the selected transport mode. Almost invariably, they will also have had to provide facilities appropriate to the arrival in the port area of large-scale commodity groupings which, because of their sheer volume apart from other more commercially-oriented reasons, cannot or need not be so quickly dispersed.

These ports and the services they provide are seen to be integral, even essential to the fulfilment of currently acceptable commercial concepts such as intermodalism and just-in-time. Their storage and distribution facilities are controlled by multi-disciplinary specialists using the latest techniques and technology in harmony with Customs systems and requirements.

These ports, however, and the others in our Region will certainly be reflecting on the sheer scale and cost of such port enterprises. They will surely have to face, sooner rather than later, the problem of where to stop. There will be a point in their development scenarios where there will be an over-extension of facilities and diminishing returns from their investments. Alternative options will have to be examined. These will no doubt take account of national and regional strategic requirements and stated priorities.

Increasing traffic volumes point the way towards potential benefits deriving from port specialisation. The provision of specialist, transshipment and/or load centre facilities may well be seen as more attractive options, always bearing in mind also that these attractions, in certain circumstances, might be enhanced by an element of inter-port cooperation.

Changes and Restructuring in the Shipping Industry

The size of the world's merchant fleet — particularly that element which supports our Region's maritime trade — has fallen appreciably during the last 20 years. There is

no sign of reversal of that movement.

It can therefore be assumed that shipowners/charterers will continue to look for ways to improve the profitability of their vessels. In a deep sea context for example, we have seen a drive to secure better returns per container transported, by associating in consortia; rationalising port calls; increasing vessel size; and, to a growing extent, direct involvement in the processing of cargo, particularly with regard to establishing warehousing and overland transport arrangements.

In a short sea context, transshipment possibilities have opened up and short sea trade lines established to profit from them.

The detailed requirements of this process of change demand positive responses from ports. Anything less will result in customer losses which, in a competitive world, are unacceptable.

Changes in the Port Labour Situation

Generally speaking, port financial results show that wages and salaries constitute as much as 60% of port costs. It is therefore understandable where competition is rife, such as in our Region, that labour and management costs will be continuously scrutinised so as to effect possible reductions. At the same time, it will always be hoped that ways can be found of increasing the workforce's productivity.

Containerisation and unitisation have speeded the process of change. These operational techniques together with the advent of mechanisation and computerisation of cargo-handling and documentation systems, have led or will lead to an appreciable fall in the numbers of port workers. That tendency seems to be the inevitable result of decisions taken by ports to secure rapid, efficient and cost-effective processing of shipping and cargo through the ports.

In an historic context, ILO survey figures for the period 1970 to 1982 are emphatic in that regard. In Antwerp, Hamburg, Liverpool and Rotterdam, for example, the falls, respectively, were 38.9%, 11.4%, 78.8% and 22.9%. Numbers in the developed ports will continue to fall.

An ILO assessment of the situation in the Region's developing ports suggests that whilst it can be expected that overall numbers will fall, the rate of fall will not be as sharp as in developed ports.

Very evidently, port workers were and still are faced with a dilemma. Adoption by them of practices in support of job preservation, inexorably leads to rising costs, loss of the port's competitive edge, traffic loss and more job losses.

It was and still is incumbent, therefore, on port management and workers to develop starkly realistic "understandings" in which social planning and identification with the port's prosperity would be emphasised.

That process is under way. Restrictive practices are decreasing and productivity rises are being reflected in lower port tariffs and greater efficiency.

One brief example with which I am familiar will be of some interest to you, I believe. The 3 July 1989 saw the abolition of the Dock Labour Scheme (DLS) in the U.K. Now more than one year later, the success of the former "Scheme" ports is evident through increased productivity and a rise in trade handled. The "Scheme" had been recognized for many years as both a disincentive to employment and expansion and an inhibition to dockland development. The prospects for the industry have now been transformed.

Table Showing Changes in the Industry

		1989	1990	% Change
Trade in million tonnes (Jan/Jun)	Ex-Scheme	96.4	101.8	+ 5.2%
	All UK	145.0	150.8	+ 4.0%
Numbers of Former Registered Dock Workers employed by ports		9,221	4,383	-52.5%

Amount of Trade

The success of the repeal of the DLS can be highlighted by recent growth in foreign trade (imports and exports) handled at ports. In the first 6 months of 1990 "ex-Scheme" ports increased their trade by 5.2% as compared to the same period 1989, which is above the national average of 4%. (See table above.)

Productivity

A direct benefit of ending the "Scheme" is increased productivity. The most important factor that has led to increased productivity has been the radical restructuring of the labour force and redefinition of work to be carried out in the cargo handling areas. With over half of the registered dock workers having taken redundancy, the end result is a smaller, more flexible workforce, without the previous lines of job demarcation and restrictive practices.

A new peace exists at the former "Scheme" ports compared to an average of over three disputes a week before abolition, with over 4 million days lost between 1967 and 1989.

Port Expansion

The "Scheme" had been a disincentive to expansion and investment in port areas for many years but the trend is now being reversed. There has been a significant upturn in investment opportunities and inquiries at former "Scheme" ports in the last 12 months.

Europe and 1992

UK ports have, for many years, been disadvantaged compared to the main ports on the continental coast of Europe because foreign Governments have subsidised their ports and because ships calling at UK ports have been charged substantial sums in "light dues". This has led many companies to "tranship" British cargo at continental ports, rather than bring large ships directly to the UK. With the new flexible labour forces at former "Scheme" ports, the gains of increased productivity have made the entire industry more attractive and the future could see more reverses in transshipment.

Changes in Marketing Strategy and Communication Technology

Traditionally, ports have marketed their particular importance—as they have seen it—and position in a transport chain which has reflected the goods transported. That situation is no longer valid.

As we have seen, the growth of containerisation and unit loads has diminished the importance of the goods/commodity structure. Transportation modes are also more flexible. Most importantly, perhaps, the market to be addressed by our Region's Ports has markedly increased

(Continued on Page 20)

International Maritime Information

WORLD PORT NEWS

<p>VTS '92 in Vancouver June 8 – 12, 1992</p> <p>The Seventh International Symposium on Vessel Traffic Services "VTS '92" will be held in Vancouver, Canada, June 8 to 12, 1992. The Canadian Coast Guard is organizing the Symposium under the direction of an International Organizing Committee representing major maritime organizations.</p> <p>Symposium Theme</p> <p>The organizers have selected "Vessel Traffic Services in the Global Environment" as the theme for the symposium. The theme recognizes that VTS is a major contributor to the reduction of environmental risk. It also relates to the expansion of VTS from a few independent port systems to worldwide proportions.</p>	<p>Symposium Program</p> <p>The goal of this symposium is to further the understanding and development of VTS by exchanging ideas and sharing experiences.</p> <p>A keynote speaker will expand on the Symposium theme and special papers will be presented by noted authorities to lead off the symposium's six sessions.</p> <p>These sessions are:</p> <ol style="list-style-type: none"> 1. Global Trends in Shipping and Ship Operations 2. The Mariner-VTS Operating Environment 3. Cooperation between VTS Centres 4. VTS and Environmental Protection 5. The Global Expansion of VTS 6. Rapidly Changing Technological Environment 	<p>Each session topic will have a number of related papers where authors will develop the theme by sharing their own experience and ideas on the subject.</p> <p>The program should appeal to anyone with an interest in VTS operations, training, development or equipment; particularly, Port Authorities, Marine Pilots, VTS Agencies, Shipping Companies, Vessel Owners and Masters.</p> <p>Call for Papers</p> <p>Authors wishing to present a paper on any of the session topics should submit an abstract of between 500 and 1,000 words to the Symposium Secretary prior to April 1, 1991. Details will be provided if you return the attached card.</p> <p>Exhibitors</p> <p>A comprehensive VTS exhibition of</p>
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An Overview of —

(Continued from Page 19)

in size and geographic location.

In these terms, therefore, inter-port competition has become more acute and sensitive to non-traditional factors. Active, aggressive marketing strategies which are now developed, certainly by the Region's Major Ports, place emphasis on the ports' role in so-called logistic concepts (tracking the movement of cargo), and in the development of special service packages (geared to the customers' requirements). In promoting and giving effect to these strategies, new information and communication technologies/techniques are being actively and openly developed. The pages of the IAPH publication "Ports and Harbors" contain references to these developments in most issues.

This is very much a dynamic situation, however, in which the Region's developed ports are having to contend with a failure of procedural developments to keep pace with an ever-expanding technological capability. Construction of messages to agreed international standards — EDIFACT — for example, which is seen to be essential to the best use of EDI technology is proving an onerous task for those few port representatives who are authorised by their ports to devote time in this regard.

In the developing areas of the Region the need, most urgently, is to develop more effective, simple and standard procedures to facilitate their trading commitments.

Related Training Requirements

Pragmatic port managements acknowledge varying levels in the development of the Region's Ports. They are

aware, by and large, of what needs to be done to improve on current situations, including the construction of training programmes to meet defined needs.

It is no longer sufficient, however, for the developing ports of the region to rely on the simple transference of operational skills and port management techniques from so-called developed ports to fill the knowledge gaps.

That gap has narrowed considerably between the Region's Ports. They all must now contend and become familiar with new techniques, technologies, procedures and concepts. In a real sense, there is a joint need to learn more of the implications of these developments for ports within the international maritime trading system as a whole; and then to establish their respective roles nationally and regionally.

Training needs in these respects will become clearer in time; and, hopefully, a more effective deployment of resources to meet these needs will have been effected to the mutual advantage of both Ports and Region.

Conclusion

References I have made to contemporary issues facing the Region's Ports have, necessarily, been superficial — and are almost certainly incomplete. This, though unavoidable, is a matter of regret.

You may perhaps agree, however, that it is sufficient for my immediate purpose to have focussed attention on some aspects of an ever-changing regional port scene, which is responsive to old and new trading opportunities. The challenge afforded to enterprising port managements by that situation will allow them, as they take it up, to lay the foundation for the next phase in their ports' prosperity.

equipment and related services will complement the symposium and further expand on the theme. Those wishing to exhibit should return the attached card for more details.

Social Program

An extensive and varied social program, guaranteed to make your visit memorable and enjoyable will be offered both for delegates and accompanying persons.

The Venue

The symposium will be held in the spacious conference facilities of the Hyatt Regency Hotel, located in Vancouver's city centre. Vancouver was the host of Expo '86 and visitors can expect the same warm hospitality and the excitement of Canada's gateway city to the Pacific when you visit in 1992. Vancouver is an ideal location for a vacation or a great starting point for a cruise to Alaska, a vacation in Canada's Rockies, or a host of other convenient resort destinations in the area. Make your plans to attend now and return the attached card for more information.

For further information, please contact:

Richard S. Bryant, Secretary
7th International Symposium on Vessel Traffic
Canadian Coast Guard
Box 220 — 800 Burrard Street
Vancouver, B.C. V6Z 2J8
Canada

Report Highlights Need For Reception Facilities

Shipping companies are now largely in a position to comply with the requirements of MARPOL 73/78, as new ships come into service and others are brought up to the required standard. But these efforts will be worthless unless shore facilities are provided for the reception of oily wastes and contaminated ballast.

This is one of the major conclusions of an appraisal of IMO's technical assistance programme in the environmental field. The report stresses the importance of providing reception facilities for shipborne wastes, especially in developing countries. The executive summary says: "Pollution is carried by wind and current and is distributed

without regard to national boundaries. Transport of oil from the Gulf to the European Atlantic Seaboard is of incipient danger to the shore of the Mediterranean. Control of the discharge of oil on such a voyage protects the coastline of all countries passed on a voyage.

"It would seem inequitable, therefore, to expect developing countries to meet the cost of ballast reception facilities, as required by MARPOL 73/78, from their own resources, or that they should be met from development funds provided specifically for development purposes, eg by the World Bank or a bilateral agency."

The study — written by Professor P.G. Sadler of the University College of Wales, Cardiff — suggests that the possibility of establishing a separate fund should be investigated, financed by a levy on an appropriate and suitably identifiable activity, and that the fund should be subsequently reimbursed from levies on the users of the facilities.

A follow-up study on mechanisms for financing reception facilities is currently underway.

The Committee was given details of IMO's technical assistance activities in the environmental field and in particular was told of the IMO Global Programme for the Protection of the Marine Environment. This was established on 1 January this year in succession to the well-established programme operated by IMO and the Swedish International Development Authority (SIDA). The global programme will seek donors from different countries and new types of activity are being considered, including the establishment of a contingency fund to be used in response to emergencies. Priority will also be given to the production of a training package on environmental protection.

The global programme will also concentrate on the provision of advisory services and the provision of study fellowships will continue. A number of seminars are being considered, the first of which will be held in West Africa on the subject of waste management. This is being organized in response to serious incidents arising from the transboundary movements of toxic wastes that have occurred in several countries in recent years.

Sweden is the principal supporter

of the global programme and its support has been increased to \$1.3 million a year for the 1990-92 period (compared with \$600,000 a year for the three previous years).

IMO: Priority High for Air Pollution Prevention

The prevention of air pollution from ships is to be dealt with at the next session of the Committee as a matter of high priority. It is expected that a working group will be established and it was agreed that there were three main problem areas.

These are:

- deletion of the ozone layer caused by chlorofluorocarbons (CFCs) and halogenated hydrocarbons (halons),
- problems caused by exhaust gases containing sulphur oxides and nitrogen oxides, and
- pollution caused by the content of ships' fuels.

A number of papers on this subject were presented to the Committee including one from Norway which gave a global view of exhaust emissions from ships. The paper estimates that ships in international trade contribute 7% of the world total of nitrogen oxides (NOx) and 4% of the total emission of sulphur compounds (SO₂). In densely trafficked seaways like the English Channel, the paper states, ships probably have a significant influence on air quality and the environment. On a local scale shipping contributes to health problems in harbours and their surroundings. NOx and SO₂ are both associated with the "acid rain" which has caused so much damage to forests and the environment generally.

Another paper was submitted by the countries bordering the Baltic Sea and dealt with fuel oil quality. It points out that efforts to reduce emissions of SO₂ and NOx on land have resulted in demands for high quality fuels for land-based purposes. But these efforts have led to a "world-wide decline in the quality of marine fuel oils."

The Committee noted a proposal from Friends of the Earth International (FOEI) that a new Annex to MARPOL 73/78 be developed dealing with air pollution. But some delegations felt that while this may be desirable in the long-term the first step should be to

prepare recommendations in a form that could easily be translated into regulations.

It was noted that the Sub-Committee on Ship Design and Equipment already has the subject of CFCs on its work programme and that the Sub-Committee on Fire Protection had been charged with looking into problems caused by the use of halons in fire-extinguishing media.

Coastal Shipping Key To European Congestion

The serious congestion and bottlenecks which threatened to bring about a collapse of the transport system in Central Europe this summer, coupled with a projected increase in international goods transport of 40% by the year 2000, form the basis of a new departure in transport solutions which is to be presented as a paper at Intermodal '90.

The author of the paper, Professor Dr. Rolf W. Stuchtey, of the Institute of Shipping Economics and Logistics in Bremen, has conducted considerable research into the future role of coastal shipping in Intra-European goods transport, at the request of the Federal German government.

From a baseline of 732 m tons in 1984, the year 2000 is expected to see a level of 1,100 m tons of which 49% will be carried by sea and inland waterways. This is in contrast with previous estimates of a rise to 976 m tons by the millenium.

The real problem, says Professor Stuchtey, is that all forecasts are based on the assumption that there will be no major bottlenecks in the European transport system — a precondition which he characterises as increasingly unrealistic. The threatened collapse of the system this summer along major highway corridor presupposes the need for relief from other transport modes with reserve capacity. This, he believes, opens the door to coastal shipping operated along advanced technological, organisational and marketing lines.

He includes within the coastal fleet, 6,159 vessels aggregating 16.2 m dwt with an average age of 17.2 years, comprising general cargo (73% of capacity), tankers (19%), container vessels (3%), bulk-carriers (1%), and ferries (4%). The fleet is dominated

by East European flags (42%), Scandinavian (13%) and FRG and Benelux countries with 8% each.

The paper focuses most attention on the role of the ports in contributing towards a solution (since that is where the vessels spend most of their lifetime), whereby their seagoing speed is of relatively minor importance. Here, says Professor Stuchtey, major time savings can be made with the employment of economical cargo-handling facilities. One possible port turnaround saving singled out in the paper concerns the time consumed by opening/closing hatches and lashing on container-carrying vessels. An East German development which obviates these functions provides one possible remedy, while similar savings have also been made in connection with forest products and other special commodities.

With savings such as these, Professor Stuchtey believes that coastal shipping may provide a realistic and economically viable means of affording relief to Europe's over-burdened road and rail transport systems.

Please address press enquiries to: David Parton, senior conference editor, CS Conferences and Exhibitions, McMillan House, 54 Cheam Common Road, Worcester Park, Surrey KT4 8RJ. Tel.: (+44) 81 330 3911, Fax: (+44) 81 330 5112, Telex: 8953141 CARSYS G.

More Helicopter-Ship Operations Expected

Delegates to the seminar on helicopter/ship operations, held in London last October by the International Chamber of Shipping and International Maritime Pilots' Association, agreed that the use of helicopters to serve ships is here to stay. More and more marine pilotage authorities are introducing a helicopter service and are finding helicopters both economical and efficient, particularly in adverse weather conditions and when long distances are involved.

The seminar devoted much of its attention to the safety implications of helicopter/ship operations, voicing a clear preference for twin-engined machines.

Delegates agreed a number of points for the future:

- There is a need for greater uni-

formity in procedures for helicopter/ship operations and for standardisation of national aviation regulations;

- Every effort should be made to encourage international compliance with the guidance on deck marking, landing/winch operations and communications contained in the ICS Guide on Helicopter/Ship Operations and the recently-issued and complementary IMPA Shipmaster's Guide to Pilot Transfer by Helicopter.
- Safety is paramount, and helicopter operations must never be initiated without a full understanding of the risks.
- The shipping and helicopter industries should co-operate, through a small co-ordinating group, to ensure that the regulatory framework applying to helicopter/ship operations takes account of practical experience.
- Shipping companies should be made aware of the simple measures they can take (e.g. providing collapsible ships' rails) to facilitate helicopter landing.

New Publications

Shipmaster's Guide to Pilot Transfer by Helicopter

The International Maritime Pilots' Association (IMPA) has published its first guide on the transfer of Marine Pilots by Helicopter.

For further information, please contact:

International Maritime Pilots' Association

H.Q.S. Wellington, Temple Stairs,
Victoria Embankment, London,
WC2R 2PN United Kingdom

International Safety Guide in Turkish

During a recent audit of their shipping operations and ship/shore interface procedures, the Shell Company of Turkey identified a need for guidance on recommended practices to be readily available in the local language. As a consequence, the company has trans-

lated the 3rd edition of ICS/OCIMF/IAPH "International Safety Guide for Oil Tankers and Terminals (ISGOTT)" into Turkish.

In order to encourage wider understanding of this established industry guidance, the Shell Company of Turkey has agreed to make copies of the translated edition available to other industry interest in the region. A limited number of copies are available and may be obtained on direct application to:-

The Shell Company of Turkey,
Ref. MST/3,
P.K. 24,
Mecidiyekoy,
Istanbul,
Turkey

The Americas

Toronto Conducts Major Boating Study

Recreational Boating in the Outer Harbour

During the course of the 1989 summer sailing season, the Toronto Harbour Commissioners, in cooperation with the Metropolitan Toronto and Region Conservation Authority undertook a water use study of Toronto's Outer Harbour. This study was commissioned to respond to growing pressures for recreational development adjacent the shores of the Outer Harbour. To better address the issues associated with projects such as the proposed Outer Harbour Marina, Tommy Thompson Park and the north shore sailing clubs, it was felt that a clear understanding of the existing recreational water use patterns of the Outer Harbour was necessary.

The objectives of the study were as follows:

1. To undertake a water use survey at representative periods in the year to provide a detailed account of water uses in the Outer Harbour.
2. To provide a detailed climatic profile for the Outer Harbour which generally illustrates and quantifies the times of day and year best suited for each user group.
3. To assess the impact of future planned developments on user patterns.
4. To assess and identify existing or projected conflicts and recommend remedial action, if necessary.

The consultant selection was conducted on the basis of a call for proposals. Johnson Sustrunk Weinstein and Associates was selected on the basis of their extensive recreational boating experience including the 1984 Recreational Boating Demand Study for the Metropolitan Toronto and Region Conservation Authority and the Western Gap Congestion Analysis conducted for the Harbourfront Corporation.

The survey team conducted detailed traffic counts and observations in the Outer Harbour during the months of July, August, and September, 1989. In addition, surveys were carried out at the Ontario Place Marina and Port Credit Harbour Marina to qualify marina boat traffic projections for the planned Outer Harbour Marina. In total, over 30 days of boating activity on Toronto's waterfront were monitored and recorded. Boat counts from Port Credit, Toronto Island and Ontario Place Marinas from 1984 were also used to supplement the data. The study also included discussions with the user groups and the Metropolitan Toronto Police Marine Unit.

In an effort to achieve the most definitive data on this subject an independent photographer was assigned to take time-lapse videotape of the Outer Harbour for 2 days on the 1989 Labour Day weekend and one week night.

Conclusions

The study clearly illustrates that most user groups of the Outer Harbour utilize the water surface in a distinct and separate manner which is largely dependent on climatic conditions. For example, the rowing club primarily uses the Outer Harbour during the early morning when the water is calmest thereby avoiding possible conflicts with other user groups. We also found that power boaters prefer flatter, calmer conditions while sailboats and windsurfers obviously prefer higher wind conditions.

The proposed 1,200 slip marina was determined not to be future cause of congestion in the Outer Harbour due to the fact that the average participation rate, on a daily basis, is less than 35% of the entire fleet. In addition, marina

patrons almost exclusively use the harbour for access only and can be encouraged to "hug" the southern shoreline to avoid other sailors. To facilitate, this the Toronto Harbour Commissioners removed the existing commercial shipping buoys and replaced them with recreational buoys marking the 3.5-metre water depth closer to shore.

The most important issue that affects the safe enjoyment of the Outer Harbour is dangerous and discourteous boating practices from individuals within all user groups. In response, the Commissioners have undertaken several measures to improve boating safety in the Outer Harbour including the Outer Harbour Surf Safety Program for boardsailors and the requirement for all marina tenants to hold a valid Power Vessel Operators License.

The following are highlights of some of the specific study conclusions:

- Summer peak water use activity in the Outer Harbour usually occurs on weekend days during the months of July and August with peak hour activity occurring between the hours of 12:00 noon and 5:00 p.m.
- Peak weekday activity occurs between 6:00 and 8:00 p.m. Weekday use is approximately 45% of that during a weekend day.
- Boardsailors object to some boaters, especially power boaters, not respecting and staying clear of the race courses and are concerned with the use of jetskiers in the harbour. Conversely, the unpredictable nature of boardsailing activity in the Outer Harbour and in the harbour entrance channel, draws complaints from other boaters. Complaints have been registered against boardsailors approaching both recreational and commercial vessels dangerously close, apparently to sail in the swells created by such craft.
- The sailing clubs and non-club affiliated boaters often assist boardsailors in distress. This relationship is viewed as a critical safety feature to the boardsailing community.
- Dinghy sailing is provided by the north shore Water Rat Sailing Club, the Outer Harbour Centreboard Club and 3 community clubs which account for approximately 400 dinghy sailboats. Most weekday evenings between 6:00 p.m. and 8:00 p.m. during the period May to September, sailing activity is

scheduled in the Outer Harbour by one of the Clubs. For a summer weekend day usually a club race or regatta is scheduled between 11:00 a.m. and 3:00 p.m.

- Field observations showed that with a few exceptions other boat traffic respected dinghy race courses and stayed clear of racing boats. If the race course was laid out without consideration for other traffic, requiring them to cross the course, all other boat traffic changed course or slowed down to clear racing craft. Some powerboats were observed to approach and cross the race course at relatively high speed. This type of inconsiderate behaviour is objected to by those racing.

- Even though the Outer Harbour's width, with or without the Marina, is marginally suitable for dinghy racing, it is possible under virtually all wind conditions to establish a course layout which will allow a passage for other boat traffic. That this is not always done suggests that interference by other boats is not a major concern to those racing.

- Jet-skiing, a fairly recent form of water use activity, has been observed to occur in the Outer Harbour. At present the activity appears to be limited to a few jet-skis launched and operated out of the Outer Harbour Marina. A jet-ski is classified as a wet boat under the Canada Shipping Act. Provided the operator wears a lifejacket or personal flotation device and has the required Toronto Harbour Commissioners Power Vessel Operator's License, the jet-ski can legally be operated in Toronto Harbour. These recreational watercraft are fast, noisy and objected to by most other sailors as a safety hazard and are not considered appropriate for use in Toronto Harbour by the Metropolitan Police.

- Boats kept at the Toronto Multi-hull Cruising Club, the Aquatic Park Sailing Club and the Outer Harbour Marina essentially use the Outer Harbour only as a passage to and from the lake. Under good weather conditions during a summer weekend day, only 20% - 25% of the seasonally docked or moored boats will go out. This ratio will increase to between 30% and 35% during the July and August long holiday weekends with a peak of 40% under ideal weather conditions and the coincidence of a waterfront event, such as the C.N.E. Airshow or the Tall Ships Parade, or other events

which attract boaters. With weather conditions being equal during weekdays, only 9% to 15% of the seasonal fleet may leave their dock or mooring.

- Wet-berthed sailboats and powerboats have more or less an equally active use and generates similar traffic.

- The provision of a marine service centre is not a factor in boat traffic generation. The limited amount of boat traffic generated by such a facility generally occurs during weekdays when other water use activity is low.

- Except for occasional charter tour boats entering and subsequently leaving, or the limited number of car-topped craft launched from Cherry Beach, the Outer Harbour is not frequented by boats kept outside the Outer Harbour.

- Based on an internationally accepted formula to determine congestion levels in harbour entrances, the peak activities observed and recorded in the summer of 1989 showed that existing peak harbour area water use was not near what is considered the start of congestion.

- This same international congestion formula, applied to the future anticipated water use with the completed marina for the worst possible case, summer holiday peak conditions, resulted in similar extremely low indices even when it was assumed that marina boat traffic would all cross a race course. This indicates that future marina traffic crossing a dinghy race course does not constitute a safety hazard but merely a nuisance to those racing.

- The above analysis clearly indicates that the proposed expansion of the marina will cause neither congestion nor pose a safety hazard to other users of the harbour. This was also confirmed by spokesmen of the Metropolitan Toronto Police Marine Unit. When asked if, based on their experience and in their opinion, they considered the expansion of the marina would cause congestion or raise a concern, they replied in the negative. They did, however, mention that present complaints by other Outer Harbour water users, dinghy and boardsailors all related to speeding powerboats.

Recommendations Adopted by the Toronto Harbour Commissioners

- That the Harbour Master remind, in the form of written notice, the north shore sailing clubs of the requirement

of the Toronto Harbour Commissioners that all races and race courses in the Outer Harbour be approved by the Harbour Master. Such race courses should be set so as to provide passage for other craft between the course and the south shoreline.

- That, to assist with the above, the recreational craft water depth (3.5 metres below chart datum) be marked along the south shoreline with green spar marks, and that the present Outer Harbour channel buoys marking the commercial shipping lane be eliminated.

- That boat traffic from the Outer Harbour Marina continue to be monitored each season by the Harbour Master unit its completion and that the results of the monitoring be submitted to the Toronto Harbour Commissioners in the form of an annual report.

- That the THC embark on an active campaign to educate boardsailors in safe sailing practices in the Outer Harbour and in the vicinity of the Eastern Gap. such a campaign should include but not limit itself to workshops, articles in trade magazines, and beach signage illustrating the use patterns of the Outer Harbour. Such a program should be undertaken in cooperation with the Ontario Sailing Association and the Toronto Boardsailing Club due to their obvious interest in such matters.

- That prior to the issuance of any berthing agreement at the Outer Harbour Marina the registered operator(s) occupying the slip will produce a Power Vessels Operators License.

- That interpretative signage of the Outer Harbour be erected at Cherry Beach and the Outer Harbour Marina by the Toronto Harbour Commissioners which will illustrate to the public the various use patterns of the harbour and safe boating practices.

- That the Outer Harbour Marina not allow jet-skis or similar craft to be launched and/or operated within the limits of the marina.

- That prior to the development of any lands adjacent the Outer Harbour, including any eventual relocation of the north shore sailing clubs, consideration first be given to the use patterns of the Outer Harbour as outlined in this study.

(Port of Toronto News)



Conveyors have been installed in this 200-meter-long tunnel which will receive cargo as it is unloaded from bulk carriers.

Québec: Construction of Bulk Terminal

Construction of new facilities to upgrade the Port of Québec's Beauport bulk terminal is well underway, with work proceeding ahead of schedule to meet the spring, 1991 target date for completion. The \$10 million project will increase productivity and reduce dust emissions at one of the most important transshipment centers on the Great Lakes-St. Lawrence transportation system.

"The basic infrastructure for electricity and foundations for our conveyor system is in place. We have reached the mechanical engineering phase of the work," says Mr. Raymond Leclerc, director of the project and of the Port of Québec's engineering and maintenance department.

Shipments of solid bulk commodities such as Brazilian iron ore destined to U.S. steel mills on the Great Lakes, have increased at the port in recent years. In 1988, the port corporation mandated Acres International Ltd. of Toronto to evaluate future market

potential in the bulk trade.

The consulting firm concluded that with its dockside depths of 15 meters and vast bank of land ready for development, the Port of Québec could experience healthy growth as the bulk market continues to expand. Acres recommended improvements to the port's bulk handling facility to meet forecast demand.

The current construction program will completely transform the Beauport bulk terminal, resulting in more flexible and efficient operations. A new conveyor system will form an immense loop along the 500-meter docking area and around the perimeter of the site, which extends 150 meters back from the water.

Construction began in mid-May on a 200-meter-long tunnel housing the main conveyor belt. Work then continued to build the foundation of four secondary conveyor systems, designed to feed storage areas. Tracks were installed for rolling equipment, including a travelling stacker and shiploader, each

designed to handle 2,500 tons of cargo per hour.

"In spite of the vast building site, regular terminal operations have not been hampered at any time," points out Mr. Leclerc. "However, our clients may have difficulty recognizing the facility when it comes on stream next spring."

With more than 1,000 meters of conveyor, the terminal, which will continue to be operated by St. Lawrence Stevedoring Inc., will facilitate the movement of iron ore, coal, coke, manganese and other cargos from dockside to storage area. Direct ship-to-ship cargo transfers will also be made possible by the conveyor system.

The project involves an operational concept inspired by self-unloader technology. The unloading operations from ship to shore will be totally independent of the conveyor system speed. This will allow unloading operation speed to be increased, if required, reducing down time.

The main conveyor belt will receive cargo on a gravitational feed basis. The terminal operator will therefore be able to stockpile material over the receiving hoppers without waiting for the conveyor to clear the dockside area as quickly as ship is unloaded.

Construction of the conveyor system is running ahead of schedule, thanks to the professional work being carried out by the project's principal suppliers, Stephens Adamson of Montréal and Krupp Canada Inc. The new shiploader, travelling stacker and conveyors will be ready for testing early next spring, with a fully operational facility to be delivered in time for the April opening of the St. Lawrence Seaway.

From an environmental standpoint, it is estimated that the new facility will cut dust emissions by 50%, as compared with current handling methods. The conveyors will replace most of the wheel loaders and trucks which are the main cause of dust pollution when used to move materials on the terminal site.

Vancouver Building Grain Transfer Facility

A new facility for transferring specialty grains from hopper cars to containers for export is under construction and scheduled for completion in early

1991. The facility, being built at the Port of Vancouver by Coastal Containers Ltd., will have an annual capacity of 200,000 tonnes, or over 10,000 TEUs.

State-of-the-art in design, the transfer operation will feature a computerized rail car tracking system, rail car indexer, and automatic scales. Containers can also be tipped on end for loading, which minimizes product damage according to Mr. Jonathan Bamberger, President of Coastal Containers.

"The plant also features the latest in dust collection devices," said Mr. Bamberger, pointing to the facility's environmental controls. "All loading and unloading will be done under cover to minimize sound." (*Port News*)

Vancouver Recreation Facilities Recommended

A Port-commissioned study completed and released this summer concludes that marine recreation opportunities in certain areas of the Port of Vancouver can be enhanced through proper planning and inter-agency co-operation.

The study, entitled "Marine Recreation Resource Use Study — Eastern Burrard Inlet and Indian Arm," was commissioned by the Vancouver Port Corporation (VPC) in late 1988, in response to growing recreational uses of port areas not likely to be required for commercial purposes.

A preliminary draft report was introduced to the public in October 1989, and comments were invited through a series of "open houses" and by mail. Comments received formed the basis for revisions and additions incorporated into the final report.

The report emphasizes that the Port Corporation plays an essential but minor role in recreation management, and therefore the proposals contained in the report are directed at a variety of implementing agencies and groups.

The report includes recommendations on:

- use designation in appropriate areas
- establishing a boating destination park in the northern reaches of Indian Arm
- enhancing public awareness of safe boating regulations and

practices

- improving enforcement of existing regulations.

The report also includes a number of site-specific recommendations for enhancing the safety and enjoyment of everyone using recreational resources in the study area.

This spring, VPC responded to a study recommendation and public comments by hosting a series of Safe Boating "Open Houses." As well, VPC has established an in-house Standing Committee on Recreation Matters to liaise with municipalities, and outside groups and agencies on recreation issues or projects.

VPC acknowledges the helpful co-operation of the municipal and other governmental recreation agencies, as well as recreation interest groups, who assisted in the preparation of the study.

(*Port News*)

PORT 2010: Port of Vancouver Into the 21st Century

By Kevin Little
Director, Marketing
Vancouver Port Corporation

Background

The Port of Vancouver, as administered by the Vancouver Port Corporation, consists of roughly 14,000 acres of water, 1,120 acres of upland, 100 miles of shoreline, 27 major deep sea terminals, and more than 60 ship berths, in and around Vancouver, British Columbia, Canada. While the Vancouver Port Corporation itself employs just over 200 people, the Port of Vancouver generates an annual direct employment impact of over 9,000 jobs and a direct economic impact of \$774 million. Annually, as well, the Port of Vancouver handles 68 million tons of import and export cargo with over 9,500 foreign and domestic ship visits making it Canada's biggest Port and one of the third largest in North America.

The Port of Vancouver is identified, by the Government of Canada, as a national transportation asset. It is administered by the Vancouver Port Corporation, an autonomous Federal Crown Agency with a locally-based Board of Directors, reporting to the Minister of Transportation in Ottawa.

The Vancouver Port Corporation must, by mandate, remain financially self sufficient. Capital expansion projects such as those which may be contemplated in the PORT 2010 program, must be financed using the Corporation's own resources.

To increase its market position by better serving its many international customers, a number of people, facilities and services must work together — a combination of Vancouver Port Corporation owned/operated facilities, various contractors and partners, a number of privately operated terminals and port services contractors and labour unions.

Vancouver Port Corporation: Mission

— "to facilitate the efficient movement of Maritime exports and imports through the Port of Vancouver in the best interests of Canadians".

It was the challenge of fulfilling this mission in an ever-fluid competitive world market, in the face of rapid technological change and international economies, that led Vancouver Port Corporation and its staff, some 9 months ago, to undertake an intensive review of both its needs and its customers' needs. This review was necessary to ensure that the Port will continue to provide the services, facilities and economic efficiencies that will be required in the years ahead. The result of this internal study and the consultation with and co-operation of the port community, is a very real, tangible program: an action-oriented project called PORT 2010.

What is PORT 2010?

PORT 2010 is a preliminary 20 year strategic planning process that will consider the present and future adequacy of the Vancouver Port Corporation's land and capital facilities to accommodate the efficient movement of marine-based export and import cargoes in the best interest of Canada.

The Corporation has identified the key elements for evaluation in undertaking PORT 2010, and has designed Phase I as a framework for consultation. While the general direction of the Port and forecasted future business demands have been charted, the process and the opportunity for re-evaluation will be

on-going. The Corporation has formulated development objectives but the current proposal is only the first step in an on-going process to develop the final concept.

Starting in September, the Vancouver Port Corporation commenced a "Public Process" initiative involving consultation with municipal, federal and provincial governments and the public in our 8 neighbouring communities to determine the final form of PORT 2010. The consultation process will also involve the Port's customers, contractors, and union representatives, as well as federal and provincial agencies.

While the Port Corporation cannot, given our National Mandate, recognize Municipal controls over Port Development, we must be very sensitive to local concerns. The Corporation is committed to a Public Process designed to parallel Municipal development processes relative to public consultation. This process must be viewed in the context of the greater good for the greater number of all Canadians, including those living in B.C. and here in Vancouver. The Port must maintain ultimate control over the planning and development of its land assets to assure equitable access for all of its users, and continuity of the ports transport role over the long term.

In the development of the PORT 2010 Phase I the Corporation undertook to review Port capacities against the background of Vancouver Port Corporation's forecasted demand needs. This activity resulted in a series of guidelines with which to assess future priorities and use.

These guidelines needed to recognize four key strategic issues:

1. Competitive pressures and the critical need for the Port to remain effective and efficient in the face of a global economy and international competitors.
2. The environment and the challenge of balancing, with great sensitivity and understanding, the needs, wants, wishes, and demands of our users, our neighbours and our business partners.
3. The reality of continuing urban encroachment in neighbouring municipalities and its impact on our abilities to fulfill our mission.
4. The Corporation's shared concerns with the regional community over the quality of life in our surrounding

neighbourhoods and its recognition that the impact of its development plans must be considered openly and thoroughly as part of a Public Process of consultation and input.

When will the PORT 2010 program be implemented?

There are many aspects to such a program and, while it will point the direction for future development of the corporation's assets and private sector development, the changes which it suggests will occur gradually over and beyond its 20 year time frame.

Meanwhile, there will continue to be numerous, ongoing opportunities for improving and upgrading facilities and services, -eg. the development of new technologies; the upgrading of existing infrastructure; introduction of capacity and operating efficiencies to existing facilities. The process to implement some of these elements can be accomplished in the shorter term.

The first step, however, is to begin the Public Process undertaking with regard to Vancouver Port Corporation's land assets. This undertaking will commence in the fall of 1990, with a completion target set for early 1992. Of course it will be recognized that the entire plan is dynamic and that its implementation will be an on-going process over the years.

The implementation of some aspects of PORT 2010, such as land acquisition, and technological development will be launched upon Federal Government approval of the Vancouver Port Corporation capital and business plan in December of 1990.

How will PORT 2010 Plan impact on our Customers and the Business of the Port?

One of the first factors considered in developing Phase I was the assessment of future DEMAND. What will be required of the Port in order for it to continue to fulfill its mandate successfully?

In order to carry out such an assessment, a comprehensive, 20 year, commodity forecasting model was developed for each of the 18 major commodity groups handled in the Port, including cruise ship passengers and containers. Three scenarios were considered:

1. A low case scenario ... or the

pessimistic forecast.

2. A base case ... or the scenario with the highest probability of occurrence,

3. A high case...one which is realistically optimistic.

The next factor considered was Port capacity, commodity by commodity:

What could the existing Port facilities handle when operating at realistic capacity and what additional capacities might be required to handle forecasted increases in volume?

Evaluating and reconciling these two aspects...DEMAND for facilities and services vs. CAPACITY, permitted Vancouver Port Corporation to estimate land and facilities requirements over the planning period.

A Preliminary Review of Results and Proposed Next Steps (by business sector)

Bulk Cargo:

With some expansion to existing facilities, there would be sufficient dry bulk terminal capacity existing in the Port to handle the volumes anticipated within the planning period. It is not anticipated that any new dry or liquid bulk terminals will be developed within the Burrard Inlet.

General Cargo:

The forecasts indicate that there is an immediate requirement for additional terminal capacity for general cargo, particularly forest products. But any new or expanded terminal development plans will have to include a careful consideration of the inter-modal transportation system relationships. Such development potential would benefit from the aggressive, imaginative support of our National and Regional Railways.

Next Steps:

Through the consultation processes, Vancouver Port Corporation will propose options and confirm sites and logistics for new general cargo terminal facilities and the necessary transportation infrastructure development.

Containers:

Currently there is not sufficient existing terminal capacity to handle the future needs as forecast for the planning period.

Expansion of our existing container



terminals is possible to meet the market needs outlined by the forecast model, however, market forces in the future may demand other alternatives.

There is an immediate need to upgrade existing facilities in terms of technology, equipment, and efficiency and a need to consider alternate sites for future terminal development.

Next Steps:

Crane capacity needs to be reviewed.

There should be continued development of the Vancouver Port Corporation led Electronic Data Interchange system and continued investigation of hi-tech container handling systems.

Cruise Ships:

The forecasts indicate a need for additional cruise ship berth capacity within the planning period.

Next Steps:

Additional Berth Capacity is being considered in conjunction with other development with berth location to be

confirmed through the consultation process.

What opportunity is there for me or my organization to comment on or contribute to PORT 2010?

It should be recognized that PORT 2010 is not static. The planning process is dynamic. There is considerable opportunity — in fact, an important need for others to contribute to PORT 2010. The plans and priorities of port stakeholders represent important factors to be considered toward the final form of PORT 2010. Letters, briefs, comments in any form are invited and appreciated. Further information on the PORT 2010 project is available through the Vancouver Port Corporation by contacting me.

To be successful and ensure that we recognize the needs and wishes of our many “publics” we look forward to your assistance in framing the options and the development plans that we must initiate in the coming years.

The Port of Vancouver is a major

Corpus Christi Seed Treatment

— 3,200 tons of bagged wheat planting seed recently moved through the Port of Corpus Christi destined for Saudi Arabia. The shipment was the first to be processed at the port's new \$300,000 seed treatment facility, which was completed in early August. The facility enables the port to more effectively compete for similar types of cargo and is the only one of its kind situated in an export location.

Canadian asset. It is as much the Port of Edmonton, Saskatchewan, or Toronto as it is the Port of Vancouver and an important part of our regional and provincial communities but the changing standards and growing expectations of the communities, the Public, Governments (at all levels) Port users, employees and Special Interest Groups will require that significant input from all sectors must be encouraged to ensure that the final plan and the actions taken provide the maximum benefit to the largest possible group.



Port of Los Angeles Fiscal 1990 Performance

The Port of Los Angeles in fiscal year 1990 moved 67.9 million metric revenue tons of cargo, a 2.4% increase of 1.6 million tons over the 66.3 million metric revenue tons handled in fiscal year 1989.

General cargo volume in fiscal 1990 accounted for 39.3 million metric revenue tons, a 7% boost surpassing the 36.7 million tons handled in the previous fiscal year.

Included as general cargo is container traffic, which totaled 2.1 million TEUs (maritime terminology for twenty-foot equivalent units) in fiscal 1990, the best performance ever recorded by the Port of Los Angeles. The new record represents a 13.9% increase over the 1.85 million TEUs moved in fiscal 1989 at the Port, the nation's leading container gateway.

In containerized import traffic alone, the Port in fiscal 1990 handled an unprecedented one million TEUs, representing a 14% increase over the

Soviet Research Ship Welcomed at LA

U.S.-Soviet relations are strengthened as a Soviet marine research vessel is given "courtesy of the Port" and a cordial greeting at WORLDPORT LA. Here, Capt. Dmitry Paporkov of the *Akademik Kurchatov*, receives a pictorial history of the Port of Los Angeles from Roger Verhoef, Chief Wharfinger, third from left, and Angela Birkenbach, Asst. Chief Wharfinger, third from right. Chief researchers aboard the vessel, and others participating in the welcoming ceremony are, from left, Dr. Valeriy Nabatov, Senior Scientist, and Tamara Artem'Yeva, USSR Academy of Sciences, Institute of Oceanology; Verhoef, Paporkov, Birkenbach; Prof. Iosif D. Lozovatsky, Institute of Oceanology, and Gabriel Garner of Williams Dimond Co. acting as agents for the Soviet vessel.

894,467 TEUs recorded in fiscal 1989. The Port of Los Angeles in fiscal year 1990 also set a new record for containerized export traffic, moving 611,948 TEUs as compared to 581,423 TEUs in the previous fiscal year. Empty containers totaling nearly 480,000 TEUs were also handled by the Port in fiscal 1990.

The Port from fiscal 1989 to 1990 showed minor decreases in liquid bulk cargo (25 million metric tons to 24.1 million tons, down 3.7%) and dry bulk cargo (4.6 million metric tons to 4.5 million tons, down 2.2%)

The Port, a City of Los Angeles department that does not rely on taxpayer support, had retained earnings in fiscal 1990 totaling \$81.4 million, a 4.5% boost over the \$77.9 million recorded in fiscal 1989.

Retained earnings are used to pay for capital development projects at the Port, including construction of a new container terminal that will be operated by Yusen Terminals Inc., a division of Japan-based cargo transportation company Nippon Yusen Kaisha. The 100-acre facility is scheduled to open in mid-1991. (Continued)

The Port of Los Angeles in fiscal 1990 also recorded \$153.6 million in total operating revenues, a 2.7% increase over the \$149.5 million posted in the previous fiscal year. In addition, Port shipping services totaled \$103.8 million, up 2.7% over fiscal 1989.

The Port's fiscal year ended June 30.

North Carolina Ports: Radio Island Study OKd

Preliminary planning for a proposed deepwater marine terminal on Radio Island in Morehead City, and the evaluation of associated environmental impacts received approval from the North Carolina State Ports authority Board of Directors.

The study will prepare preliminary plans for the development of docks, wharfs, roads, storage areas and support facilities. In addition, it will address the impact to the environment associated with a marine terminal, especially marine life, wetlands, recreation, commercial fishing and traffic. The study would also develop any necessary mitigation measures.

Included in the study are securing all state and federal environmental permits that would be required for developing a marine terminal on Radio Island, meeting with the various regulatory agencies, and holding public hearings.

North Carolina State Ports Authority Senior Engineer Tom Knight said the study could take up to two years to complete. (*North Carolina Ports*)

Seattle Strategic Plan For Changing Market

Chief Executive Officer Zeger J.J. van Asch van Wijck announced the next phase of the implementation of the Port of Seattle's strategic management plan that will save \$3.6 million Portwide. The Port of Seattle develops and manages commerce through the Seattle harbor, Fishermen's Terminal, Shilshole Bay Marina and Seattle-Tacoma International Airport.

Mr. van Asch van Wijck emphasized the purpose of the plan is to make the Port's operations more efficient and competitive in a changing global market. He stressed that these changes are essential if the Puget Sound region and

the Port are to play a major role as an international commercial center and meet its fiscal obligations to King County taxpayers.

"The strategic plan changes the way we will do business. Our organization will reflect our new focus," said Mr. van Asch van Wijck.

"My request to Port managers was to make us more responsive to our customers' needs and less bureaucratic. After a thorough review, department directors recommended this aggressive program of streamlining, cost-cutting, reducing duplication, and allocating resources to achieve our mission. I had a goal of saving \$2 million. To their credit, they have done even better," he said.

The Port's organizational plan eliminates several management layers and duplication of services, and increases efficiencies to be competitive in the 21st century.

Through these changes, the Port will take a more customer-oriented approach to insure that their patrons' needs will be met with a greater level of service. Internal decisions will be handled more effectively and efficiently, and greater emphasis will be placed on strategic planning.

All divisions at the Port are affected by these changes. These include creation, consolidation and elimination of staff positions and departments. This results in a cost saving of \$3.6 million and a net reduction of 50 staff positions.

To lessen the impact on individual employees, the Port instituted a hiring freeze two months ago, offered employees the opportunity to be voluntarily laid off and is giving those affected by the reduction-in-force an opportunity to apply for open positions in the Port.

"It's been a tough and painful process that profoundly affects the lives of some Port employees, but I truly believe that the Port is now better positioned to serve the community and our customers better in the future," said Mr. van Asch van Wijck.

The strategic management plan has been a three-step process that started with development of a new mission and goals statement for the Port. Upon adoption of the mission and goals, the Port evaluated its organizational structure and its effectiveness for carrying out the new strategy.

As a result, last July Mr. van Asch van Wijck announced basic restructuring of the Port by creating an executive office and two new corporate offices which provides stronger oversight and financial control. At the same time, the new organization decentralizes decision-making into the Port's three operating divisions, including the newly created logistics division.

Commission President Pat Davis said "Zeger and his staff undertook a huge task to redirect the Port. The Port's mission and goals have been clearly defined; now he is putting in place the structure to accomplish them," said Mr. Davis.

The Port will complete implementation of the new plan by January 1, 1991.

Africa/Europe

Copenhagen Proud of Europe's Biggest Crane

After a building period of over one year, the Port of Copenhagen is now proud to have taken delivery of Europe's biggest port mobile crane.

A mastodon, weighing 420 tons, it is supported by eight axles with 32 big road wheels while in motion. All axles are steered, with a turning radius of 17 metres and a maximum speed of six kilometres per hour, the big crane is surprisingly easy to manoeuvre up to the position of operation. In the course of a few minutes, the crane is supported by four solid legs and is ready for use.

The new crane, which represents an investment of about Danish Kroner 25 million including accessories, is to be employed in the Freeport of Copenhagen. Here the crane is to substitute the old 50-ton crane, belonging to the Copenhagen Freeport and Stevedore Company (KFS). However, the new crane has a considerably bigger capacity, inasmuch as it is able to load and discharge heavy loads, weighing up to 120 tons a piece and with a range of 23 metres.

On certain days of the week, the existing KFS container cranes are fully occupied and often ships have had to remain in waiting position before they can be attended to. In that context, the new crane is very useful, since it may work alongside with the container

cranes for serving that type of vessel.

The crane's flexibility and the capacity is rather a little bigger than that of the container cranes. For instance, the new mobile crane will lift 43 tons at a radius of 50 metres, handle non-ISO containers and moreover has a flywheel rim.

After the running-in period, it will be possible to handle up to 25 to 35 containers an hour, depending on the size of the ship, container weight and the position of the ship.

The crane is operated from a comfortable cabin 22 metres above quay level, from where the driver has a fine view. Via a TV camera in the derrick, the driver may look into a hold, even in cases when his view may be obstructed by other loads.

The crane functions are computer-controlled and via a monitor the driver receives a series of key information on the job, such as the exact weight of the load, working radius, or anomalies which might occur.

The safety systems are very comprehensive. The position of the crane is constantly surveyed and in case of disruption or overloading, the crane stops automatically.

The new port mobile crane is diesel electric, which means that it has its own diesel-operated (electricity) generator of 630 kW (860 HK). The plant is so well insulated that it is possible to lead a normal conversation. Instead of using own generator plant, the crane may be supplied from the mains supply at the quay. In that case, the crane is

almost noiseless.

The requirements for the new mobile crane were specified after a long-lasting and thorough analysis of requirements and assessment of future developments. After a thorough assessment, the final specifications were laid down.

Today the crane, fulfilling the requirements mentioned in an optimal way, is in operation. These demands concentrate on not only lifting capacity but also, and not least, on reliability, servicing, economy and environmental factors.

During the whole construction period, lasting over a year, all the latest technological developments were included, resulting in a crane which will represent the most advanced technique in existence — and for many years to come.

Technology Sharing: Havre Seminar Keynote

A training seminar specially adapted to the technical circumstances of African ports and designed for African engineers from the ports of Dakar, Abidjan, Conakry, Douala and Libreville was set up by the Havre Port Studies Centre in March on the premises of the Port of Dakar Authority.

The seminar, which was devoted to the problems connected with the monitoring, maintenance and repair of port infrastructures, was the first of its kind to be held by the Havre centre in Africa. The team of lecturers and speakers was made up of engineers from both Le Havre and Dakar.

At the opening ceremony, the Director General of the Port of Dakar, Mr. Souleye Sall, stressed how important he felt this new undertaking was, quite apart from its giving him a splendid opportunity for inaugurating the new premises of the Port of Dakar's training department.

The week provided a chance to take stock of the various efforts made to implement a maintenance policy adapted to the specific constraints to be found in African ports, with the sharing of technology the keynote of the seminar, which was a "first time ever" in Africa for the Havre Port Studies Centre and the Port of Le Havre Authority. However, it will most likely be followed by similar events in the



year to come, as it proved an ideal instrument for upgrading the performance of the ports in question.

(Port of Le Havre Flashes)

2 Berths at Rouen Under Construction

Work is well underway at the Grand-Couronne container and general cargo terminal, with two berths under construction to double the terminal's capacity. The port's development plan programmed this 120 million franc investment.

The berth itself is being built at a cost of 60 million francs. The first berth will be operational at the end of December 1990 and the second at the end of March 1991. The French government and the Seine-Maritime departmental council have each appropriated 18 million francs to help finance this project.

Forty million francs are invested in platforms, services and crane tracks which will be in place at the terminal when the berths are completed. The department council appropriated 12

million francs towards financing this investment.

The 20 million franc investment in equipment, 7 million francs of which are covered by an Upper Normandy regional council appropriation, will offer better handling for regular line traffic. Grand-Couronne's two container gantries will be raised and a spreader will be operational at the close of 1990.

Rouen Terminal Maritime, an economic interest group (GIE), will be managing the container and general cargo terminal. This group will invest 10 million francs to construct a 6,000 m² shed.

(Rouen Port)

Mr. Doyle New Chairman Of Cork Commissioners

Mr. Conor Doyle was unanimously elected Chairman of Cork Harbour Commissioners in succession to the outgoing Chairman, Mr. Dominic Daly. Addressing the board after his election, Mr. Doyle said that cost effectiveness was the best possible mar-

keting asset and he pledged that, under his chairmanship, the port would continue with the impressive progress it has already made in making Cork one of Ireland's most cost efficient ports.

Mr. Doyle emphasised that the Port of Cork must capitalise on its unique geographical location, particularly in the context of the enlarged internal market after 1992. He said that priority must be given to improved road access to Cork including a tunnel crossing of the River Lee. He reminded members that as Cork was the only Irish port offering both direct lift-on lift-off and roll-on roll-off services to Europe, it was essential that the road infrastructure be of Euroroute standard.

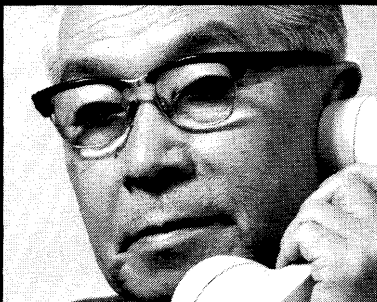
Turning to Ringaskiddy, the new chairman said that every effort must be made to develop this outstanding asset to its full potential. He exhorted the government to give additional powers to the Cork Freeport to allow it to compete successfully with other freeports. He also looked forward to working closely with the I.D.A. in securing additional port-related industry for Ringaskiddy.

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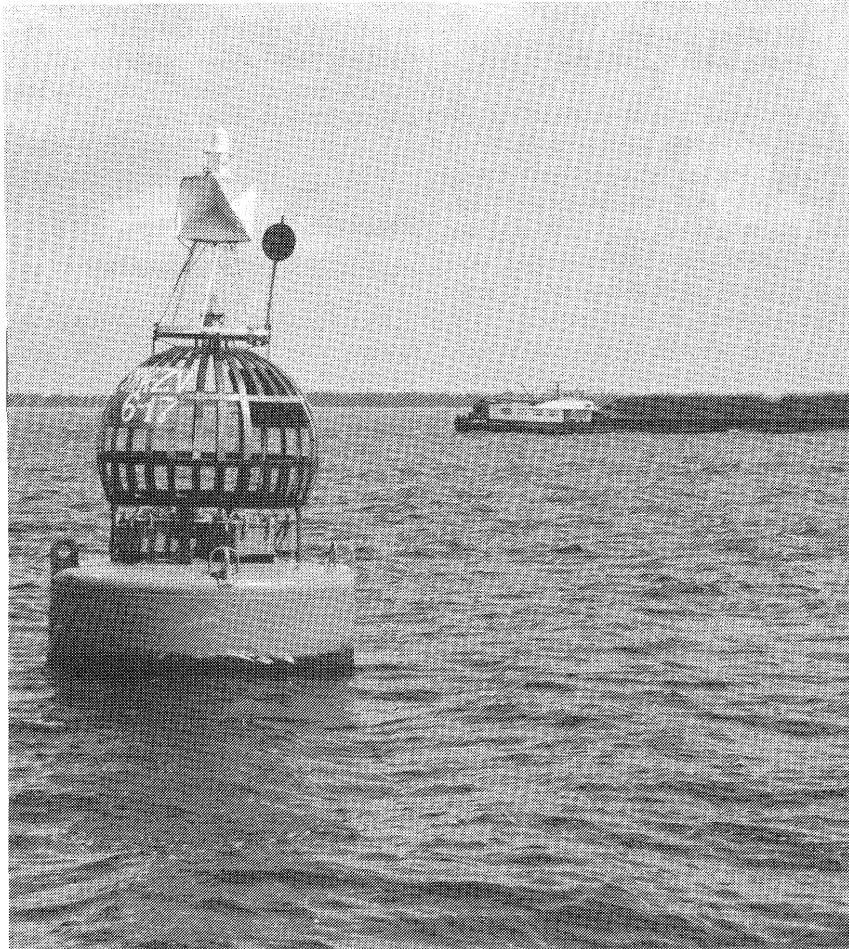


Ringaskiddy Terminal Extension Contract Inked

On 15 October, 1990 Cork Harbour Commissioners signed a contract for a 120-metre quay extension at the Ringaskiddy Deepwater Terminal.

The total value of the contract is £4.2

million. The extension is due for completion in January 1992 following a 15-month construction period. During that time the company will provide employment for up to 60 people. The work will be funded by means of a 50% grant from the European Regional Development Fund with the balance



A barge passing Tideland's SeaBeacon 2 racon marking the entrance to the Rhine Scheldt canal.

Tideland Racon for Rhine Scheldt Canal

After extensive trials, the Netherlands Rijkswaterstaat has installed a SeaBeacon 2 racon from Tideland Signal at the entrance to the Rhine Scheldt canal in order to improve the safety of navigation in an area of poor visibility and heavy traffic.

The racon is located on a buoy at the northern end of the canal, where it joins the Zuid Vlije and the Noord Volkerak. The canal, completed in 1975 to shorten the distance between the Easter Scheldt and Waal or southern branch of the Rhine, carries approximately 60,000 barges and fishing boats a year in addition to pleasure craft. There are also a further 40,000 craft passing the racon on their way to the Krammer Locks.

The buoy was previously fitted only with a lantern and top mark. The new Tideland racon will make it much easier to find the entrance to the canal in this low-lying coastline, particularly when visibility is poor. It will also greatly reduce the danger of grounding or a collision which, if it involved a barge carrying oil or chemicals, could cause serious environmental damage.

coming from the Commissioners' own resources.

The existing deepwater berthage measures 215 metres in length and became operational in August 1986. Earlier this year two new bulk cranes were erected at the Terminal. However, with high utilisation — 320,000 tonnes were handled at the Terminal over the past 12 months — and with accommodation limited to one large bulk carrier, the Commissioners took the investment decision to enable the port to handle two bulk carriers simultaneously. In addition to dry bulk cargoes, the Terminal handles fruit, trade vehicles, fertilisers and offshore traffic.

This latest investment, together with a container crane under construction at present and bulk cranes which were delivered in March, brings to £8.4 million the total investment in new port facilities over the past year. This scale of investment, allied to the port's efficiency and competitiveness, have contributed to continuous traffic growth in recent years. This trend has continued during the first half of 1990 when total traffic increased by 434,000 tonnes or 11.2% to 4.33 million tonnes.

Strategic Plan for Lisbon Development

On the 5th of April, the Minister of Public Works, Transports and Communications handed down the following decision approving the first Strategic Plan for the Port of Lisbon:

"Considering that the 1st Strategic Plan for the APL dated the 31st of December 1989 covers the following chapters:

- (I) Characteristics of the Port
- (II) Market Potential
- (III) Scenarios for Development
- (IV) Options. Critical Points. Strategies

and is based on an in-depth study of the present situation and the probable trends in the evolution of the potential market looking towards 1993, in order to choose the most suitable solutions in order to make the most of the exceptional approach conditions and the situation of the Port of Lisbon, it is defined to show that the activities and procedures that would best attain these goals. Considering that it really is a laudable effort to adapt the port to the new challenges which the Single Eu-

ropean Market will bring as from 1993, I approve the 1st Strategic Plan for the Port of Lisbon but await confirmation of the feasibility of the different schemes in the form of the corresponding development studies."

The surveys made to draw up this plan took as their reference point the main objectives of the Authority of the Port of Lisbon which represent its MISSION, namely:

- (i) to fully exploit its potential as a port;
- (ii) to gradually reduce its direct involvement in the running of the port;
- (iii) to manage and develop the area under its jurisdiction;
- (iv) to optimise its financial performance; and
- (v) to strengthen the good ties for cooperation with the community of interests served by the port.

In like manner to any strategic plan, three alternative scenarios were considered for the future of the Port of Lisbon.

Scenario 1 — Maintenance of the status quo

Corresponding to a zero investment

Scenario 2 — Defensive Scenario
Corresponding to an alternative in which the Port of Lisbon would continue to provide adequate service to the tradition domestic market, basically generated by the Centre and south of Portugal and the Autonomus Regions.

This would require the enlargement of some of its installations and improvement in the port operations.

Scenario 3 — Pro-active Scenario

Corresponding to an alternative in which the APL not only meets the needs of its traditional traffic, but it also seeks out new market opportunities on various possible fronts: (i) particularly in the port field, attracting slices of the Spanish market and others in the EEC; (ii) related with the port especially in industrial development; (iii) connected with the use and revitalization of the river banks, by building commercial and pleasure facilities.

It would correspond not only to a significant expansion of the port installations especially with regard to the container terminals but also in a new attitude to development with changes in management, improvement in the various links with the port and the

promotion of an arrangement of the area under its jurisdiction.

(Porto de Lisboa)

UK Government Reviews Privatisation of Ports

By John Sharples
Managing Director
British Ports Federation

Government measures aimed at the privatisation of Britain's ports returned to the political agenda over the Summer.

In answer to a Parliamentary question, the Prime Minister said that the Government was "looking into the possibility of an enabling Bill" aimed at privatisation of trust ports.

As this statement marks an important new shift in Government policy towards ports, the industry awaits the Queen's Speech at the State opening of the next session of Parliament with particular interest.

When the subject of privatisation of ports was first raised three years ago, the Government then appeared to indicate that it was unlikely to find time within the legislative programme.

In the meantime, trust ports wishing to become limited companies

have been encouraged by the Government to submit Private Bills to Parliament and to date two — Tees and Hartlepool Port Authority and Clyde Port Authority — have done so. Both are currently under consideration.

It remains unclear, however, whether the Government intends to consider privatisation of municipal ports as well in any new proposals.

Many of the United Kingdom's major trust ports perceive a number of benefits from achieving company status — foremost of which being an increased ability to diversify activities and invest in port-related transport operations such as road haulage and distribution.

Company status would also facilitate a wider access to sources of capital for investment than is currently available to trust ports.

For some ports, however, privatisation is not thought to be the answer to development needs — especially those which are highly integrated into the life of local communities or where major port users may take a controlling interest in a private company.

This disparity of view and interest points to the need for Government legislation, if it comes, to be framed in such a way as to enable ports to privatise if they so wish without compelling those who do not.

The Federation's Management Committee, has therefore, agreed a policy on behalf of members which aims to persuade the Government that any enabling legislation should feature privatisation by way of voluntary initiatives by individual ports.

(BPF Review)

Revolutionary New Era For UK Port Industry

The Summer of 1989 witnesses a historic revolution for the UK port transport industry — abolition of the inefficient and damaging Dock Labour Scheme.

In the year that has followed the repeal of the DLS, former 'Scheme' ports have grasped the opportunities for greater all-round prosperity that this new era has facilitated.

- Entrenched restrictive practices have been reversed — increasing both productivity and trade volumes.
- A new peace exists where once an average of over three disputes a week occurred — more than four million working days being lost between 1967 and 1989.
- Trade handled by ex-Scheme ports increased by 5.2 percent during the first six months of 1990, well above the national average of 4 percent, compared with the same period last year.
- Productivity has risen sharply, with over half the formerly registered work force having taken redundancy.
- Demarcation lines have disappeared, the remaining labour force radically restructured and definitions of cargo handling abolished to ensure flexibility of working throughout the ports.

This outstanding catalogue of success is now set to benefit the profitability of the former Scheme ports, following the depressive effects of the heavy one-off redundancy and severance payments which were reflected in, and thus distorted, 1989 accounts.

Importantly, too, shipping compa-

nies that have long avoided UK ports due to the inflexibility wrought by the DLS may now be encouraged to bring their cargo direct to the UK rather than tranship via north-European ports such as Antwerp or Rotterdam.

In theory, this process should be further accelerated by the advent of the single European market, with harmonisation intended to remove the competitive disadvantages existing between British and European ports.

Yet while abolition represents a vital step, others must follow before a free market becomes a reality. And one such step must be the abolition of light dues.

(BPF Review)

Asia/Oceania

Brisbane Begins Work On Strategic 'Course'

The task of mapping out a new strategic "course" for the Port of Brisbane has begun.

The initiative has been taken up by the Port of Brisbane Authority (P.B.A.), the board members of which will serve as a steering committee to give direction and to make broad policy decisions.

Three senior staff members, Mr. David Bayne, Dr. Bill Tranberg and Mr. Ian Watson, have been seconded as the project co-ordinators of a special strategic planning unit, which will be headed up by General Manager, Strategic Planning and Marketing (Dr. John Reilly).

In announcing the commencement of work on the strategic development plan, the P.B.A.'s Chief General Manager (Mr. Greg Martin) said he saw the successful completion of the work as the most important task now facing the Authority.

Mr. Martin said the proposed plan would set out:

- predicted trade volumes to be handled though the port;
- the most suitable arrangement for the expansion of port facilities to cater for the increased trade volume.

Other issues to be addressed include assessment of long-term road and rail corridor requirements, container sizes, available port capacity and its utilisation, the future of the upstream section

of the port, and environmental management.

He said the exercise would involve consultation with a wide range of representatives from the general community, plus close liaison with government agencies.

He expected the draft proposals to be available towards the end of next year, adding that the P.B.A. would specifically seek input from both professional consultants, and port users in general.

Mr. Martin said the strategic plan would "take over" from the initial 15-year strategic plan, which was produced in 1976.

That initial plan had enabled the Authority to guide the port safely through a period of massive redevelopment and restructuring, valued at more than \$260 million, and which had seen Brisbane transformed from a restricted river port to an efficient bay operation.

He went on: "The development of the Fisherman Islands' port complex has resulted in, and facilitated, a dramatic increase in trade through the port.

"In the past 10 years, port trade has increased enormously, having grown from 8,862,000 tonnes to the present annual level of 15,571,000 tonnes.

"We must now give the port directions appropriate to its ambitions and potential.

"With the predicted population growth in Brisbane and southeast Queensland, and the potential to become established as a main access port for Asia and U.S. west coast trade, Brisbane has the prospect of further dramatic increased cargo throughput.

"As the major development and administrative force in the Port of Brisbane, it is our responsibility to create the environment and facilities so that cargo throughput can be maximised for the benefit of all users and the region in general.

"It is essential that port development be carried out according to proper, long term planning, and the strategic plan now being commenced by the Authority will ensure this." *(Brisbane Portrait)*

Queensland Port System Needs Major Overhaul

Queensland ports will be given greater autonomy on day-to-day op-

erations, but "strategic direction" and performance levels will be subjected to much closer government scrutiny and monitoring.

A detailed state-wide study of port pricing policies, including both government and private sector charges (under the influence of port authorities) also will be undertaken.

In addition, port user advisory bodies will be established to provide input for reports on a regular basis to the ports' boards for the purpose of assisting decision making processes.

These are among 57 specific recommendations to arise from the recent state ports' review, initiated by the Queensland Government.

Results of the study, and the recommendations, were outlined on July 30 by the Minister for Transport (Hon. David Hamill, M.L.A.).

Mr. Hamill said the review was based on extensive consultation with port users, the boards, management and staff of local port authorities, government departments, and local authorities.

"Many areas where improvements can be made to port administration were identified," he said.

Overhaul

Mr. Hamill said the review favoured the present system of regionally based port authorities because it offered the best means of complementing Queensland's regional economic and trade development needs.

However, the system needed a major overhaul, he added.

All of the state's seven port authorities, and the Harbours Corporation of Queensland, were examined.

Mr. Hamill said the present composition of the port authorities boards would be reviewed to achieve an appropriate representative balance and mix of skills.

He said the government would establish an implementation unit to oversee the introduction of the report's findings.

Talent

He acknowledged the depth of talent in the staff of the port authorities and wished to ensure that the talent was directed to the state's best advantages.

"The review has also recommended that the port administration role of the Department of Transport, which

manages the Harbours Corporation of Queensland's ports, be assigned to a special business unit," he said.

"This will initially operate within the department but may eventually be set up as a statutory authority."

Mr. Hamill said port users would receive a better deal under the new arrangements.

"We will establish port advisory bodies so users' views are taken into account in the decision making process," he said.

"Many of the reforms can and will be implemented this financial year."

Among the other main points to emerge from the review were:

- confirmation of the policy of public ownership of major port facilities
- the need for a state-wide ports' strategic development plan (to be prepared by the Department of Transport in consultation with port authorities);
- each port authority to prepare - in conjunction - corporate, and marketing plans;
- Department of Transport to undertake a programme of performance auditing;
- each port authority board to review management practices and organisational structures;
- develop multi-disciplinary environmental policies sensitive to local community aspirations.

(Brisbane Portrait)

Shore-side Stevedoring Ends at Fremantle

The Fremantle Port Authority's role as a shore-side stevedore is scheduled to end on 5 November. The decision was announced by Transport Minister Pam Beggs who said that the move would produce operational savings but that the job of all affected workers would be safeguarded.

Mrs. Beggs said the Authority's board of commissioners had accepted a recommendation that it was no longer appropriate in the present water front climate to continue this operation.

"But all port workers affected by the decision will continue in employment," Mrs. Beggs said.

"A total of 71 waterside workers will move to private stevedores, while 16 foreman stevedores and five shed

supervisors will return to a pool operated by the Association of Employers of Waterfront Labour.

"Eighteen administration staff will be placed elsewhere within the authority."

Mrs. Beggs said the decision had been brought about by changes in two main areas: in the structure of Australia's waterfront industry and in cargo handling practices.

The Minister said the major waterfront industry re-structuring now occurring meant that continuing as a shore-side stevedore would result in duplication of work.

In addition, the operations would be more labour intensive than necessary and the port would not achieve the maximum efficiencies that could be achieved under the enterprise based agreements.

"Added to that, technological changes in cargo handling in the past two decades — particularly containerisation and the growth of container terminals — have eroded the role of the shore-side stevedore," Mrs. Beggs said.

"With cost efficiencies needed under waterfront reform, it is appropriate for the Authority to move out of the stevedoring area."

Mrs. Beggs said the Authority had examined all options and had closely consulted the six relevant port unions.

(Port of Fremantle)

Victorian Gov't OKs Melbourne Port Pricing

The Victorian Government recently approved the introduction of the Port of Melbourne Authority's new pricing policy effective from July 1, 1990.

The revised charges are based upon the 'user pays' principle and will be phased in over a three year consultation period.

The change in the port pricing policy is in line with Inter-State Commission (ISC) recommendations that port pricing should be based on 'user pays' principles and that less reliance should be placed on wharfage charges.

The policy will not mean that the Port will receive any additional money from users, rather it distributes costs among users on a fairer basis.

Mr. Peter Spyker, Minister for Transport, said that the new structure was a move towards microeconomic

reform in our ports.

He said, "It will actively encourage increased productivity in the port, which will achieve significant cost savings for all parties in the port community. This in turn will benefit all Victorians."

"The new policy is taking to task an issue which will make a significant improvement to the way in which the waterfront operates. It will encourage port users to be more efficient. This is a typical example of how microeconomic reform can result in direct benefits to the entire community."

He said that the existing pricing structure was neither fair nor equitable as it was charged on wharfage, with cargo as the primary costing base. "These charges have provided cross subsidisation which has in fact supported areas of inefficiency."

"Shipping lines currently pay a maximum 50 percent of the cost of services they use. Stevedoring and shipping companies, which together control the time of vessel turnaround in a port, pay less than 20 percent of the cost of berths they occupy. Importers and exporters pay directly more than 70 percent of the cost of all port services. These anomalies in the levels of charges cannot be justified."

"It is far more fair and equitable that port users pay for the services they receive on a 'user pays' basis," he said.

The PMA has met with the Port Users Group to discuss the implementation of the new pricing policy.

PMA Chairman, Mr. Peter Rocke, said that the port and users were working together to address implementation of the new policy.

He rejected claims that the decision to implement the new policy had been at short notice. He said that the PMA felt it was reasonable and fair in respect of the process of discussion and consultation which had taken place for over 12 months and the clearly stated intention to introduce the policy on 1st July.

"Obviously differences will arise in implementation, but we will endeavour through consultation to resolve issues in a way acceptable to all parties. Any problems will be open to joint negotiation and implementation groups will be formed in a manner that will suit the Port Users Group."

General Manager, Mr. Jack Firman,

said, "We feel it is important to be part of the Port Users Group — even if only as observers. The group must have a good relationship with the PMA and should have access to the Board."

He stressed that the PMA was not inflexible in its approach and that with the goodwill of all parties, smooth implementation could be achieved.

He gave the group assurance that the principle of revenue neutrality to the PMA would be tested. He said, "An external auditor will be engaged to review the impact of the policy on the Authority and on port users."

Mr. Firman said that in the long term the new pricing policy would lead to better planning of shipments through the Port, larger cargoes and faster distribution of goods, and would in fact generate savings for port users.

He said, "If companies plan their operations in a more productive, effective and efficient way they will in fact pay lower charges under the new pricing arrangements."

"This does not mean that we will increase prices to counteract the expected long term decline in revenue from port charges. We will accept this, as it will be offset by an increase in productivity and efficiency, which means that there will be less need for investment in the development of assets," he said.

He also gave the Port Users Group an assurance that there would be no additional price increases in the charges specified in the policy, during the three steps of the implementation phase.

The new structure that has been arrived at has the following features:

Tonnage Charge:

This will cover navigation costs and be charged on a per-visit basis and according to the size of the vessel (GRT).

Berth Hire:

This will cover cost of facilities and services provided at the wharf apron and be charged at an hourly rate.

Area Hire:

This will cover costs of storage areas and shed areas and will be charged at an hourly rate.

Mooring/Unmooring:

This charge will cover the cost of the mooring/unmooring operations and

will be charged on an hourly basis.

Wharfage:

This will cover remaining PMA costs and will be charged on the mass or volume of cargo. *(Panorama)*

EDI Model Centre Opens At Port of Melbourne

The Port of Melbourne Authority has taken one more step to bring paperless trading to the trade and transport sectors with the opening of an Electronic Data Interchange (EDI) Demonstration Centre. The formation of the centre is a co-operative venture between the PMA, Paxus Comnet, Computer Power and Bull HN Information Systems.

The model is based on the Melbourne trade and transport community and is a co-operative venture between the PMA and several support agencies.

It represents 64 EDI transactions in a complete trading cycle from the initial raising of the commercial contract to the delivery of the consignment to the importer. In total, there are 21 overseas and domestic company types transacting business in the model.

The electronic model offers enormous value to the trade community by not only visually demonstrating how EDI works but in addition educating potential users to the benefits available by participating in a trade community system.

Already a number of organisations including Union Bulkships, F G Strang and Australian Customs Services have booked to use the centre to demonstrate to their own customers what a Port Community System means to their trading relationship. *(Panorama)*

\$10 Mil. for Upgrading South Australian Ports

South Australian Marine Minister Bob Gregory says more than \$10 million will be spent upgrading port facilities in the State in 1990/91.

Mr. Gregory says this year's State Budget features major improvements to the Port of Adelaide.

Under the capital works program, 1990/91, for the State's port authority, the Department of Marine and Harbors (DMH):

- more than \$6 million will be spent

on completing a 150-metre extension to the Port of Adelaide's container berth. (Out of a total \$7 million for the project).

- \$4 million will be spent on a joint-user oil berth for the Port of Adelaide. (Out of \$8 million).
- failing asbestos-bearing cladding will be removed from the exterior of the Port Giles bulk grain handling facility at a cost of \$560,000 this year. (Out of \$1.15 million).

Mr. Gregory says the container berth extension will allow two ships to exchange cargo at once, reducing the need for ships to queue and virtually eliminating delays.

"The Port of Adelaide's container terminal is already one of the most efficient in the country.

"With this upgrading, it will provide an even better service to shipping lines and exporters and importers.

"Adelaide has won a new direct container shipping service to East Asia and improved services to Japan and Europe in the past two years.

"This improvement will see that we not only hold existing services but increase our chances of winning more."

It's estimated the extension will be completed in February next year.

Johor: More Facilities For Container Cargo

The growing demand for land-based facilities and services for container cargo in Johor is being met gradually.

There are now three off-dock storage container yards in Johor which are in a position to serve traffic moving via Johor Port. All three are now recognised by a number of shipping lines and the Far Eastern Freight Conference as off-dock storage locations.

Kontena Nasional, a major container haulier, operates two such yards, one at Tampoi and another at Larkin. Both these yards are extensively used by shipping lines to consolidate and strip containers.

These yards, including the one operated by Konsortium Perkapalan Berhad at Pasir Gudang can be used to store, stuff and strip boxes and handle traffic moving via Johor Port.

Aside from the inland depots, the hauliers are also expanding the trucking capacity. Apart from Kontena Nasional

and Konsortium, Shapadu Kontena serve the Johor hinterland.

It is expected that with the current bullish pace of container growth at Johor Port, the range of facilities by these operators will increase. There is a possibility of major shipping lines operating their own depots outside the Port to handle their own cargo requirements. (NADi)

Johor Port Functioning As Distribution Center

There is a growing interest in using Johor Port as a centre for warehousing and distribution. The location of the Port at the southern tip of the peninsula, which is recording the fastest rate of economic growth in the country, as well as the status as a Free Trade Zone, makes Johor Port logical choice for this value-added role.

The rapid pace with the economic hinterland has been growing over the last two years has also boosted the prospects of the Port to play the distributive role beyond the confines of the traditional role as an interface. The expanding function is coinciding with the vast improvements in overland infrastructure that is presently being given top priority by the government.

An efficient infrastructure undoubtedly enhances the value and the role of the port and enables it to play a bigger role in the national economy. The direct road and rail links to national grids are indeed essential ingredients towards making the Port as a distributive centre. The national road and rail networks now provide direct link to major consumer markets in Malaysia, notably the Klang Valley, Kinta Valley and Penang.

Opportunities now exist for the Port to be used as base for distribution of goods, both inwards and outwards. Low distribution cost via the Port is an added factor that increases the attraction of the Port. Comparatively cheaper and abundant land, lower labour costs and freight charges are factors that can influence the choice of Johor Port.

Shipping lines and traders are now recognising the potential Johor Port can play in the international trade. The location of a number of plants including those engaged in container manufacturing, fertiliser bagging, container depots, vehicle reconditioning as well as other export-oriented light manu-

facturing industries within the FTZ of the Port reflect this trend and the potential scope for evolution of the Port as a distributive centre. The two phases of the FTZ land area have been fully taken up.

The port authority is anxious to further promote the distributive role of the Port and towards this end various deliberate measures have been taken including on the choice of industries moving into the FTZ. (NADi)

Penang Coping With Container Traffic Surge

The Port of Penang is all geared to cope with the surge in container traffic with additional container handling facilities.

Container traffic for the first five months of the year increased by 19.8% to record a volume of 85,669 TEUs. It is projected to grow by 16.8% to 221,700 TEUs in 1990.

The pace of containerisation at the Port of Penang is attributed by a surge in foreign investments especially by the Taiwanese and Japanese in the Northern Region of Peninsular Malaysia which is also the Port's Hinterland.

In response to the growing container handling requirements, the PPC has acquired a third gantry crane at a cost of M\$15.7 million. The 35-ton crane which is now being manufactured in Korea is expected to be delivered in July 1991.

The Port is presently operating with three units of gantry crane (one on lease) of 35-ton capacity each and two mobile cranes (on lease) each with a maximum lifting capacity of 75 tonnes.

(BERITA pelabuhan)

Penang Fire-fighting Standard Enhanced

The standard of fire-fighting at the Bulk Cargo Terminal (BCT) in Prai has been further enhanced with the recent commissioning of the Base Pumper Fire Engine.

Specially designed for fire-fighting and control at dangerous cargo terminals which are normally isolated from fixed fire-fighting systems, the M\$1.0 million fire engine will further boost PPC's fleet of fire-fighting equipment

at the BCT which is presently handling all dangerous cargoes through the Port of Penang.

This system comprises a powerful heavy-duty diesel-driven Nijhuis HGT pumping set mounted on a Volvo FL10 4 x 2 chassis complete with radio, a 5,400 litre stainless steel foam tank and other ancillary equipment.

The pumping set which is capable of a suction lift of up to 6.8 metres and providing a flow of 8,300 litres per minute at a pressure of 12 bar (176 psi) has been built to comply with Lloyd's Register of Shipping specifications for safe operations in Harzardous Zone Area. (BERITA pelabuhan)

What's Standard Crane For TEU Weight?

Container weights and overweights have come under the spotlight recently.

Several seminars have focused on these problems and as a major operator in the container transport chain, Ports of Auckland Ltd. too have been involved in assessing likely future trends and the impact of those trends on the port industry.

Mr. Volker Lankenau, General Manager, Terminal Services for the company believes that in the next few years 30.5 tonnes will become the standard 20 ft TEU weight.

The port had planned for this development with current portainer cranes capable of lifting to 45 tonnes, and the new Noell crane, due in May 1991, having a range to 70 t, and automatic display of each container weight.

The Valmet straddle carrier fleet had a capacity of 35.5 t now, upgradable to 40 t, and the Hyco reach stackers used at Bledisloe Wharf could lift to 42 t.

All container-handling equipment is fitted with an overload protection, and forkhoists have load indicators showing the driver whether the load is safe or not.

Documentation for import and export containers requires a weight to be identified but often it was not clear whether this was payload or gross weight.

"It should be mandatory to declare both weights in shipping documents," he said.

"Additionally, the problem of mis-

representation and uneven distribution of container weights should be tackled where it is created to ensure complete safety throughout the complete transport chain. Shipping lines usually have a clause in their bill of lading holding the shippers or exporters responsible for a misdeclaration of cargo weight."

(Ports of Auckland)

What Port Reform Means For You – Auckland

Terminal Services

1. The Fergusson Container Terminal can now operate 24 hours, 364 days per year with no industrial relations restrictions. This means that the third shift, from 11 pm – 7 am is now available for those shipping companies wishing to take up this option.

2. Introduction of new equipment, primarily eight Valmet straddle carriers has increased container movement efficiency, reducing truck waiting times and ship loading and discharging times. Four more machines are due this year.

3. Ship exchange productivity improved by 10 percent, and crane exchange rates of 58-60 containers per hour being achieved on some ships on a regular basis.

4. Watersiders employed in the container terminal are now employees of Ports of Auckland Ltd.

5. At the LCL container base, the work force has been reduced from 151 to 57 men, and unpacking charges have been reduced by 30%.

6. Reductions in charges for washing, empty storage and unpack/pack charges at terminal.

7. Simplified berthing and sailing procedures at the terminal have increased productive working hours, within the normal day (i.e. from 7 am-11 pm)

Post Services

1. The conventional port is available to operate 365 days per year, 24 hours a day. The third work period has been successfully worked on many occasions since October 1989.

2. Cargo-handling staff have handled 16.8 percent more tonnage this year than previous years, with 22 percent less staff.

3. Greater flexibility of working arrangements in the port have achieved faster ship turnaround times, and im-

proved productivity in the port. Current estimate is that productivity has improved by at least 10 percent.

4. Productive rate has improved from 10.15 tonnes per man hour to 15.26 tonnes per man hour.

5. No payments for walking time, travelling time, cargo bonuses. Abolition of sleeping days, spelling, and other outmoded work practices.

6. Flexibility allows use of casuels, cross hire, movement from one machine to another, and no fixed numbers of work locations.

7. Introduction of a new simplified schedule of charges has streamlined accounting and administration procedures and improved billing accuracy.

8. Truck queuing times at Bledisloe have been substantially reduced, with more than 70 percent of all truck moves being completed within 20 minutes.

9. Introduction of Hyco reach stackers has considerably improved efficiency on Bledisloe Wharf, with faster truck and ship loading.

10. New ventures initiated include Hortifresh Port Coolstores (new coolstore on Queens Wharf); and new 960 sq. m. timber store.

Overall

1. Price held at May 1988 levels and then reduced charges by not less than a cumulative 6 percent to date in port services, and on target to achieve objective of 10 percent reduction in real terms within two years.

2. Reduced manning on the waterfront by 40 percent overall, providing more streamlined operations, increased productivity, and simplified systems.

3. Reduction in number of days lost due to industrial action (19 in 12 months to date).

4. Increased competition between ports, and between stevedoring and other port interests.

(Ports of Auckland)

Ports of Auckland Ltd. Marketing Its Services

Ports of Auckland Ltd. is marketing its professional engineering experience, knowledge and expertise in the community and has already obtained several outside contracts.

The professional engineering team of 14 people covers the basic disciplines of civil, mechanical and electrical en-

gineering, architecture, experienced CAD design specialists, and administration staff.

Professional engineering, like other operations within Ports of Auckland Ltd., recognises the commercial opportunities associated with port reform and has capitalised upon these by obtaining contracts in Auckland, Northland and beyond.

Headed by Mr. Paul Wells-Green, the department recently completed a major analysis of the Viaduct Basin area, in the light of possible America's Cup defences, but more latterly in the context of port redevelopment and expansion. This project is typical of the department's workload but a wide range of engineering functions and expertise is available.

"The need for Viaduct Basin upgrading exists to:-

- meet the needs of future international yacht events
- provide a stimulus for the redevelopment of adjacent waterfront area
- meet port-related needs, particularly those of the fishing industry
- provide improved opportunities for the public enjoyment of and access to the harbour
- maintain and enhance environmental conditions in the area and elsewhere.

"A comprehensive range of engineering considerations associated with this project was carried out by the Professional Engineering Departments of Ports of Auckland Ltd. including history and geological structure of the site; site investigation and bathymetry; hydrographic survey; geotechnical assessment of foundation conditions; navigation; hydraulics, wave climate and siltation; and assessment of existing services," Mr. Wells-Green said.

"Additional investigation also extended to a detailed design of marine development including up to date methods of reclamation construction; environmentally acceptable treatment of polluted materials; design of quay structures for commercial berthing requirements and other foreshore structures; dredging and widening of the Basin; breakwater analysis; design of paving and services; ecology and water quality; and design and landscaping of public spaces."

The Professional Engineering ser-

vices of Ports of Auckland Ltd. have experience in all aspects of port and harbour engineering and can offer an independent professional service to outside clients.

The division have already completed a number of studies for outside clients, including hydrographic and siltation projects in the Northland region.

(Ports of Auckland)

DEVELOPMENT AT THE PORT OF COLOMBO

By Mr. Ramanayake
Chief Engineer (PR&D)
Sri Lanka Ports Authority

The first major development of the Port of Colombo was the construction of the southwest breakwater in 1875, the northeast and northwest breakwaters in 1898 and the extension arm of the southwest breakwater in 1912 which converted the roadstead port to a port of safe anchorage. The drydocks too were constructed during this period.

The second major development was in the 1950s which saw the completion of the Queen Elizabeth Quay (QE), Delf Quay (now Bandaranaike Quay), Prince Vijaya and Oil dock and a number of transit sheds with road and rail access.

The first step towards the third development phase was taken in the early 1970s with the decision to extend QE by 1,000 feet and to use it for handling of containers although it was originally designed for bulk cargo handling. During this time the maritime construction technology in the then Port Commission was at its peak and sufficient engineering resources were available to undertake this development project by the Port Commission's own staff, labour, and equipment. The work, however, proceeded slowly due to limited funds released by the treasury.

August 1979 saw the creation of the Sri Lanka Ports Authority by amalgamating three different organisations administering the port which opened the gates to a new development era. Being an autonomous body, it was able to channel funds for speedy completion of the container terminal at QE which was commissioned in 1980.

In 1978 on the initiative of the engineering section of the then Port Commission which was responsible for

the provision of adequate port facilities, a Master Plan for the development of the Port of Colombo was undertaken with the assistance of the Japan International Co-operation Agency. The increase in container traffic through the port with the commissioning of the container terminal at QE prompted the need to provide an urgent plan within the frame work of the master plan for the construction of another container terminal. At this time it was not possible for the Ports Authority to allocate funds for this project from its earnings.

The Overseas Economic Co-operation Fund (OECF) of Japan was convinced on the feasibility of the urgent plan and was prepared to fund it on a request by the Government of Sri Lanka. The Ports Authority was able to secure funds through OECF of Japan after discussions with the relevant authorities of the Sri Lanka Government.

This resulted in the commissioning of the fully equipped container berth No. 1 at the 'Jaye' container terminal with computer controlled operation in August 1985. The chain of events continued and the fully equipped berth No. 2, 'Jaye' container terminal was commissioned in March 1987.

The transfer of technology was successfully achieved for the Ports Authority to maintain and operate this modern terminal. The training Institute of the Ports Authority was also developed to enhance the manpower resources in keeping with these training centres. The Computer section of the Ports Authority which served the terminal's operational requirements has now expanded to cover all other port activities including the management information system, and has the largest mainframe in Sri Lanka. Presently all software is being developed by the staff of this computer section.

Dictated by the growth in traffic with the above development works the construction of a third fully equipped container berth at the Jaye container terminal is to be undertaken soon. In parallel with it, work is to commence on the construction of a new port access road over the Colombo North marsh with a view to ease traffic congestion in the city and in the longterm to extend the road for port related activities.

The master plan provides for the construction of a fully equipped con-

tainer berth at the 'Jaye' container terminal which is under construction.

Foregoing is a resume of events that has brought the Port of Colombo to the status of a first class container port in the region and is the result of the persistent effort by its management, the realisation by the government authorities concerned of the importance of port development for the country's economic advancement and finally the financial assistance from the Government of Japan without which such a massive task would not have been possible.

Looking into the future, the widening of the QE and the development of the northern part of the port depends on priorities attached to the development of other ports in Sri Lanka. The Japan International Co-operation Agency has undertaken the task of drawing up a development programme for the Port of Galle taking into account other regional developments. The development of the port will act as a catalyst for the other regional development works.

While the development works were proceeding the Sri Lanka Ports Authority has also considerably improved the basic infrastructure in the Port of Colombo. The widening and resurfacing of the Internal port road, the redoing of the entire computer mainframe to the various workstations, extending the range of ship-to-shore communication, installing standby generators to tackle power failures are some of them.

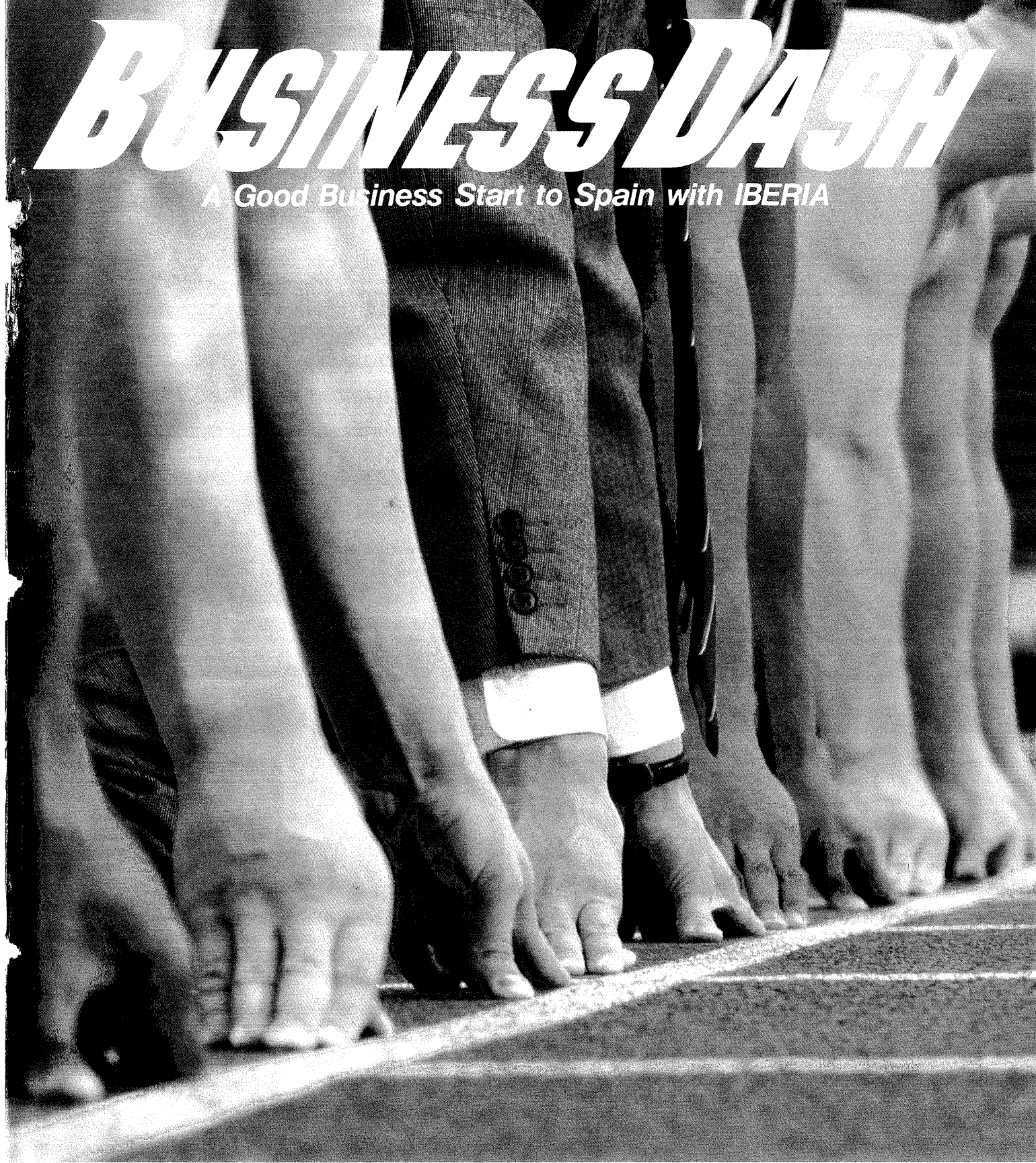
Presently action is proceeding to institute a 'Marinet' which will provide computer linkup between the port, shipping agents, customs and other port users and later extending to document clearing agencies such as exchange control import/export control and banks. The goal is to finally establish a 'Tradenet' by linking to all trade related institutions.

Thus the story of the development of the Port of Colombo is still not over — there is much to be done. Broad vision together with identified goals and corporate objectives to ensure efficiency, productivity and high quality service at a reasonably low cost will help to maintain a sustained growth in traffic thus providing the financial resources required for further development activities.

(Sri Lanka Ports News)

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