

Ports & Harbors

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1990
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The Publisher
The International Association of
Ports and Harbors

Port of Fremantle—Host of IAPH Mid-Term Executive Committee Meetings



Participants of IAPH Meetings in Fremantle, May 1990

The Port of Rotterdam presents:

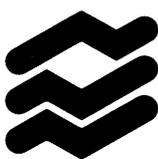
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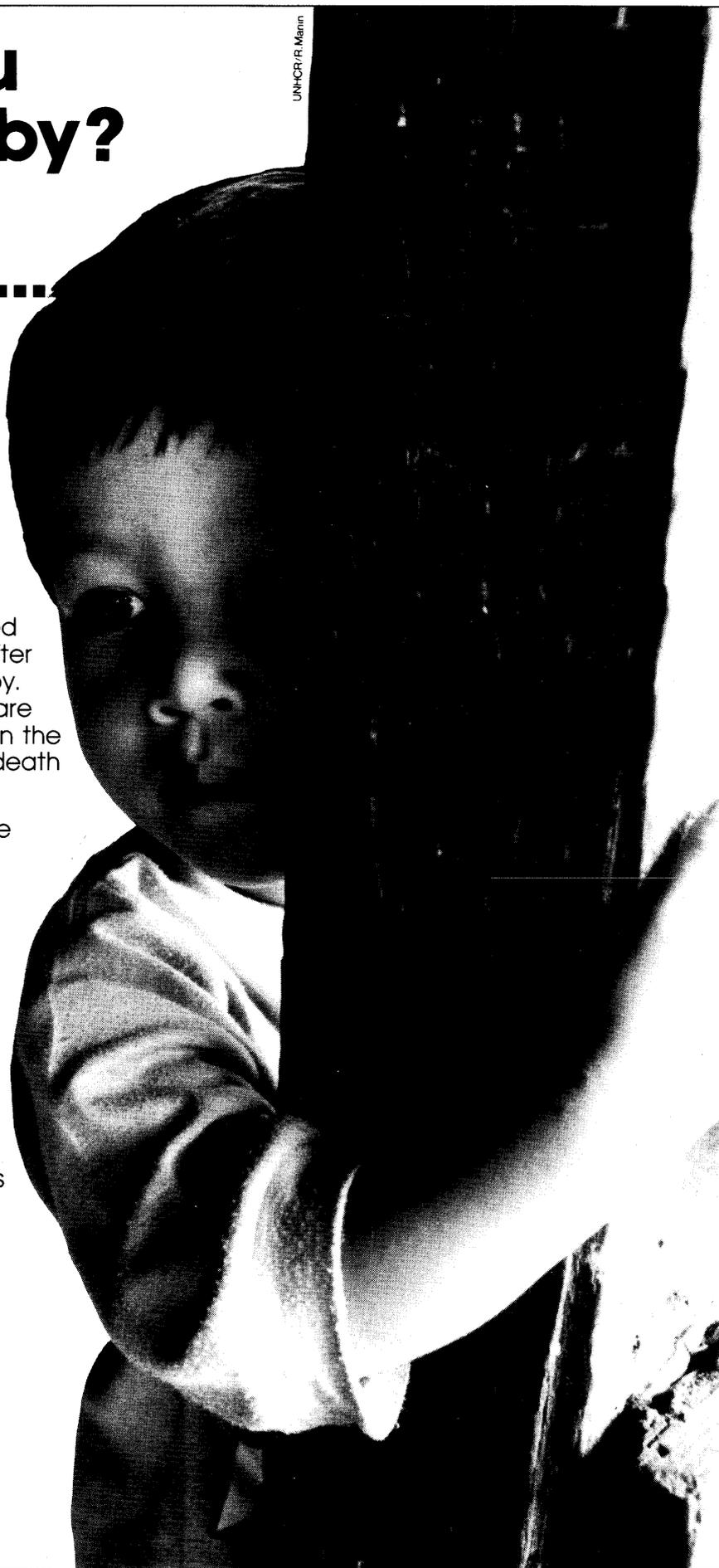
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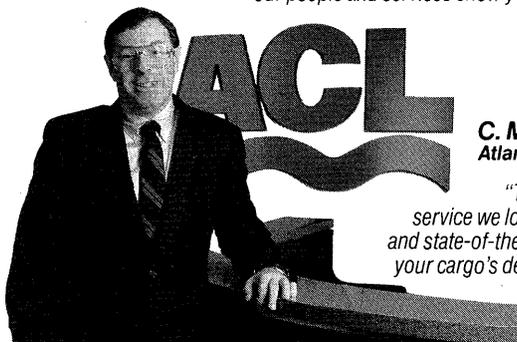
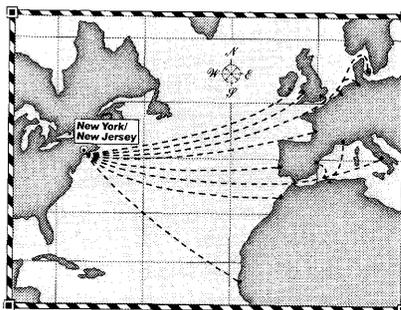
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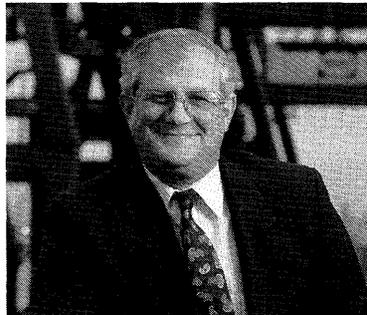
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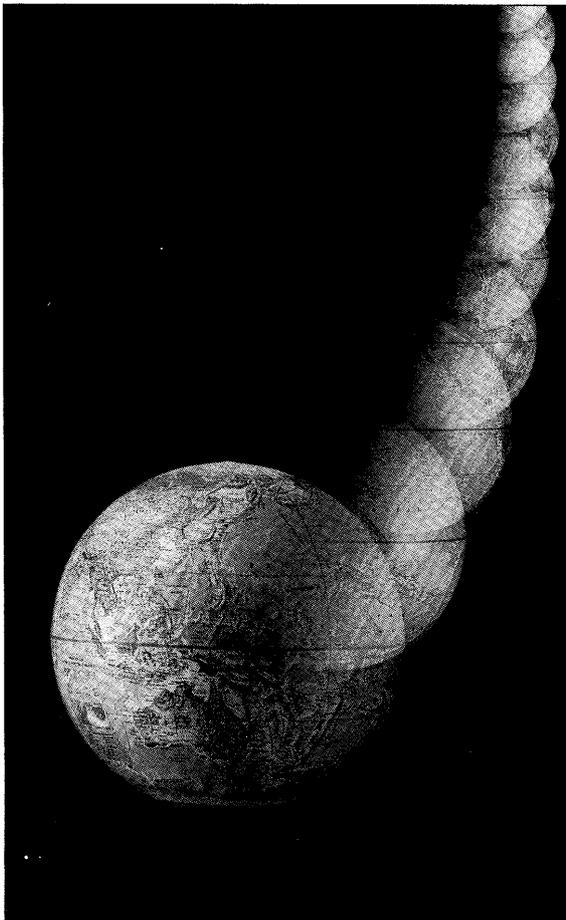
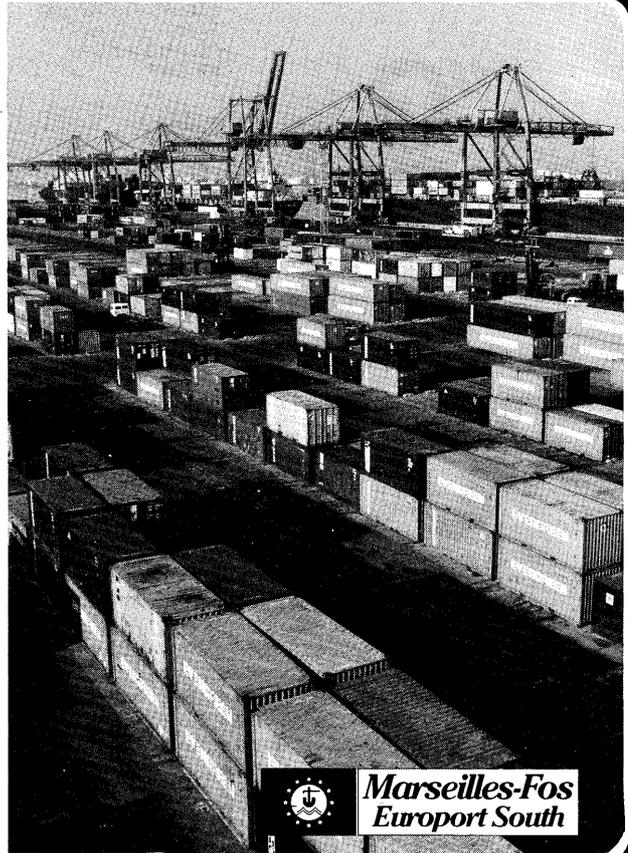
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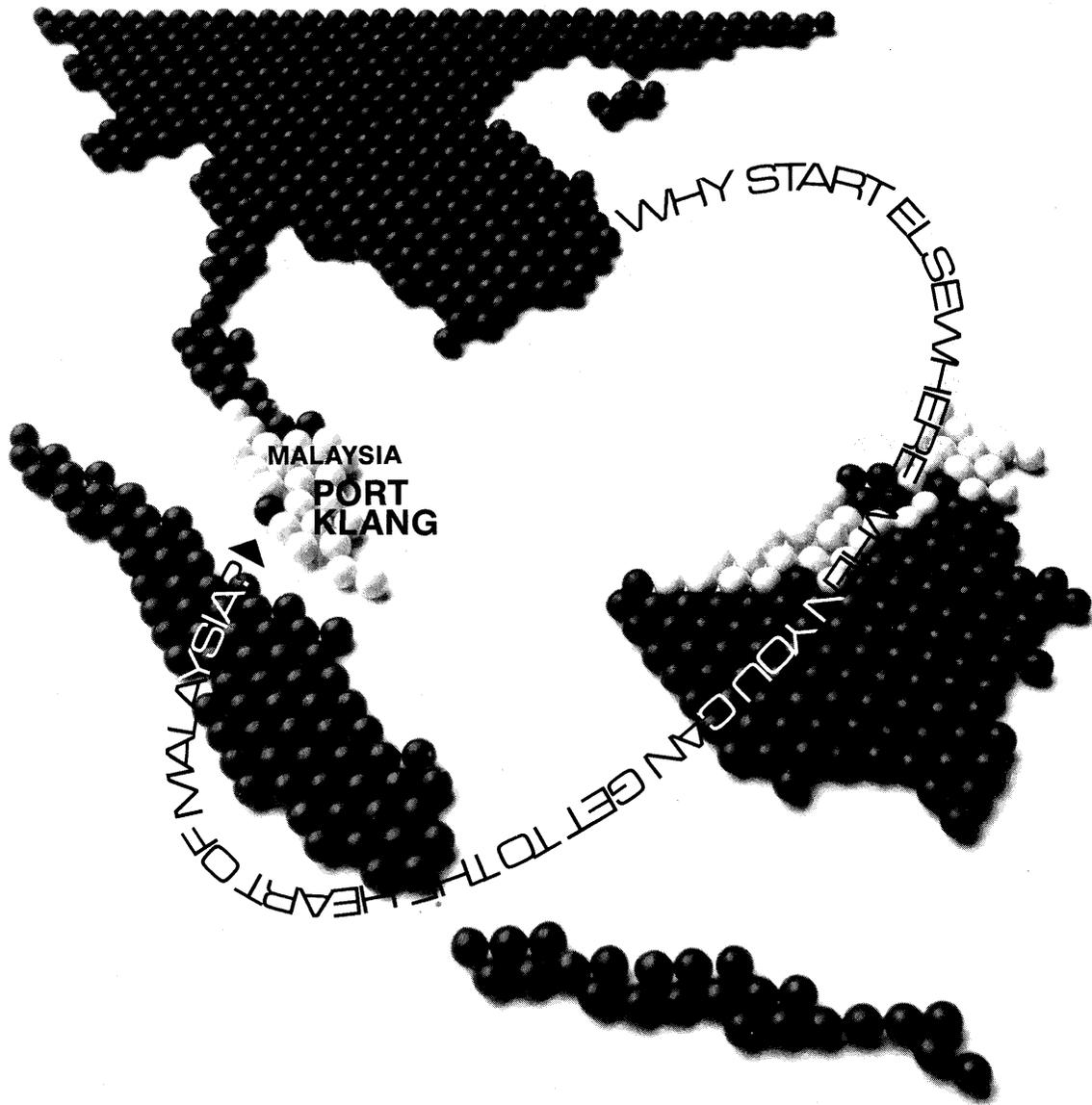
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IAPH ANNOUNCEMENTS AND NEWS

IAPH EXCO, Internal, Technical Committees Meet in Fremantle, WA, May 6-11, 1990

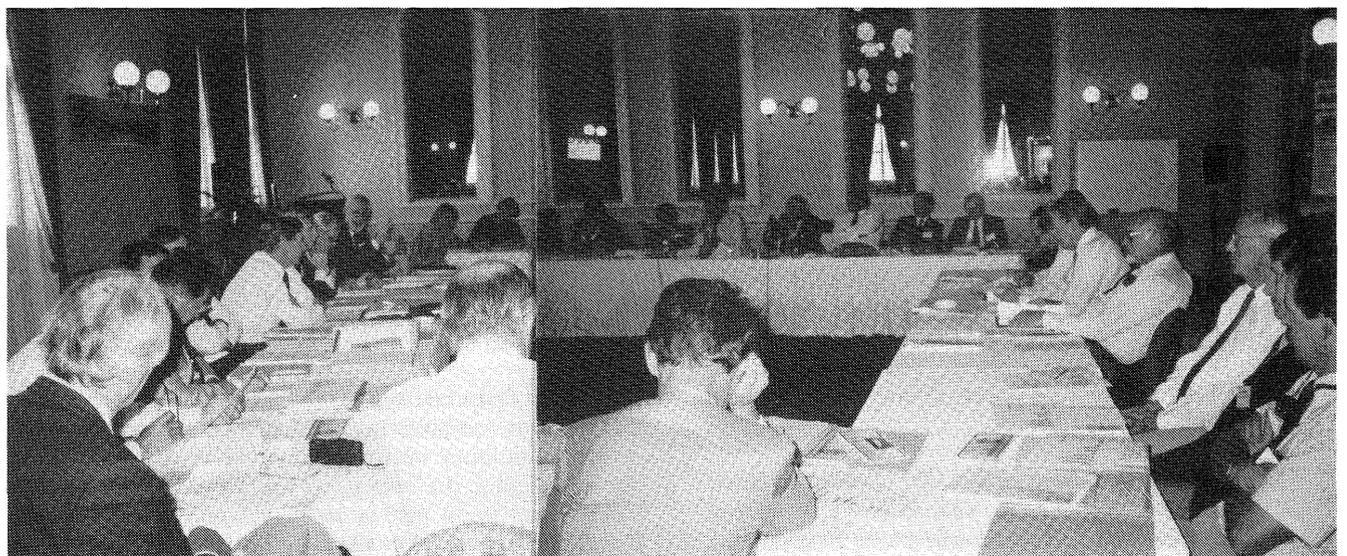
— *How is IAPH preparing for its future? An Ad Hoc Committee on the Future Created* —

The mid-term meeting of the Executive Committee of IAPH was held on Thursday, May 10 from 09:00 to 13:00 and 14:00 to 17:30 at the Manor Ballroom of the Esplanade Hotel in Fremantle, hosted jointly by the Fremantle Port Authority (FPA) and the Department of Marine and Harbours (DMH), Western Australia.

The previous afternoon from 14:00 the official opening ceremony had been held at the same venue in the presence of Honorable Pam Beggs, Minister for Transport, whose welcoming address is introduced later in this issue, as well as those from our hosts, the FPA's General Manager Mr.

Right photo IAPH officers: From left, C.V.P. Fernando Palao, Immediate Past President Khim, 1st V.P. Mather, President McJunkin and 3rd V.P. Lunetta.

Photo below Exco members at the Mid-term meeting.



Trevor Poustie and the DMH's Executive Director Mr. John Jenkin, and from Mr. J.H. McJunkin, IAPH President.

Earlier than this, the various Committees met during the week in the hotel's meeting rooms — the Island Suite, Club Freo's and the Manor Boardroom.

The Exco meeting on May 10 was opened and presided over by President McJunkin (Long Beach) and was attended by the other officers, members and observers as listed below.

Exco Members:

J. McJunkin (as above), J. Mather (Glasgow), Y.S. Cheung (Seoul), C. Lunetta (Miami), F. Palao (Madrid), Wong Hung Khim (Singapore), Hashir H. Abdullah (Port Klang), R. Cooper (Auckland), Y. Haraguchi (Nagoya), S. Izumi (Tokyo), A. Krygsman (Stockton), R.P. Leach (Houston), H. Molenaar (Rotterdam), J. Smaghe (Le Havre) and W.D. Welch (Charleston)

Chairmen of the Committees, Sub-Committees and Legal Counselors:

Membership: J. Mather (as above), Finance: C.R. Langslet (Long Beach), T. Poustie (Fremantle) as Acting Chairman, Constitution and By-Laws: R.P. Leach (as above), Cargo Handling Operations: R. Cooper (as above), Port & Ship Safety, Environment and Construction: J. Smaghe (as above), Marine Safety Sub-Committee: J.J.H. van der Schaaf (Rotterdam), Dredging Task Force: H.R. Haar, Jr. (New Orleans), Port Safety & Environment Sub-Committee: P.C. van der Kluit (Rotterdam), Port Planning Sub-Committee: P. Fraenkel (London), Trade Facilitation: W.D. Welch (as above) as Acting Chairman, International Port Development: C.B. Kruk (Rotterdam), Legal Protection of Port Interests: P. Keenan (Cork) as Acting Chairman, Public Affairs: Bob Calis (New Westminster) and Legal Counselors: P.J. Falvey (New York)

Members of various committees:

M.C. Cheng (Taipei), K.Q. Cheng (Taipei), J. Halling (Mount Maunganui), Y. Haraguchi (as above), Hashir H. Abdullah (as above), T. Hirota (Tokyo), J.L. Juan-Aracil (Madrid), K. Jurriens (Rotterdam), J.K. Kim (Seoul), Lunetta (as above), J. McCarthy (Tacoma), D. McMurray (Glasgow), H. Molenaar (as above), J.M. Mulock-Houwer (Hague), K.C. Ng (Singapore), P.N. Njie (Lagos), K. Okubo (Tokyo), J. Perrot (Le Havre), E.C. Petersen (Long Beach), J.D. Pugh (Houston), H. Ramnarain (Port Louis), J.R.D. Sandison (Port Hedland), A.J. Smith (London), J. Stewart (Wellington) and J.T. Varney (Auckland)

Observers:

M. Azman Aris (Johor), J. Bell (Fremantle), I. Bogle (Geraldton), R. Bower (Esperance), D.Y. Chung (Seoul), B. Cunningham (Bunbury), J. Fernandez (Miami), L. Goodman (Miami), L. Graham (Geraldton), Y.F. Guessennd (Abidjan), E. Hara (Nagoya), J. Hayes (Sydney), J. Jenkin (Fremantle), M. Larsen (Fremantle), H.B. Lee (Seoul), W. McNamara (Fremantle), P. Ng (Singapore), Y. Okuda (Osaka), C. Stewart (Esperance), T. Tan (Singapore), C. Waghorn (Fremantle), J. Wallace (Sydney), J. Willinge (Bunbury) and S.J. Yoo (Seoul)

The IAPH Head Office and the IAPH Foundation:

H. Kusaka, R. Kondoh, K. Takeda (the IAPH Head Office) & K. Onso and I. Hayashi (the IAPH Foundation)

Decisions and Recommendations

THE 17TH IAPH WORLD PORTS CONFERENCE — MAY 1991

The Conference Chairman, Registration Fees and Basic Program

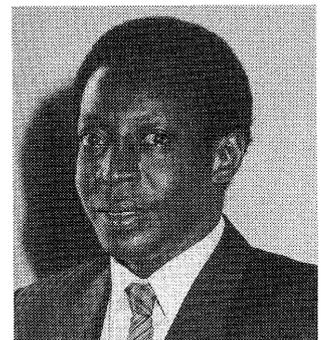
The meeting, after the President's welcome, received a presentation on Conference preparations by the Conference Vice President, Mr. F. Palao, Ministry of Public Works and Urbanism, Spain, assisted by J-L Juan-Aracil, Executive Secretary of the Conference Organizing Committee. The



Director, Ports and Coasts for Spanish Ministry of Public Works, Mr. Fernando Palao.

Committee unanimously agreed to name Mr. F. Palao as the Chairman of the 17th Conference to be elected by the Board of Directors. The basic Conference program and working sessions (as introduced later in this issue) were provided by the host for further comments by the Exco members present.

The EXCO discussed the proposed registration fees for the Conference. After extensive discussions, the Committee agreed that the registration fees subject to their approval by the Board of Directors in a related statement on behalf of IAPH members of the Port Management Association of West and Central Africa, Mr. Njie felt that the proposed level of fees and accommodation costs as presented was unrealistic and would inhibit their attendance at Conference.



Mr. Pap Njanko Njie, of the Port Management Association of West and Central Africa, Nigeria.

His request that some regard should be given to ameliorating that situation was passed to Mr. Palao for his consideration.

In accordance with the provisions of the By-Laws of our Association, the Secretariat was asked to place the two outstanding issues, namely the Conference Chairman and Registration Fees before the Board as soon as possible.

Early submission of application forms to the Host

The Committee, in view of the fact that the 17th Conference will be held on board a cruise ship, noting that there will be a number of points to be fully understood by the participants concerning how to register and more specifically how to secure accommodation, asked the Host to be fully prepared to cope with the queries which would be raised by the members. Mr. Palao confirmed that the Organizing Committee will be fully prepared to comply with and respond to such questions. However, he noted, that the allocation of cabins would be conducted strictly on a first-come first-served basis. He further noted that a preliminary bulletin No.1 including registration and hotel reservation forms will be sent to all IAPH members shortly.

As a result of the Board meeting held on June 22, 1990, the basic items concerning the 17th Conference were approved. An overall program of the Spanish Conference together with general information as announced by the host are introduced later in this issue.

INTERNAL COMMITTEE MATTERS

The Exco, after accepting the Secretary General's Report on the general situation of the Association's affairs, went on to receive the reports of the Internal Committees.

Finance

Mr. T. Poustie on behalf of Mr. Langslet who had to leave early, reported on the recommendations and suggestions made by the Finance Committee at its meeting on previous day.

1) Settlement of Accounts for 1989:

The report on the settlement of accounts for 1989 was duly accepted by the Exco in the form presented by the Finance Committee.

2) Financial forecasts and 5% dues increase from 1991:

The Exco, after extensive discussions on the financial prospects of the Association on the basis of the results of simulations conducted by the Secretariat, accepted the recommendation of the Finance Committee that it is essential to secure increased financial resources so that the level of services to the Association's members can be maintained. It thus ruled that a 5% increase in dues should be incorporated effective from January 1, 1991. The last dues increase let a rate of 5% was incorporated in 1989. The Exco's decision is in accordance with the provision of By-Laws, which empowers the Exco to make a minor adjustment to the membership dues (increasing or decreasing them within a range of 10%) at its mid-term meeting so that the Association's prevailing financial requirements can be promptly met.

Reference was made to the plan to add one staff member to the Head Office Secretariat from 1993, and to keep the current level of reserve funds in the 40% range in order to counteract the fluctuations in the Association's financial situation.

3) Funding of the CIPD programs:

A report was made on the current state of the fund-raising campaign for IAPH's international aid programs. Approximately 82% of the targeted amount of US\$70,000 set in 1988 had been raised as of May 1990.

However, it was agreed that, in spite of the shortfall in the target, the general membership should not be assessed for the remainder.

The Exco, in relation to a proposal previously submitted by the CIPD, discussed the question of how the increased level of funding for the future international cooperation programs (IAPH Award and Bursary Schemes) should be raised by the Association. These projects have been funded by the Special Port Development Technical Assistance Fund, which is supported by members' voluntary contributions and is therefore operated separately from the general accounts of the Association.

Concerning the Bursary money in the amount of US\$3,500, it was pointed out that IAPH assistance should be limited to the tuition and lodging fees involved but should not extend to airfares and other forms of primary travelling costs, which should be taken care of by the applicant's organization. By revising the conditions to the effect, IAPH will be able to offer assistance to a larger number of people. The EXCO agreed to change the conditions accordingly.

4) Study on Dues Structure:

The EXCO supported the current system of funding such programs as operated under the special accounts is kept separate from the operation of the general accounts. Furthermore, in connection with the dues structure, the Finance Committee was assigned by the EXCO to study the issue and come up with its recommendation for the next Conference in Spain.

5) Campaign for the CIPD Fund for 1990/1991:

The Exco ruled that the members should be encouraged to support IAPH's Special Port Technical Assistance Fund by setting a new target of US\$70,000. At the same time, the Committee agreed to ask the other sources for contributions. The IAPH Foundation, a Japanese institution, was named as a possible source of contributions. The Secretary General was asked to report back to the Committee on the reaction of the IAPH Foundation.

6) More Ad Income:

In order to secure more resources for the production of the journal "Ports and Harbors," ways to increase income from advertising should be sought out.

7) Dues delinquent members:

In accordance with the report and recommendation of the Finance Committee, the EXCO decided that the members who are identified by the Secretary General as having been dues delinquent for the past four years should be terminated.

Constitution and By-Laws:

Chairman Leach presented the recommendation to revise the third paragraph of Sec 29 of the By-Laws related to the distribution of technical papers to the Conference participants by the host organization. Presently, the conference host is responsible for supplying the potential conference participants with technical papers sixty days prior to the Conference. The Constitution and By-Laws Committee recommended that this provision, in view of its actual impracticability and the burden placed on the host organization be amended to the effect that the host shall be responsible for distributing such papers at the time of registration for the Conference.

Membership:

Chairman Mather reported on the current situation of the membership. His report indicated that, as of March 31, 1990, the number of Regular Members was 232 from 82 countries, with 669 membership units subscribed. While there had been no discernible increase in the total number of IAPH members, it was reported there had been an increase of 34 dues units as a result of the 1989 biennial tonnage survey.

It was reported that Chairman Mather, together with Mr. Alex Smith, had visited Beijing and Shanghai at the invitation of the Shanghai Harbour Bureau. According to the Chairman's report, the invitation was made through the Embassy of China in London, with whom they have had links for a number of years, when the Bureau became aware of their impending visit to Fremantle via Hong Kong.

Chairman Mather remarked that those they had met in China had all expressed great interest in IAPH and its activities. They hoped that their direct involvement in these would soon become a reality.

The Committee Chairman appealed for the continued support and cooperation of all Exco and other members present for the membership campaign at all levels.

The Committee has agreed to take the initiative in involving some influential individuals from Latin American ports to encourage a number of our members in the region

to attend the 17th Conference in Spain.

The Committee noted that those members identified by the Secretariat as dues delinquent should lose their membership status, but only after the secretariat had written to them again.

TECHNICAL COMMITTEE MATTERS

One of the underlying concerns commonly observed by the Technical Committees was the urgent need for constant attention from ports all over the world towards environmental issues, including dangerous goods, water pollution, the dredging and disposal of waste material, port-city relations and air pollution, as quoted from the Survey on the 11 Environmental Priorities in Ports.

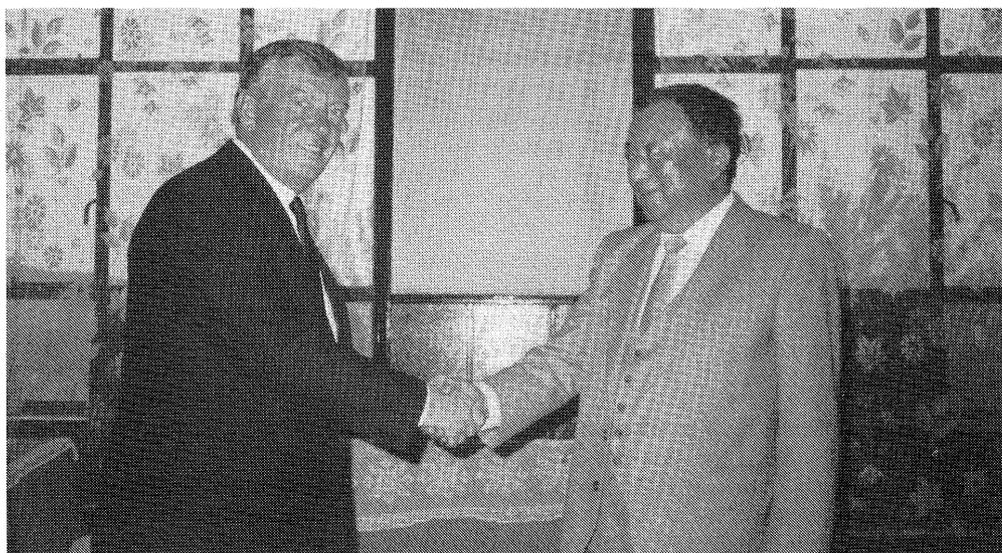
In addition to the reports of COPSSSEC, CLPPI, Trade Facilitation and CIPD which are introduced later in this issue, short reports by these Technical Committees are referred to below.

International Port Development (CIPD):

Chairman Kruk reported on his Committee's activities since the Miami Conference and also appealed for the replenishment of the Special Technical Assistance Fund. The Exco highly appreciated the efforts made by the



Mr. John Mather, Managing Director, Clyde Port Authority, with Mr. A.J. Smith meets Mr. Li Wei Zhong, Director-General, China Ports and Harbours Association (second from left) in Shanghai.



Mr. Mather (left) met Mr. Meng Gaungju, Director, Department of Foreign Affairs, Ministry of Communications in Beijing.

Committee. As for the fund replenishment, the Exco adopted the position described in the report by the Finance Committee. The report submitted by the CIPD is introduced later in this issue (pages 33-35).

Port and Ship Safety, Environment and Construction (COPSSEC):

Chairman Smaghe reported on COPSSEC activities, including those of the five sub-committees, the findings of the survey on environmental priorities, and the results of the Coordination Group on Environmental Issues which was organized the previous day in Fremantle. The Exco appreciated the efforts and supported the policies proposed by the Committee. The Reports of the COPSSEC meetings are introduced in this issue (pages 16-17 & 23-24, 29-31).

Legal Protection of Port Interests (CLPPI):

Vice-Chairman Keenan delivered the report on behalf of Chairman Valls. The Exco expressed its full support of the policies proposed by the Committee. The report on the CLPPI meeting is introduced in this issue (pages 31-32).

Public Affairs (PACOM):

Chairman Calis reported that the original line of activities as carried out by the Public Affairs Committee during the previous term would be followed by his committee, including the possibility of preparing some useful publications for young people and college level students.

The Chairman noted the need to collect data on the highlights of the economic impact survey actually conducted by member ports. The Committee felt that such information would be useful for IAPH members at large.

Trade Facilitation Committee (TF):

Acting Chairman Don Welch reported on the need for port officials to pay attention on a constant basis to the development of EDI systems involving ports and to technological trends in the information and related industries. He recommended that the members should read the Committee Report submitted to the meeting. He thanked the Association of Australian Port and Marine Authorities for the paper specially submitted to the meeting and noted that the Australian ports have moved rapidly in the direction of linking all ports together.

Mr. Don Welch also reported on the active and warm responses expressed by IAPH members on the CCC/IAPH Guidelines on Drugs. Concerning the suggestion related to the wording of the guidelines as expressed by the U.K. member port, the Committee asked the Trade Facilitation Committee to coordinate with CCC for further refinement as appropriate.

Cargo Handling Operations (CHO):

Chairman Cooper reported on activities since 1989. The Exco appreciated the Survey on ISO Container dimensions & ratings conducted last year by CHO. The Exco, in support of the directions in regard to the recent question from UN ECE as to whether or not IAPH has undertaken or intends to undertake a cost benefit study aimed at assessing the economic, social and environmental impact of new loading dimensions, resolved that (1) IAPH should advise UN ECE that it has completed a survey on container dimensions and ratings in its member ports, and that IAPH

should disseminate the study wisely; and that (2) IAPH should advise UN ECE that it is not in a position to conduct an appropriate cost benefit study across the wider transport, economic, social and environmental fields, but would be prepared to cooperate with governments or organizations conducting such studies. The purpose of the cooperation would be to ensure that the needs of ports are known and considered in any study.

Submission of IAPH Positions to IMO:

Exco approved COPSSEC's recommendation for the joint submissions with IALA, IMPA, etc on aspects of VTS activities. Details of this are set out in the COPSSEC report which is published in this issue (on page 29)

IAPH Survey on Trade Impediments

Mr. P.J. Falvey, Chairman of IAPH Legal Counselors, proposed that the Association should conduct a survey on trade impediments to contribute to the planned establishment of international trade laws now being developed by UNIDROIT and the United Nations. The Committee, noting the significance involved, agreed to proceed by asking Mr. Falvey, by taking concerted coordination works with the Trade Facilitation Committee, to prepare comprehensive questionnaires to be sent to IAPH's members all over the world. Creation of a New Committee on the Future

Creation of An Ad Hoc Committee on the Future

The Chairman opened the floor for discussion of the proposal, originally made by Mrs. Lilian Liburdi of New York, IAPH Liaison Officer with ECOSOC & WTC, jointly with Mr. Z.J.J. van Asch van Wijck of Seattle and Mr. Brendan W. O'Malley of Baltimore, who serves as IAPH Liaison Officers with the WTCA and AOCI respectively. After an enthusiastic exchange of views, it was unanimously agreed that the Association needs a long range or strategic plan for the next 5 to 10 years. Discussion followed on whether or not this should be developed with the assistance of outside consultants, or whether we should do it ourselves by starting with rewriting the terms of reference and or inviting each Exco member to make a short submission of the thoughts to begin with.

After extensive discussions, the Committee agreed that it would be more proper at this time, to establish an ad hoc group under the chairmanship of the 1st Vice-President Mr. John Mather with the remaining Vice Presidents and the Secretary General which, having regard to the current IAPH position, would suggest to the next Conference a suitable structure to allow the progression of an approach to the future directions to be followed by IAPH.

IAPH's Appreciation to the Hosts

At the end of the day-long and fully packed meeting, the Committee unanimously adopted a resolution of thanks to the Minister of Transport, Western Australia, the Mayor of the City of Perth and the Mayor of Fremantle, as well as the hosts — the Fremantle Port Authority and the Department of Marine and Harbours — for the splendid planning and warm hospitality they displayed, contributing to the successful conclusion of the mid-term Meeting of the Committee as well as the meetings of the various other committees.

IAPH EXECUTIVE COMMITTEE RESOLUTION EXPRESSING APPRECIATION

RESOLVED that THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS (IAPH) does express its deep appreciation and extends its profound gratitude to

The Honorable Ian Taylor, Deputy Premier, Western Australia
The Honorable Pam Beggs, Minister for Transport, Western Australia
The Right Honorable Charles F Hopkins, Lord Mayor of Perth
The Honorable John Cattalini, Mayor of Fremantle
Mr Trevor Poustie, Commissioner and General Manager Fremantle Port Authority and
Mr John Jenkin, Executive Director, Department of Marine and Harbours, Western Australia

for their contribution and efforts to the success and enjoyment of all the members and their accompanying persons of the Executive and other IAPH Committees, meeting at the Esplanade Hotel in Fremantle, from 7 to 11 May 1990.

Our thanks go to Mr Jim McGowan, Ms Antonella Vegar, Ms Dianne Lapham and all the other people who in various capacities have facilitated the functioning of the IAPH meetings, without their help, the event would not have been a success.

James H McJunkin
President of IAPH

Hiroshi Kusaka
Secretary General of IAPH

Signed in Fremantle, 11 May 1990



Mr. Poustie

Speech by Mr. A. T. Poustie General Manager Fremantle Port Authority at IAPH Cocktail Party (Tuesday, May 8)

Good evening ladies and gentlemen, I would like to take this opportunity to extend to all IAPH Executive Committee members and spouses a very warm welcome to Fremantle, Western Australia.

Apology from our Minister for Transport Mrs Pam Beggs due to Parliament.

The Fremantle Port Authority, in association with the Department of Marine and Harbours, is privileged to host this Exco meeting.

Fremantle is playing a significant role by being only

the third Australian port since IAPH's formation in 1955 to host an Association meeting.

Role of the Port of Fremantle

Also, I am certain this will help strengthen already existing ties between ports around the world.

Currently handling 60 per cent by value of Western Australia's total trade, the Port is on the brink of an exciting period of expansion.

The recent and successful completion of a dredging project to deepen our inner harbour will ensure Fremantle can act as a front-line port for international shipping and will be able to cater for the largest container ships likely to visit Australia.

This gathering in Fremantle recognizes Fremantle's status as an efficient and reliable international container port with the mission of being the country's number one seaport and gateway to Australia.

In pursuing this, the Port Authority is promoting the concept of intermodal cargo movement in which shipping services link closely with rail and road for the transport of goods to and from Eastern Australia.

We are actively working to facilitate the development of such intermodal links so that Fremantle can be an efficient and cost-effective point of entry and departure for more Australian trade.

Port loyalty must give way to just in time delivery, pan Australia freight rates must be removed and acceptance of T/S containerized cargo is essential.

Whilst the focus of the Conference is Fremantle, the State has a number of very important bulk cargo ports both in the Southwest land division and in the Pilbara. The iron ore, LNG and other exports coming from the ports of Dampier and Port Hedland and being discharged at a number of the ports represented at this Conference are an essential part of the economy of Western Australia.

Our Role in IAPH

I was fortunate to be able to attend the IAPH Conference last April, held in Miami.

Discussions and meetings during the Conference were fruitful and constructive. This provided a good opportunity to form liaisons with ports around the world and enable members to get detailed overviews of port strategic planning and projections for growth and methods and techniques relating to port development.

While all conferences, seminars and meetings have formal agendas the real objective is the establishment and building of personal relationships between people.

The building of such relations is one of our key reasons for being a member of IAPH and hosting this round of meetings.

Western Australian Waterfront

The image of Australian ports is labour problems in ports.

Stop blaming the wharfie and union and accept that many of today's problems are management accepted and management oriented.

Solving the labour/management problem is only the

start of the road.

Marketing our ports and increased government and community awareness and understanding of the role of ports are essential.

We need to make and implement significant plans for the future now.

We must address environmental and hazardous cargo issues objectively and in as pro-active a manner — not just focus of sea life but act as responsible corporate citizens.

Future

The Australian standard of living and economic well-being are directly related to the volumes, values and direction of cargo through our ports.

I know in the coming week we can continue to develop and foster good relations and co-operation between all ports and harbours of the world towards the achievement of our various goals.

Once again may I extend to all of you a very warm welcome for an enjoyable stay and hope that most of you will get the opportunity to experience the unique maritime heritage of Fremantle, I invite you to visit us again in the future.

Official Opening Ceremony

(Wednesday, May 9)



Ms. Beggs

Speech by the Honorable Pam Beggs JP MLA Minister for Transport, Western Australia

President of IAPH, Mr. Jim McJunkin, Secretary General of IAPH, Mr. Kusaka, members of IAPH committees, distinguished guests, ladies and gentlemen.

On behalf of the Western Australian Government, I would like to welcome delegates to the International Association of Ports and Harbors mid-term Executive Committee meeting in Fremantle.

At the same time, I would like to wish you all every success in your deliberations and I hope you have a pleasant stay in Western Australia, and particularly in Fremantle.

It is a great honour for our State to be hosting the IAPH mid-term EXCO meeting at the Port of Fremantle. With its population predominantly located around the coast of the continent, Australia has had strong trade links with the rest of the world since European settlement in 1788.

Throughout our history, ports and harbours have always played a crucial role in the nation's economy. Western Australia is the nation's largest state. It occupies one third of the country's land mass and has always been at the forefront of international trade.

The Port of Fremantle handles 60 per cent by value of the State's total trade and its operations are critical to the future of the Western Australian economy. Since the Port's Inner Harbour was opened in 1897, almost 100,000 ships have visited the Port and handled nearly 500 million tonnes of cargo.

The Port of Fremantle has always been open to new ideas to expand its operations, and currently about 1,600 ships visit each year. In 1988/89, a record 17 million mass tonnes of cargo were handled and the figures so far this year show that record will be beaten.

Fremantle plays a major role in the movement of containers and is set to become the Gateway to Australia. It is the most reliable and uncongested port on the Australian waterfront and it is the closest major Australian port to the major hub systems of Singapore, Kaohsiung and the ports of Japan. It is the first Australian port of call for many European ships.

The Fremantle Port Authority, the State's railway operator Westrail and the Department of Economic Development and Trade have recognized these advantages and are actively promoting them overseas. The development of intermodal traffic represents a unique opportunity to

increase the frequency of services available to WA exporters and importers.

The Port of Fremantle is clearly moving towards its objective of becoming a major player in the development of new trade patterns and opportunities. Fremantle has also developed a strong sister port relationship with the Japanese port of Nagoya since the agreement was signed in 1983.

In 1988, Fremantle signed a Friendship Agreement with Antwerp. In April 1989, the Zhejiang Export Trade Fair was held at the Fremantle Port Authority administration building. It was the first Chinese trade exhibition ever held in Western Australia. A total of 18,000 Western Australians attended the fair, where they saw products from Zhejiang Province and consolidated ties between the Province and our State.

The Fremantle Port Authority participated in the successful WA Week in Singapore Exhibition which was co-ordinated by the WA Department of Economic Development and Trade. In March this year, the FPA followed up the exhibition with a seminar designed to develop closer trading links between itself and the Port of Singapore Authority. At the same time, a Memorandum of Closer Cooperation between the Port of Singapore Authority and the Fremantle Port Authority was signed in order to develop closer trade links.

The importance of the smaller Western Australian ports along one of the longest coastlines administered by any government anywhere in the world must not be overlooked.

Representatives of many of those port authorities are here today and the Western Australian Government recognises the importance of their port and shipping contributions to the broader Western Australian community.

The Department of Marine and Harbours administers two of our smaller ports of Broome and Wyndham in the Kimberley in the far north of the State. In recent times, Wyndham has enjoyed a significant expansion of its lead and zinc concentrates exports.

This port, which is almost part of South East Asia, may soon provide a northern gateway for the growing diversity of agricultural exports from Western Australia's massive Ord River Scheme, where artificially created Lake Argyle is nine times bigger than Sydney Harbour.

As Western Australia introduces waterfront reforms at this and other ports, costs will be lowered by up to one third which may, in turn, provide an impetus for a whole new generation of exports.

In this regard the Western Australian Government's shipping line, known as Stateships, is already pioneering new routes to smaller ports in Indonesia and elsewhere to the north of Australia.

Further to the south, in the State's Pilbara region, are three ports within 150 nautical miles of each other which export a combined total of 120 million tonnes of iron ore, liquefied gas and salt every year.

The ports of Dampier, Walcott and Port Hedland will play a critical role in the development of our State for many years to come. Last year, the Port of Dampier exported 54.4 million tonnes of iron ore, LNG and salt.

This is the highest tonnage for any Australian port and the opportunities for downstream processing of iron ore and various other metals and chemicals in the northwest is not far away.

The ports of Western Australia are definitely moving ahead internationally but, while you are here, you will be

hearing a lot about what is happening on the home front.

The agenda includes a wide range of matters which include environmental issues, hazardous cargoes, waterfront industry reform, location options for future port development, helping people and ports to live in harmony and workplace restructuring.

I believe you will enjoy your visit to this historic city and I hope that you have time to appreciate its distinctive 19th century architecture.

On behalf of the Western Australian Government, I wish you every success for the Conference and invite you to return to visit us in future.



Mr. Jenkin

**Speech by
Mr. J. M. Jenkin
Executive Director
Department of Marine
and Harbours,
Western Australia**

The Honorable Pam Beggs, Minister for Transport, Racing and Gaming and Tourism in the Government of Western Australia, Mr. J.H. McJunkin, President of IAPH, Mr. Trevor Poustie, Commissioner and General Manager, Fremantle Port Authority, IAPH Executive Committee Members, Ladies and Gentlemen:

A year ago, when Trevor and I were in Miami extending our invitation for the Executive Committee to hold its off-year meeting in Fremantle, we were confident that your presence would make a real contribution to our understanding of port affairs at the international level.

For us this is vital, for while we believe we have a particularly good place to live, all of you who have spent the time it takes to get here will understand that there is an element of remoteness to our lifestyle which makes it more important than for almost anywhere else in the world that we make an effort to extend our consciousness internationally.

This century so far has been dubbed 'the century of change'. The world has never seen a period of such rapid and extensive technological and social change. However, I believe the rate of change over the next fifty years will be significantly greater. We only have to look at the political changes in Eastern Europe as evidence — who would have foreseen those events a year ago? — and the ripple effect on all of us as balanced change will continue for some years. We can look at the strengthening of large trading blocks

(Continued on Page 15, Col. 2)



Mr. McJunkin

Address by Mr. J.H. McJunkin President of IAPH

The Minister for Transport, Racing and Gaming, Tourism, The Honourable Pam Beggs, Distinguished Guests, Fellow IAPH Members, Ladies and Gentlemen:

As President of the International Association of Ports and Harbors, I am extremely privileged and honored to express, on behalf of all our delegates and their partners, our deep gratitude and appreciation to our hosts, the Fremantle Port Authority and Department of Marine and Harbours, Western Australia, for enabling us all to hold this year's mid-term meetings of the Executive and other committees of our organization here.

We are particularly appreciative that the Minister for Transport the Honorable Pam Beggs has taken time from her busy schedule to join us for our Opening Ceremony.

We are also gratified by the warm invitation offered by the Right Honorable The Lord Mayor of Perth Mr. Charles F Hopkins, and His Worship the Mayor of Fremantle Mr. John Cattalini, to the civic receptions this evening at Perth and tomorrow evening at Fremantle respectively. We certainly look forward to the honor of being your guests at the receptions.

We are, of course, very thankful to Mr. Trevor Poustie, Commissioner and General Manager of the Port of Fremantle Authority, for all the work his team has done for us, while I wish to record our sincere thanks to Mr. John Jenkin, Executive Director, Department of Marine and Harbours, for the generous understanding and co-operation given to our meetings.

We were deeply impressed with the generous invitation from the Port of Fremantle for this year's meetings. Thus I would like to say how grateful we all are to be able to meet in this notable port city of Fremantle, well known as the site of the America's Cup a few summers ago, and, of course, as Western Australia's premier port and as a major gateway to the nation.

Following the changes which have occurred over the last few months in Eastern Europe, we have been observing the numerous developments taking place all over the world in virtually all facets of people's lives, and particularly in the political, economic and technical arenas. In this regard it can be said that ports are adapting very rapidly to meet the requirements of a swiftly changing international society and are effectively serving as a foundation of regional and international development.

In these circumstances IAPH, as a body which represents the interests of world ports, will continue its efforts to function as an information center through which the voice of world ports can be heard. As we look towards the 21st century — now less than a decade away — it is quite clear that our deliberations here will have immense significance for our future course.

Let me take this opportunity to express my profound appreciation to my Vice-Presidents, Mr. John Mather from Glasgow, Mr. Cheung Yeun-Sei from Seoul, Mr. Carmen Lunetta from Miami — who was the host of our last Conference — and Mr. Fernando Palao from Spain's Ministry of Public Works as the host for our conference next year — as well as Secretary General Kusaka from the Tokyo Head Office and Mr. Alex Smith from the IAPH London Office for their strong support afforded me and the excellent

Mr. Jenkin's Speech

(Continued from Page 14, Col. 2)

— Europe in 1992, the U.S. and Canada, ASEAN — for evidence of events which will very quickly bring significant shifts to the world economic balance.

Most of this change will have a major effect upon the international flow of goods and therefore upon shipping and ports, not only upon volumes but upon the directions of trade. It will increasingly be a world where effort, as well as opportunity plays a part in who succeeds in this technologically shrinking world.

The port community will need to at the front end of this process of change — any of us whose lag will be letting down our hinterland.

IAPH has a most significant and, I believe, expanding role in support of the port community.

- Firstly by continuing to provide a forum where the professionals of the business can meet, exchange views and experiences and generally benefit from the group thinking process of peers.
- Secondly, there are some matters which require a joint working effort from the port community to make sure that some of the technological developments which contribute to the international fabric of trade progress in a way that the point of interchange, ports, remains as efficient and effective as possible.

One such matter is EDI, which promises enormous savings in money and perhaps more importantly a freeing up of processes through the introduction of paperless trading.

- EDI will be introduced, and other international organizations are already involved in efforts to establish a coordinated approach to its introduction.
- The port community should be involved. In this respect, some preliminary discussions took place in Miami and Australia and a paper on the subject was presented to your Trade Facilitation Committee on Monday.

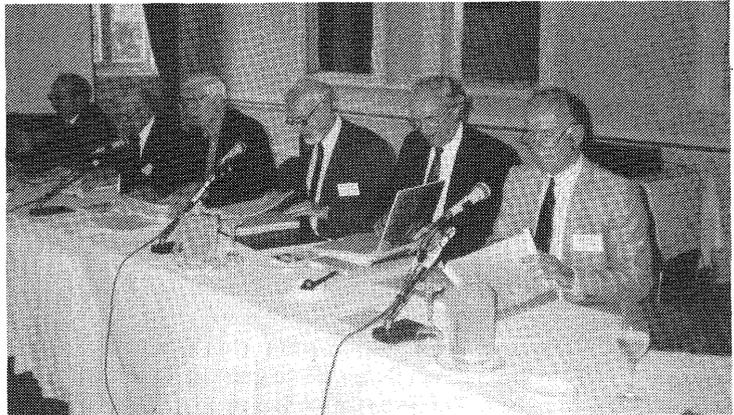
EDI is only an example. It demonstrates the fact of substantial impending change. In these circumstances it is particularly pleasing for me, on behalf of the Department of Marine and Harbours, to welcome this peak group of port executives to Western Australia.

Your deliberations are absolutely vital and we welcome the opportunity to learn from them. Let me wish your meetings this week in Fremantle every success.

teamwork they have displayed in backing me up in my Presidential role. My deep appreciation goes to our immediate past president Mr. Wong Hung Khim from Singapore and our Legal Counselor Mr. Falvey from New York for the wise advice they afforded me and our Head Office secretariat in carrying out their duties properly.

Equally I would like to thank our Committee chairmen and members for their devoted service in supporting the

COPSSEC met on May 8. From left, Messrs. van der Kluit, Fraenkel, Haar, Jr., Smagge, Smith and van der Schaaf.



COPSSEC Meets in Fremantle

Report by Jean Smagge, Chairman

1. A summary on the activities in Fremantle

The warm welcome paid by our hosts in Fremantle and the good organization of the Mid-Term Conference created the best conditions for fruitful meetings. Twenty three members attended the COPSSEC meeting on 8th May, where all the sub-committees were represented.

It is definitely clear that environmental issues are one of the most important priorities for the Committee. The presentation of the analysis of the answers to the questionnaire on the environment determined the next priorities of the Port Safety and Environment Sub-Committee. This Sub-Committee will be reinforced to enable the present team to deal with its great burden of work.

Again about the environment it must be stressed that the first meeting of the Co-ordination Group on Environmental Issues took place in Fremantle. All its members were present and John Mather, 1st Vice-President of IAPH, also attended the meeting.

The significant difference of approach on environment matters which appeared between the developed and developing ports was most informative for the group.

The discussions made it possible to define the work of the different Committees and Sub-Committees and to identify what sort of information exchanges between the different teams was necessary.

Even if the environment is very important, it is not the only topic for the COPSSEC surveys: for instance, the Committee was in favour of submitting a recommendation for VTS to IMO upon the approval of the Executive Committee.

This important work was completed by the Marine Safety Sub-Committee together with IALA and IMPA.

As far as the membership is concerned, it was pleasant to note the applications of new members. These applications have been submitted to the President for his approval.

This meeting was the last for our friend Johann van der Schaaf, who had retired from the Port of Rotterdam last October. Johann van der Schaaf and his famous pipe

various activities of our organization. I must say that the history of IAPH has been woven by all these dedicated members who have participated in the challenging work which the Association has constantly tackled for the collective interests of world ports. I do not doubt that, by working together, we can further enhance the value of our organization and thus better meet the demands of the times.

Thank you.

were very well-known among the members of our Association. The work he completed as Chairman of the Marine Safety Sub-Committee is highly appreciated.

The next meeting of the COPSSEC is scheduled for La Havre or Paris on October 23, 1990. A great deal of work lies in front of us to be completed for the Barcelona Conference. Active members for the different Sub-Committees will be very welcome!

2. Report on the meeting of the Co-ordination Group on Environmental Issues

The meeting was held on May 8, 1990 at the Esplanade Hotel in Fremantle attended by the following members and officers.

Jean Smagge (Chairing)	Chairman of COPSSEC
John Mather	First Vice-President of IAPH
R. Kondoh	Deputy Secretary General
Patrick Keenan	Vice-Chairman of CLPPI
Bert Kruk	Chairman of CIPD
Robert Cooper	Chairman of CHOC
Bob Calis	Chairman of PACOM
Alex Smith	Vice-Chairman of COPSSEC
J J van der Schaaf	Chairman of the Marine Safety Sub-Committee
P van der Kluit	Chairman of the Port Safety and Environment Sub-Committee
H Haar	Chairman of the Dredging Task Force
P Fraenkel	Chairman of the Port Planning Sub-Committee
J Perrot	Assistant to the Chairman of COPSSEC
K Jurriens	Port of Rotterdam
I Guessennd	Port of Abidjan

When the COPSSEC met in Le Havre on 2 October 1989, the importance of the environment in the everyday life of the ports was stressed and it was decided that, to co-ordinate the work dealing with environmental issues within the COPSSEC and IAPH, it was necessary to set up a special working group.

It was suggested that this working group be headed by the Chairman of the COPSSEC and composed of the Chairmen of the Port Safety and Environment Sub-Committee, the Marine Safety Sub-Committee, the Port Planning Sub-Committee and the Dredging Task Force, a Representative of the CLPPI and a Representative of the CIPD. This working group is intended to provide good co-ordination when analysing the different aspects of environmental problems.

Within the COPSSEC, according to the terms of reference of each Sub-Committee, the various aspects of the environment are allocated as follows:

- The Marine Safety Sub-Committee will work on the transportation of dangerous goods and the casualty aspect.
- The Port Planning Sub-Committee will work mainly on port-and-city relations (as far as derelict areas are concerned) and will also look at new regulations for plant settlements (Seveso, Bhopal, etc.) as far as the port master plan is affected.
- The Dredging Task Force will work on the quality of dredged materials, reclaimed land and the consequences of dumping on the quality of water; and
- The Port Safety and Environmental Sub-Committee will work on such topics as the handling and storage of dangerous goods, air pollution, noise, MARPOL regulations and land/soil pollution.

Further to the results of the questionnaire on environmental issues collected at the beginning of this year and commented on during the COPSSEC meeting which took place on the morning of 8 May 1990, it was decided to invite to this meeting the Chairman of CHO, Robert Cooper, and the Chairman of PACOM, Bob Calis. Also invited to attend was Captain Guessennd of the Port of Abidjan, who represented J M Moulod (member of the IAPH Exco) and Honorary President of the Port Management Association of Western and Central Africa.

Opening the meeting the Chairman, Mr. Jean Smagghe, presented the background of the creation of the Co-ordination Group and the results of the questionnaire on the eleventh Environmental Priorities for Ports (see graph in Annex).

Then the different members of the Co-ordination Group had the opportunity to exchange information on the work they intend to perform in terms of the environment. The following points emerged:

- with the CIPD, fruitful cooperation with COPSSEC experts on environmental issues could be set up to organize one or two week seminars in developing countries. The COPSSEC guidelines on the environment would be used in such seminars, and IAPH would try to get the necessary funds from the World Bank and other organizations.
- The CLPPI plans to work on regulations covering environmental concerns, and co-ordination will be necessary with the technical expert of the COPSSEC.
- The CHO will focus its work on the size of the containers and their consequences on the equipment, and will leave to the COPSSEC the environmental aspects of the handling and storage of dangerous goods.
- The PACOM does not feel that the aspects of port derelict areas and port-city relations, and will concentrate its efforts on the "social" relation aspects.

New Appointments:

In accordance with the recommendation by the COPSSEC Chairman, the following individuals have been appointed by President McJunkin to serve the Committee.

Marine Safety Sub-Committee

- Mr. Chris van Krimpen, Senior Partner, Port Management Consultants (Rotterdam)
- Mr. Kuo-Quan Cheng, Managing Director, Association of Ports and Harbours (Taipei)

Dredging Task Force

- Mr. Dwayne Lee, Deputy Executive Director, Development (Los Angeles)

Port Safety and Environmental Sub-Committee

- Mr. van Meel, Commercial Counsellor (Antwerp)
- Mr. Gerard Velter, Operation Manager (Le Havre)

Port Planning Sub-Committee

- Mr. T.J. Frawley, Asst. Director, Planning & Local Services, Marine Department (Hong Kong)

nationally and nationally applied. The position of IAPH had to pass from a passive to an active one.

This last point of view raised many remarks:

- IAPH is very active in representing the interests of the port members (for instance, the Dredging

The second point of the meeting was devoted to the strategy that could be set up in terms of the environment. Significant differences in approach among the members surfaced, as follows:

Mr. Guessennd, Representative of Mr Moulod, stated that African ports have to deal with a lot of problems and, even though they are respectful of the environment, it is not their first concern. Their it is important for them to adopt a programatic approach to the matter. Mr. Moulod intends to present a paper in Barcelona summing up the opinions of his African colleagues on this topic.

- Mr Smith intervned to ask whether it was intended, at this stage, to consider initiating the development of a strategic plan for the environment. At the Chairman's request, he outlined his personal view that it was essential in promoting IAPH issues at international gatherings that this be done with a clear understanding of IAPH overall aims and objectives on environmental matters. So far as he was aware, that situation still remained to be resolved. He stressed the significance of intergovernmental and UN agency pronouncements in this regard. IAPH would be well advised, he thought, to take the first steps towards an IAPH strategic plan at this conference. The basis for that plan could, in the event, be the concept of sustained use and sustainable economic development as defined in the 1987 Bruntland Report which was now widely accepted by the world's states.

Mr. Jurriens (Port of Rotterdam) added that IAPH as a global organization would fail in its task if it did not edictate regulations which could be inter-Task Force to the London Dumping Convention),

and much work has been completed in carrying out environmental guidelines dealing with such matters as aids to navigation, crisis management, port planning and waste disposal.

- Mr. Guessennd insisted that not all ports can have the same policy regarding environment due to different levels of industrialization and various financial and political circumstances. Thus it appears difficult to edictate environmental regulations applying to all ports around the world.

Finally, the great majority of the members affirmed that IAPH had to go step by step concerning environmental issues to give the best information to its members and to represent their interests in international organizations.

The general concept of "sustainable port development" can be accepted, providing that each port remains responsible for its development in accordance with its own economic, political and environmental background.

CIPD Fund-Raising Campaign 1990

The Secretary General appeals for contributions anew

At its mid-term meeting in Fremantle, the Executive Committee reviewed the result of the fund-raising campaign which started two years ago. Approximately 82% of the targeted amount of US\$70,000 set in 1988 had been raised as of May 1990. It was agreed that, in spite of the shortfall in the target, the general membership should not be assessed for the remainder and that a fund-raising campaign setting a new target of US\$70,000 should be embarked on as soon as possible.

In accordance with the above guidelines, the Secretary General has sent a letter to all IAPH members for voluntary contributions to the CIPD Fund, appealing to them about the urgent need to replenish the IPD Fund. Promptly answered to the call, as of July 10, 1990, the three ports have made their fresh contributions or pledge to the Fund. They were the Ports of Copenhagen, Denmark (contribution of US\$1,000), Stockton, U.S.A. (contribution of US\$500) and Valencia, Spain (pledge of US\$1,000) respectively. All developments in the new fund-raising campaign will be reported through this journal on a regular basis, while the list of contributors who participated in the previous campaign is available in the box.

Contributions to the Special Fund (in the term of 1988-1989, as ended in May 1990)

Contributors Paid	Amount Paid: (US\$)
Port of Yokohama, Japan	4,950
City of Kobe, Japan	4,438
Tokyo Metropolitan Government, Japan	3,941
IAPH members in the Netherlands*	3,209
Nagoya Port Authority, Japan	3,033
Associated British Ports, U.K.	3,000
All French Ports by UPACCIM**	1,560
Kawasaki City, Japan	1,444
Cyprus Ports Authority, Cyprus	1,400
Clyde Port Authority, U.K.	1,000
Daito Kogyo Co., Ltd., Japan	1,000
Georgia Ports Authority, U.S.A.	1,000
Penta-Ocean Construction Co., Ltd.,	

Japan	1,000
Port Authority of New York & New Jersey, U.S.A.	1,000
Port of Copenhagen Authority, Denmark	1,000
Port of Houston, U.S.A.	1,000
Port of Long Beach, U.S.A.	1,000
Port of Montreal, Canada	1,000
Port of Seattle, U.S.A.	1,000
Ports Public Authority, Kuwait	1,000
7 Ports of New Zealand***	1,000
South Carolina State Ports Authority, U.S.A.	1,000
Vancouver Port Corporation, Canada	1,000
Puerto Autonomo de Barcelona, Spain	991
Port of Hakata, Japan	985
Kobe Port Development Corp., Japan	698
Osaka Port Terminal Development Corp., Japan	697
Hiroshima Prefecture, Japan	666
Junta del Puerto de Gijon, Spain	500
Port Rashid Authority, UAE	500
Port of Reykjavik, Iceland	500
Sharjah Ports Authority, U.A.E.	500
Toa Corporation, Japan	500
Japan Port & Harbor Association, Japan	450
Kajima Corporation, Japan	420
Toyama Prefecture, Japan	420
Chiba Prefecture, Japan	403
Obayashi Corporation, Japan	400
Japan Cargo Handling Mechanization Association, Japan	390
Japanese Shipowners' Association, Japan	390
Maritime Services Board, N.S.W., Australia	390
Shimizu Construction Co., Ltd., Japan	390
Taisei Corporation, Japan	390
Niigata Prefecture, Japan	362
Port of Oakland, U.S.A.	350
Korea Dredging Corporation, Korea	300
Port Authority of Fiji, Fiji	300
Port of Halifax, Canada	300
Canada Ports Corporation, Canada	250
Mr. Robert W. Innes, Canada	250
Nigerian Ports Authority, Nigeria	250
Saeki Kensetsu Kogyo Co., Ltd., Japan	250
Toyo Construction Co., Ltd., Japan	234
Johor Port Authority, Malaysia	200
Klang Port Authority, Malaysia	200
Kuantan Port Authority, Malaysia	200
Mauritius Marine Authority, Mauritius	200
Port Alberni Harbour Commission, Canada	200
Port of Nanaimo, Canada	200
Tanzania Harbours Authority, Tanzania	200
Public Port Corporation II, Indonesia	150
Autorite Portuaire Nationale (APN), Haiti	100
Dr. Frederik K. DeVos, Canada	100
Gambia Ports Authority, Gambia	100
Port Authority of Thailand, Thailand	100
Port of Redwood City, U.S.A.	100
Solomon Islands Ports Authority, Solomon Islands	100
Total:	US\$ 56,551

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

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

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

THE 17TH WORLD PORTS CONFERENCE OF IAPH



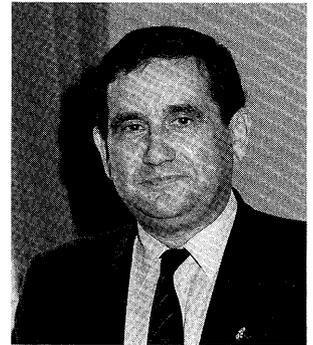
Invitation Message from Dr. Fernando Palao Host for the 17th World Ports Conference

As the Chairman of the Organizing Committee of the 17th Conference of the International Association of Ports and Harbors (IAPH), I have the honour and the pleasure of inviting all its members and sympathizers to take part in the organization's 17th World Conference, which will be held on the Spanish Mediterranean Coast on May 4 to 11, 1991. On this occasion the Conference has been organized by the Directorate General of Ports and Coasts of the Ministry of Public Works and Town Planning, the Autonomous Ports of Barcelona and Valencia and the National Harbours Council in the Balearics of Spain. The "Colegio de Ingenieros de Caminos, Canales y Puertos" (Professional Association of Civil Engineers) is in charge of the Organization Secretariat for the Conference, with the cooperation of the Centre of Studies and Experimentation in Public Works of the above mentioned Ministry.

On their behalf and on behalf of IAPH I should like to invite port managers throughout the world to join us during the first week of May 1991 and take part in our biennial meeting. On this occasion, with the aim of staging a representative and original port show for our visitors, the Organizing Committee has decided to hold the sessions at the itinerant site: a spacious cruise liner; the "EUGENIO C" which will house our work sessions and will at the same time allow us to visit the course of one week five Spanish ports, and therefore to get in touch with the current situation of present-day ports.

It has likewise been attempted to promote the technical aspect of our international meeting, by accepting technical reports of different port-related subjects. These will be published and distributed to all the participants. A carefully selected panel of speakers (rapporteurs) (approved by the IAPH Executive Committee) will assure a high technical standard at the Conference.

The Organizing Committee of which I am the Chairman will do all within its power to guarantee to the participants the complete success of the Conference, assuring a warm atmosphere in keeping with traditional Spanish hospitality.



Director, Ports and Coasts for Spanish
Ministry of Public Works,
Fernando Palao

DURATION: from Saturday, May 4 to Saturday, May 11, 1991

VENUE: Passenger Ship "Eugenio Costa" starting from Barcelona, visiting Mahon, Palma de Mallorca, Ibiza and Valencia, and then returning to Barcelona.

PRE-CONFERENCE MEETINGS: The pre-Conference joint meeting of the Board & Exco, those of the Internal & Technical Committees, and some of the Conference Committees will be held at the Hotel Princesa Sofia in Barcelona on Saturday, May 4 and Sunday, May 5, 1991.

CONFERENCE CHAIRMAN: Dr Fernando Palao, Director General, General Direction for Coasts and Ports, Ministry of Public Works, Spain

CONFERENCE THEME: Challenges for Ports—Present and Future

REGISTRATION FEES:

The Registration Fee entitles both the registered person and their companion to participate in all events, both technical and social, at the Conference, as well as to receive a single full set of documents.

The Registration Fee also entitles participants to accommodation in a cabin on the EUGENIO C, the ship which is to be the Conference site from May 5 to May 11, 1991. The charge for the cabin requested will be paid separately, in accordance with the prices in the cabin list below.

The Registration Fee will be paid by means of a cheque or bank voucher other than that used to pay the cabin and for companions' expenses.

Items	Spanish Pesetas	German Marks	French Francs	Japanese Yen	UK Pounds	US Dollars
IAPH Members	100,000	1,577	5,292	147,000	570	931
Non-Member	150,000	2,366	7,938	221,000	855	1,397
Honourary IAPH members are exempted from payment of the Registration Fee.						

ACCOMMODATION: The following types of cabin and their respective fees were announced by the Host.

Type of Cabin	Spanish Pesetas	German Marks	French Francs	Japanese Yen	UK Pounds	US Dollars
1) DEL	270,000	4,258	14,288	398,000	1,539	2,514
2) DEN	210,000	3,312	11,113	309,000	1,197	1,955
3) DIN	180,000	2,839	9,526	265,000	1,026	1,676
4) IE	150,000	2,366	7,938	221,000	855	1,397
5) II	120,000	1,892	6,350	177,000	684	1,117
2A) DEN 1	190,000	2,996	10,055	280,000	1,083	1,769
3A) DIN 1	160,000	2,523	8,467	236,000	912	1,490

DEL—Double Outer Luxury Cabin

DEN—Double Outer Standard Cabin

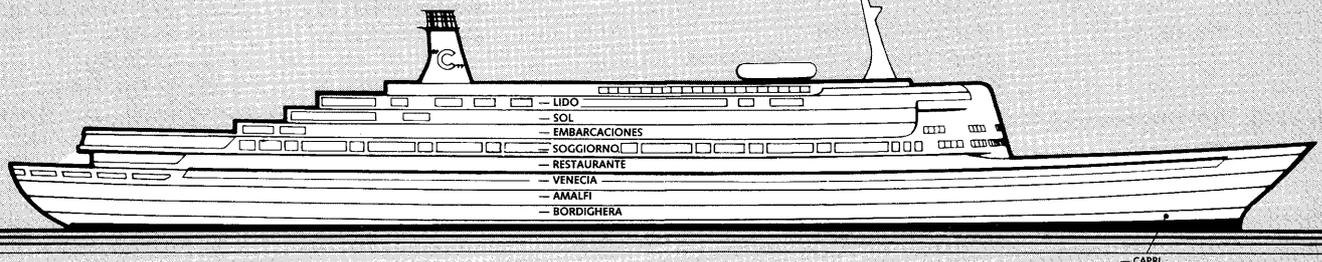
DIN—Double Inner Cabin

IE—Single Outer Cabin

II—Single Inner Cabin

2A—Double Out. Standard Cab. Single Accommodation

3A)—Double Inner Cabin Single Accommodation



The charges quoted above are inclusive of all meals on board for two people, in the case of a double cabin, or for one person, in the case of a single cabin, including wine and mineral water served with the meals, as well as coffee and lunch and dinner. Likewise included is attendance at all the social events taking place on the ship. Reservations after March 1st 1991 will be subject to a 20% increase.

BARCELONA HOTEL RESERVATIONS:

On Saturday, May 4 and Sunday, May 5, 1991, the various meetings of the IAPH Internal and Technical Committees as well as Conference Committees will be held in Barcelona. For this purpose the Organizing Committee has booked an adequate number of rooms at the relevant hotels to accommodate the Committee members, as from the night of Friday the 3rd of May.

All those who attend the Committee meetings and need a booking in one of these hotels should fill in the Barcelona Hotel Reservation Form included with Bulletin No.1 and send it as soon as possible, enclosing a cheque for the appropriate amount to: **ULTRAMAR CONGRESS**

Muntaner, 470 28002 BARCELONA (SPAIN)
Tfno.: 34-3-414 01 14 Fax: 34-3-414 61 57

Pre-Conference meetings of the Board and various committees will be held at the Hotel Princesa Sofia in Barcelona on May 4 and May 5, 1991.

Hotel Charges

	Spanish Pesetas	German Marks	French Francs	Japanese Yen	UK Pounds	US Dollars
Hotel Princesa Sofia						
1) Double	37,500	591	1,985	55,000	214	349
2) Single	29,000	457	1,535	43,000	165	270
Hotel Victoria						
1) Double	23,750	375	1,257	35,000	136	221
2) Single	18,200	287	963	27,000	104	169
Hotel Wilson Regina						
1) Double	16,200	255	857	24,000	92	151
2) Single	12,500	197	662	18,000	71	116

The IAPH Head Office Notes: The above currency values were translated from the Spanish Pesetas at the exchange rates existed on April 10, 1990 (Source: IMF Survey) just for the convenience's sake.

A PROVISIONAL PROGRAM

Saturday, May 04, 1991

0900/1700 Pre-Conference Meetings of the Internal & Technical Committees (at the Hotel Princesa Sofia in Barcelona)

Sunday, May 05, 1991

0900/1000 Pre-Conference Meetings of the Internal & Technical Committees (at the Hotel Princesa Sofia in Barcelona)

1000/1200 Pre-Conference Board & Exco Joint meeting (at Hotel Princesa Sofia in Barcelona)

(1200—Delegates start boarding the ship)

1900/2100 Opening Ceremonies (at the Port of Barcelona)

Monday, May 06, 1991

0900/1100 First Plenary Session

1130/1400 Working Session 1: Technical Committees Forum
1630/1730 Working Session 2: "Trends in the Passenger Ship and Cruise Industries"

Presentation A: "Marine-oriented Tourism in the Mediterranean Sea"

Presentation B: "Effects of the Euro Tunnel on European Transport"

(Evening: Dinner and departure for Menorca Island)

Tuesday, May 07, 1991

(Early morning: Arrival at Mahon)

0830/1100 Working Session 3: "Facilitation of World Maritime Trade"

0830/0945 PART ONE "Interchange of Information between Ports—EDI among Ports, Shippers, Shipping Agents and Customs"

Presentation A: Theme: to be finalized

Presentation B: Theme: to be finalized

Presentation C: Theme: to be finalized

1000/1100 PART TWO "Legal Barriers to International Trade"

Presentation A: "Legal Barriers to Foreign Trade"

Presentation B: "Ports and Trade Impediments—Establishment of An International Trade Law"

1115/1245 Working Session 4: "European Integration"

Presentation A: "Repercussions of European Integration on Foreign Trade"

Presentation B: "Prospects in the Eastern European Countries"

Presentation C: Theme: to be finalized

(Afternoon: Visit of the Island of Menorca)

(Evening: Dinner, then proceed from Mahon to Palma de Mallorca)

Wednesday, May 08, 1991

0830/1115 Working Session 5: "The Environment"

0830/0945 PART ONE: "Ports and their Environment"

Presentation A: "Marine Pollution and World Ports"

Presentation B: "Transport and the Handling of Dangerous Goods"

Presentation C: "Problems for Dredging"

1000/1115 PART TWO: "Environmental Problems in Ports of Developing Countries"

Presentation A: "Ports in Africa Facing the Problems of the Environment"

Presentation B: "The Environmental Impact Assessment"

Presentation C: "North-South Cooperation on Environmental Problems"

1130/1330 Working Session 6: Ports/Cities—Their Inter-Relationships"

Presentation A: Theme: Yet to be finalized

Presentation B: "The Development of City and Port—An Asian Example"

Presentation C: "Port-City Relationship—A South American Example"

Presentation D: "Port-City Relationship—A Canadian Example"

(Afternoon: Visit to Palma de Mallorca)

(Evening: Dinner and departure for Ibiza)

Thursday, May 09, 1991

(Early morning: Arrival at Ibiza)

0830/1400 Working Session 7: "Port Management"

0830/1020 PART ONE: "The Institutional Characteristics of Ports"

Presentation A: "Autonomous Port Management"

Presentation B: "Ports as Private Entities"

Presentation C: "Ports as Public and Quasi Public Institutions"

Presentation D: "Ports of the Future—Interdisciplinary Facets"

1030/1220 PART TWO: "Models of Organization and Port Management"

Presentation A: "Grade of Self-Autonomy in Port Management"



	Presentation B:	"Administrative Competence in Port Management"
	Presentation C:	"Intervention in the Development and Pricing at in Port"
	Presentation D:	"Theme: Yet to be finalized"
1230/1400 PART THREE:		"The Role of Ports within Nations, States and Regional Groupings"
	Presentation A:	"The Competence of the Port Authority"
	Presentation B:	"Economic and Financial Regulations in Ports"
	Presentation C:	"Advantages and Disadvantages of the Existence of National Policies on Ports"

(Afternoon: Visit to Ibiza)
(Evening: Dinner and departure for Valencia)

Friday, May 10, 1991

(Early morning: Arrival at Valencia)

0830/1045 Working Session 8: "Human Resources"

0830/0930 PART ONE: "Work Relations in Ports"

Presentation A: "Formation and Professionalism in Dock Working"

Presentation B: "Regularity in the Lending of Services in Port Activities"

0945/1045 PART TWO: "Social Repercussions of the New Methods of Cargo Handling"

Presentation A: Theme: to be finalized

Presentation B: "Security and Hygiene in Dock Work"

1100/1230 Second Plenary (Closing) Session

1245/1345 Post-Conference Board and Exco Joint Meeting

1345/1415 Post-Conference Exco Meeting

(Afternoon: Visit to Valencia)
(Evening: Dinner and Departure for Barcelona)

Saturday, May 11, 1991

(0900 -The ship "Eugenio Costa" will come back to the Port of Barcelona)

Notes by the Conference Host: (from Bulletin No.1)

1. Registration

The Organization of this Conference is based on prior registration, although every effort will be made to assist those persons wishing to register immediately before its opening, provided there still remains some vacant accommodation space.

Your registration should be made as soon as possible, and in any event before March 1, 1991, fill in both parts of the Registration Form, and send it, together with two bank cheques (one to cover the accommodation charges and the other for the registration fee) to:

17CONFERENCIA INTERNACIONAL IAPH
Colegio Ingenieros de Caminos
Almagro, 42
28010 MADRID (SPAIN)
Phone: 34-1-308 20 23 Fax:34-1-308 39 32

2. Cabin Reservations

We shall be obliged to book the Cabins according to the old harbour principle of "first come, first served."

On the Registration Form, participants should indicate the type of cabin they wish to reserve, as well as the two possible options, in order of preference, in case the type of cabin selected is already booked up.

The amount paid will be for the type of cabin selected in the first place. The Organizing Committee will request additional payment or give a refund in case the Cabin allocated is not of the type initially selected.

On the Cabin Reservation Form, you should state the names of the persons who will be staying in it, indicating who has registered as a participant at the Conference and who is attending as a companion.

The payment document should cover the amount due for the Cabin and the board & lodging fee for companions, should there be more than one in the Cabin. The bank cheque must not be the same as the one used to pay the registration fee.

All remittances, both for Registration and Cabin reservation, will be made in Spanish Pesetas.

3. Accommodation

You are kindly requested to indicate on all documents of payment your name and addresses, as well as stating "17th IAPH Conference."

The Organizing Committee will allocate the different types of cabin available on board in strict order of reception of reservations.

A cabin reservation will be deemed to be confirmed once the Organizing Committee has received payment of the amount

corresponding to the said reservation. Reception of this remittance will be acknowledged in every case by means of the corresponding receipt, which will be sent to all participants.

Any participant registered for the Conference who has paid the above stated Registration fees may be accompanied by another person, in the capacity of a companion, with no extra charge, provided that the accompanying person stays in the same cabin as the registered participant, and that the latter has booked a double cabin.

Furthermore, it is possible to accommodate up to two additional companions, also covered by the Registration Fees of the participant taking the Cabin, for an additional fee of 50,000 ptas per season to cover Board and Lodging expenses. This fee will entitle the persons concerned only to take part in the events scheduled for companions. The second and third companions will be accommodated in bunk beds.

All the cabins should therefore include at least one person who has paid the full Registration Fee.

4. Services on Board the Eugenio C

Services provided on the ship serving as the site for the Conference will include telephone, telex and fax, the use of which will be paid for directly by the passengers.

All the other services usually found on a cruise will also be available: medical services, laundry, hairdresser, manicure, photographer and religious services. Except for the last mentioned, any service will be paid for directly by the passengers who requested it.

Payments on board can be made in US dollars and in Spanish Pesetas. There will be a bureau de change on board, providing exchange facilities from other currencies into dollars or pesetas.

5. Communications while cruising

Throughout the course of the Conference, it will be possible to contact participants by telephone, fax or telex at the following numbers:

Ship EUGENIO C, Atlantic Satellite: 0581- Fax and telephone: 115 01 16

6. Confirmation of Registration and Cabin Reservation

All registered participants will be sent a document of confirmation on registration stating the type of cabin allocated, once the documents of payment for both items have been received and accepted.

The document of confirmation of registration and cabin reservation must be presented at the Conference Registration and Information Desk on arrival in Barcelona.

Confirmation of the Barcelona hotel reservations will be sent directly by the travel agency VIAJES ULTRAMAR.

7. Cancellations and Refunds

Requests for cancellation and the refund of paid up sums should be sent to:

Comite Organizer 17 Conferencia IAPH
 Colegio de Ingenieros de Caminos, Almagro 42
 28010 MADRID (SPAIN)
 Phone: 34-1-308 20 23 Fax 34-1-308 39 32

Registration cancellations made before March 1, 1991 will be subject to a 20,000 Ptas deduction to cover administrative and secretariat expenses. For cancellations received between March 1st, 1991 and April 1st, 1991, will only be reimbursed 50% of the sum received. No refund will be made for cancellations received later than April 1st, 1992.

8. Reception at the Airport

An information desk will be set up in the International and Domestic Arrivals areas of Barcelona International Airport during the 3rd, 4th and 5th of May, 1991. These desks will provide all the information required by the participants on their arrival.

9. Note for Later arrivals and early departures

Barcelona, Palma de Mallorca and Valencia having good international airports will allow late arrivals and early departure for specially busy participants. In such case, each participant must pay the full registration and cabin fees.

10. Languages at the Conference

The languages of the Conference will be English and Spanish, although a translation service into other languages will be provided if there is a large enough number of participants concerning a specific language to justify doing so. Initially, arrangements have been made for translation into Japanese and French.

11. Registry and Information Desks

During the three days prior to boarding the EUGENIO C, two Registration and Information Offices of the 17 IAPH Conference will be open to provide assistance to all those participants at the Conference planning to arrive in Barcelona before the day of boarding. One will be located at Hotel Princesa Sofia from May 2nd to May 4th. Another will be open from May 2nd to May 5th at Puerto Autónomo de Barcelona. Along the boarding day, May 5th, a left luggage service will be provided in the Puerto Autónomo de Barcelona.

12. Schedules for the Ceremonies and Ship Movements:

The Opening Ceremony will take place at the Port of Barcelona on Sunday, May 5, 1991 at 1900 hours. As from 1200 hours on that same date it will be possible to board and occupy the cabin reserved on the vessel EUGENIO C, which will be moored in Barcelona Harbour.



The Closing Ceremony of the Conference will be held in Valencia Harbour on Friday, May 10, 1991. At the end of the Closing Ceremony, the vessel EUGENIO C will set sail for Barcelona, where the journey and the stay on board will come to an end. Arrival in Barcelona is expected at around 9 o'clock in the morning. The ship's movements will be as illustrated in the following map.

13. On the Presentation of Written Papers

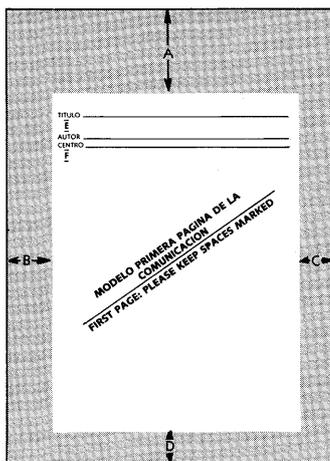
Any IAPH member who wishes to do so may send a written report to the Conference. The Organizing Committee will publish and distribute among the participants at the Conference those written reports deemed to be of general interest, which are sent in for their publication and which conform to the rules laid down for the submission of written communications, which are described below.

Preference will be given in the selection for publication to those reports making reference to one of the subject matters of the Conference, which do not contain advertising as their main objective.

Reports should be written exclusively in English, on A4 size paper, with a maximum length of five (5) pages numbered and typed with double spacing, including in this length all the bibliographical items and references, as well as the report title and the name and position of the author. The reproduction of the communication will be carried out directly from the original received, and therefore we would respectfully request the use of clear typewriting. The following is a sample of the page format required.

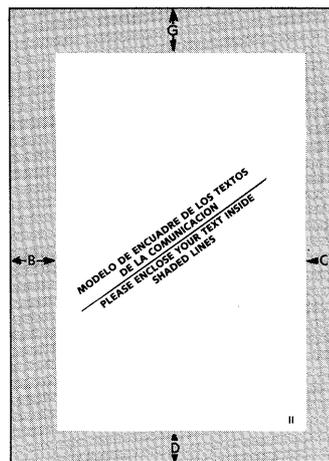
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Size: A4 21 x 30 cm
 Margin:
 A: 5.0 cm
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 C: 2.0 cm
 D: 2.0 cm
 E: 1.0 cm
 F: 2.0 cm
 Maximum: 45 Lines



From the 2nd page

Size: A4 21 x 30 cm
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 C: 2.0 cm
 D: 2.0 cm
 Maximum: 60 lines per sheet



Technical Committee Reports to the Executive Committee

Committee on Port & Ship Safety, Environment and Construction (COPSSEC)

By **Jean Smagghe, Chairman of COPSSEC, Executive Director, Port of Le Havre**

Introduction:

During the 16th Conference in Miami, a few changes occurred in the COPSSEC: the most visible part is undoubtedly the addition of an 'S' meaning 'Ship'— in the abbreviation of the committee name. The terms of reference of the Committee and those of the sub-committees were updated to cope with the work objectives for the new two-year term leading up to the 17th Conference. The following two sub-committees have changed their names so as to express in a more concrete way the evolution and the objectives of the COPSSEC: the Port Planning (formerly called Engineering) Sub-Committee and Port Safety and the Environment (formerly called Port Safety) Sub-Committee. At the same time the Committee was strengthened with new members.

Environmental Matters

It is obvious that today environmental matters are one

of the most important concerns for the Committee.

Further to the Miami Conference, the COPSSEC met in Le Havre on October 2, 1989 before its mid-term meeting at Fremantle, which was held on May 9. The main points on the agenda at Fremantle were as follows:

1. Comments on the results of the questionnaire on the environment
2. Report on the work of the five sub-committees
3. Membership
4. Recommendation on VTS for submission to IMO
5. Next COPSSEC meeting

Comments on the results of the Questionnaire on the Environment

In November 1989, IAPH Secretariat issued a survey on the eleven environmental priorities in Ports. The answers from many Ports have been received. (183 in all - 133 IAPH members and 50 from non-members).

New Directors from Australia

At a meeting of the IAPH Regular Members in Australia held on June 5, 1990, the following individuals were elected as IAPH Directors and Alternate Directors. The results of election have been informed to the Secretary General through AAPMA's Executive Director Mr. Brown and MSB's Chief Executive Mr. Moore-Wilton respectively.

Directors:

1. **Mr. G. Martin**
Principal General Manager
Port of Brisbane Authority
(GPO Box 1818, Brisbane Qld 4001)
2. **Mr. M. Moore-Wilton**
Chief Executive
Maritime Services Board of New South Wales
(GPO Box 32 Sydney NSW 2001)

Alternate Directors:

1. **Mr. G.R.M. Fenton**
Chairman
Gladstone Port Authority
(P O Box 259 Gladstone Qld 4680)
2. **Capt. R. Buchanan**
Director Regional Ports
Department of Marine and Harbors
(P O Box 19, Port Adelaide SA 5015)



The Port of Le Havre delegation headed by Mr. Smagghe (center) receives a warm welcome at the Head Office in Tokyo.

Visitors to Head Office

May 23, 1990 — **Mr. John Pisani**, Director, Office of Port and Intermodal Development, Maritime Administration, U.S. Department of Transportation

May 25, 1990 — **Mr. Alexander Krygsman**, Port Director, Stockton Port District, U.S.A. (together with Mr. Kim, an engineering consultant of the Port)

June 11, 1990 — **Mr. Jean Smagghe**, Executive Director, Port of Le Havre together with **Mr. Jose Perrot**, Assistant Manager, External Affairs Department, **Mr. Patrick Cornet**, Press Officer, External Affairs Department, **Mr. Bernard Coloby**, Liner Manager and **Mr. J.A. Monnin**, Far East Representative

The conclusion was that there are three main topics:

- i dangerous goods
- ii water pollution
- iii dredging and the disposal of waste material

All the respondents, irrespective of their location, gave priority to these topics. In addition, two other topics were widely identified:

- Port-City relations
- Air pollution

Further to this survey, the different sub-committees will have to analyse the various topics in relation with the other Technical Committees so that all aspects of these matters (social, legal, etc.) can be tackled.

A co-ordination group on environmental issues has been set up to ensure good cooperation between the different Technical Committees. (Refer to the above report of this meeting.)

Main Comments

- a) Dangerous goods and waste pollution will obviously be analysed by the Port Safety and Environment Sub-Committee.
- b) The Dredging Task Force will continue its work on the subject in relation with the LDC.
- c) Port-City relations will have to be analysed by the Port Planning Sub-Committee. The task will not be easy due to the political implications of the matter. A methodology for tackling this topic will be presented during the next COPSSEC meeting in October.

Report on the Work of the different Sub-Committees

1) Ship Sub-Committee

During the last meeting held in Paris, it was decided to set up some working groups to carry out studies on different types of ships:

- Container Vessels
- Bulk Carriers
- Passenger Ships

The report is in progress. A first draft has been distributed. It was noted that these days tankers are under the spotlight on the double hull. The Ship Sub-Committee will have to work on this item in cooperation with the Marine Safety Sub-Committee.

2) Marine Safety Sub-Committee

Results of the activities of MSSC during the period may 1989 – May 1990:

– Document prepared by Working Group on Harmonisation of Procedures for VTS communication to be sent to IMO for interim information.

– The Guidelines prepared by Working Group 2 on Recruitment, Qualifications and Training are subject to approval now by the EXCO of IAPH and will be jointly (with IALA, IMPA, etc) submitted to IMO.

– Working Group 3 has produced the terms of reference for a ship identification, polling and tracking and automatic reporting system to be operated in conjunction with VTS. The final report will be submitted to the Sub-Committee of Navigation of IMO.

– Working Group 4 has finished work on the first edition of the World VTS Guide. A formal presentation of the Guide to Mr. Srivastava, Secretary General of IMO, took place in IMO 16 October, 1989.

A Bulletin on the 17th IAPH Conference Circulated

The Organizing Committee for the 17th Conference in Spain has recently published a 45-page pocket-size booklet containing general information on the arrangements for the Conference. The booklet, which will be sent to all IAPH members from our host in due course, includes two application forms - one for registration and cabin reservation and the other for hotel reservation in Barcelona. While our host admits that the arrangements outlined in the bulletin are still subject to further adjustment, the Committee urges IAPH members to give their special attention to the necessary actions for their application. The message from the host and major points outlined in the bulletin are introduced in the 17th Conference Special Section of this issue.

– Working Group 5 still working on Co-ordination between the adjacent VTS centers.

– The paper on the Recruitment of Officers in charge of VTS and pilots has to be completed, in co-operation with IMPA.

– Captain Malcome Eidge together with Mr. George Walter will be working on the subject of hydrographic surveys and reliable nautical charts.

– In this capacity as a member of the working group of EHMA studying this item, Capt. Ridge will also be working on behalf of MSSC on the subject of the recreational use of Port Waters and Approaches.

– The chapters 2.4 Aids to Navigation and 2.7 Tugs and support Boats from the IAPH Guidelines on Port Safety, etc. will be revised by Capt. Behrend.

– Chairman of MSSC

– The vacancy of Chairman of MSSC after this Conference has to be filled. There is no present candidate for this chair.

– The Chairman thanked Capt van der Schaaf for this past involvement.

3) Dredging Task Force

– Attend (Dr. Pequegnat representing IAPH) and presented a paper (Effects on Harbour of Proposed Sediment Quality Criteria) at an international conference entitled "The Harbour – An Ecological Challenge", September 11-15, 1989 in Hamburg. Copies of papers have been previously furnished to IAPH members.

– Submitted on October 12, 1989 an information document on agenda items of interest to AAPA/IAPH on the 12th Consultative Meeting of the LDC to the Chairman on Ocean Dumping in Washington D.C.

– Attended (Mr. Haar and Mr. J. Le Blanc) 12th Consultative Meeting in London of the LDC from 30 October to 3 November. Detailed report on the meeting was featured in the January-February issue of "Ports and Harbors".

– Attended (Mr. Haar and Dr. Peguegnat representing IAPH) an International Seminar on the "Environmental Aspects of Dredging" from November 27 to December 1, 1989 in Nantes, France, and presented papers at the meeting and a summary report on the meeting, all of which has been previously furnished to IAPH members.

– Assisted IMO and IAPH in conducting a joint survey on the Disposal of Dredged Material by IAPH member ports worldwide that was published in November 1989. Responses

(Continued on Page 29)

Opening Ceremony & Exco Meeting



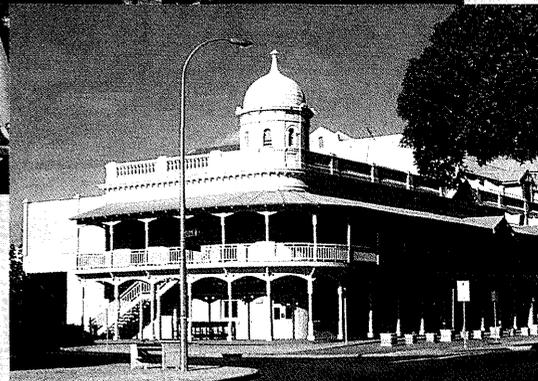
Transport Minister Pam Beggs opens the Exco meeting



The delegates at the Official Opening Ceremony on May 9



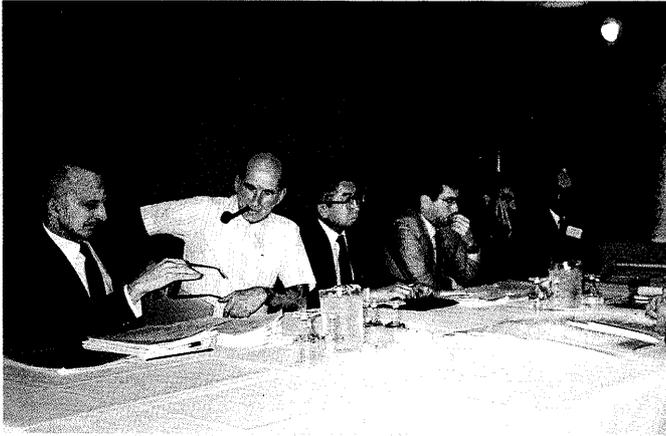
Exco meeting on May 10



The Esplanade Hotel in Fremantle—Venue for the IAPH meetings



Various Committee meetings



Evening Functions



Delegates at the IAPH Reception on May 8



Honorable Charles F. Hopkins (left), Lord Mayor of Perth, and J.H. McJunkin, IAPH President at the Mayoral Reception on May 9.



The Mayor of Fremantle hosts a cocktail party for IAPH delegates on May 10. From left, Mr. Onso (the IAPH Foundation), IAPH Secretary General Kusaka, Mayor John A Cattalini, IAPH Vice-President Cheung Yeu Sei and Mrs Cattalini.



Delegates at the party hosted by the Mayor of Perth

Farewell & "Gratitude to Hosts"



IAPH President McJunkin (center) reads the Resolution of Thanks to the hosts: the DMH's Executive Director Mr. J.H. Jenkin (left) and the PFA General Manager Mr. Trevor Poustie.



EPA and DMH secretariat staff acknowledge appreciation for their work on Farewell Night.



On a post-conference tour, Secretary General Kusaka with his staff, visited the Port of Dampier and was welcomed by Mr. Steve James, Dy Harbour Master (right).



Black Swans, Western Australia's symbolic birds

(Continued from Page 24)

were received from 82 ports from 34 nations.

— Had covered (by Mr. Alex Smith, BPF) a meeting of the steering group on a long-term Convention from April 17 to 19, 1990 at IMO in London.

— Have a current balance of approximately \$77,000 in the AAPA Special Dredging Fund for the IAPH DTF activities during the next 18 months. Will formally apply for an increase of \$15,000 funding contribution from the IAPH for the fiscal year 1992/93.

The Chairman noted this request.

A document entitled "Draft Ecological Evaluation of Proposed Discharge of Dredged Material into Ocean Waters", issued by the US Environmental Protection Agency in January 1990, was distributed.

In other concerns, DTF strongly recommends agreeing with IADC new standard conditions presented in the updated booklet.

There was no objection from the Chairman.

4) Port Planning Sub-Committee

Mr. Peter Fraenkel, Chairman, reporting.

— Terms of reference for the two year period were agreed at the Miami meeting. The Port Planning Sub-Committee has met twice since the Miami Conference in London in September and in Paris in March.

Main items — Terms of Reference

The Sub-Committee is continuing to review and update the Chapter 3 guidelines on Port Safety and Environmental Protection. It was felt these should be expanded. There are also a number of fields which should be dealt with in detail:

- i) Environment — There is no reference to the environment at all. Clearly it is essential that an introduction to the subject be included.
- ii) We should deal with the conversation of existing general particularly in developing countries and areas with not a great deal of money.
- iii) Maintenance of Port infrastructure.
- iv) Hinterland access of Ports. It was felt that there should be reference to Port engineering standards.
- v) Port and City relations — Use of derelict land, redevelopment, property, etc.

All works is nearing completion and comments are being received. Hope that by next COPSSEC meeting in October 1990 the final draft will be ready for the 17th Conference in Spain.

Expand and review with the Port Safety Sub-Committee and environmental guidelines already referred to which were submitted to the Miami Conference.

It was agreed that there should be no alterations to this document but that the User Manual be added to the document.

Continue to pursue in association with PIANC the review of available information to assist in the update of present IAPH guidelines relating to minimum channel depth and width. This matter is under discussion with representatives of PIANC but it is hoped that progress on this study can be made later this year.

5) Port Safety Sub-Committee

During the Miami meeting intensified attention for the Environment was clearly made by changing the name of the Sub-Committee to Port Safety and Environment.

Further to Miami two meetings were held — in London in September and Paris in March. During these meetings the methodology of the surveys to be completed was decided:

- firstly, the environment was divided into various components — water/slit, land/rail, noise, wastes (industry ships, households), dangerous goods, port-city relations.
- secondly, the following stages should be described per component
 - problem description
 - identification of problem
 - description of remedial actions

A joint article of the Chairman of the Port Planning Sub-Committee, Mr. Peter Fraenkel, and of the Chairman of the Port Safety Sub-Committee, Mr. P. van der Kluit, was issued in November 1990 in "Ports and Harbors". These articles deal with the principle of sustainable development.

A paper was prepared on sustainable development for discussion during the Paris meeting. This paper was highlighting the conclusion of the Bruntland development - that people have to take responsibility not just for environmental damage, but for the policies that cause damage.

Mr. P. van der Kluit stressed that more active members are required to successfully completed the work lying ahead.

Membership

a) Marine Safety Sub-Committee

Two members — Mr. Chris van Krimpen — Director, Port Management Consultants, Rotterdam, and Mr. Kuo-Quan Cheng, the Managing Director, Association of Ports and Harbours (Taipei, China)

Mr. van der Schaaf was completing his chairmanship of the Sub-Committee at the close of the meeting in Fremantle. Until this day, no candidate has been found to replace him.

The Chairman thanked Mr. van der Schaaf for his past help.

b) Dredging Task Force

Mr. Dwayne Lee — Deputy Executive Director (Development), Port of Los Angeles

c) Port Safety and Environmental Sub-Committee

Mr. van Meel, Commercial Counsellor, Port of Antwerp
Mr. Gerard Velter, Operation Manager, Port of Le Havre

d) Port Planning Sub-Committee

Mr. T.J. Frawley, Port of Hong Kong

Recommendation on VTS for submission to IMO

Mr. Smith referred to the completion of joint work undertaken by IAPH together with IALA, IMPA and other bodies on aspects of VTS.

The Organizations' Representatives had respectively concluded that it would best serve their mutual interests to inform IMO of their joint work, details of which had been examined by our Marine Safety Sub-Committee.

The Sub-Committee had approved the work for submission to IMO after obtaining the formal approval of COPSSEC and the Executive Committee. Accordingly, the COPSSEC is asked to approve the following documentation for submission to IMO after obtaining the approval of the

Executive Committee: -

1. submission to MSC 58 regarding the Work Programme of MAV;
 2. submission to NAV 36 regarding guidelines on recruitment, qualifications and training of VTS operators;
 3. submission to NAV 36 regarding co-ordination between adjacent VTS centers;
 4. submission to NAV 36 regarding VTS Functions;
 5. submission to NAV 36 regarding Ship Identification, Polling, Tracking and automatic report.
- The Chairman agreed to this request.
Next COPSSEC meeting
October 23, 1990 in Paris or Le Havre

The analysis of the answers to the Questionnaire on Environmental Issues.

Thanks to the valuable work of the Head Office Secretariat in Tokyo, 194 answers from 48 countries were collected.

The statistical studies were carried out on the basis of ascribing equal weight to all the answers. In other words, no effort was made to determine if the answer coming from a certain port or organization was more or less significant than that from another one.

Actually, we did not study the answers of the ports themselves but the answers of senior port staff of a great number of ports considered within a great number of countries. This means that the answers available reflect both the problems peculiar to a certain port, on the one hand, and the "degree of awareness of environmental matters" of the person filling in the questionnaire, on the other hand. These answers make it possible to divide environmental matters among three groups:

- major issues concerning all ports,
- second-ranking matters including, on the one hand, problems specific to certain ports which, when they arise, rank first among the priorities and, on the other hand, secondary aspects which are given middling weight but involve most ports,
- the remaining matters which always rank last and which are not felt as having to be dealt with port authorities.

Kendall rank correlation tests have confirmed these correlations.

Geographical breakdown of answers:

The table below emphasizes the interest shown by the various regions. It can be concluded that the inquiry gives a good picture of the different opinions.

Continents	Number of countries	Number of answers
Africa	8	8
America	6	40
Asia	18	41
Oceania	3	31
Europe	13	74
Total	48	194

The organizations which answered the questionnaire:

If we study the origin of the answers, we find the great majority were Port Authorities. The following points are also noteworthy:

- A few ports provided several answers (Halifax and Quebec in Canada, Tacoma in the USA, Mina Zayed in the UAE, London and Heysham in the U.K.)
- In other cases, several bodies from the same port community answered (Port Authority, Town Hall, Chamber

of Commerce, Private Operator); this is the case for Fremantle, Australia and Harwich, the U.K.

- A certain number of answers comes from administrative bodies managing or above port authorities, "ABP" in the U.K., OPRAG in Gabon, Canada Port, Virginia Port and MARAD, U.S.A.

- Lastly, we find a non-port organization: Turkish Rail.

The result

The eleven priorities:

Both as regards the answers as a whole and as regards the continents, three methods of grouping of the choices were used. This led to three different rankings (see the tables in Annex 1 on page 32 and the graph in Annex 2 on page 33 which show the rankings which differed most dramatically).

The comparison between these different orders has emphasized the three groups of problems mentioned in the introduction.

1) Major matters concerning all ports are:

- water pollution
- dangerous cargo
- dredging

All the answers, irrespective of which continent they originated from, ranked these items first.

2) Matters which ranked second:

- * Matters which were nearly everywhere
 - wastes material
 - air pollution
- * Matters which were highlighted in certain regions
 - city-port relations in Europe, Asia and America
 - soil contamination in America

3) Topics which were not considered as really concerning ports:

- sound pollution, noise
- the visual aspect
- industrial regulations
- stench

These items are classified at the end of the list almost everywhere.

When the answers from countries which had provided more than five replies were analyzed, there was of course greater diversity than appeared in a continent-by-continent analysis. However, most of the outstanding items were major or second-ranking matters:

The points to be emphasized are:

- City-Port relations are very important in Japan, France and Canada.

- Soil contamination is a common concern for North American ports (USA and Canada).

- Industrial regulations are of significance for French and Malaysian ports.

An open heading called "other topics" completed the questionnaire. It was used by 34 ports broken down as follows:

- 1 African port
- 5 American ports (5 US and 2 Canadian)
- 4 Asian ports
- 24 European ports (including 22 British and one Irish)

The British Ports Federation found it relevant to add

3 new priorities to the 11 already mentioned, in the questionnaire it sent to the members of its Association. 22 British ports and 1 Irish one took these three additional topics into consideration.

The classification obtained is as follows:

- (1) Issues related to expansion and development
- (2) dust
- (3) the "greenhouse effect"

It was clearly shown that the aim was what the most important environmental matters are but only to emphasize the matters that port services have to face and of which they are most aware.

In this respect, there were four outstanding topics in the replies to the questionnaire:

- water pollution
 - dangerous cargo
 - dredging,
- on the one hand, and
city-port relations
on the other hand,

This last matter, when people are aware of it, generally ranks first. However, ranked first by 13% of the respondents, this topic actually fourth, according to this criterion, after dredging problems.

Committee on Legal Protection of Port Interests (CLPPI)

By **Paul Valls, Chairman of CLPPI**
Director General, Port of Bordeaux

1. Introduction

The World Commission on Environment and Development Report, published in 1987, drew the attention of international fora at the highest level, to the necessity of taking into account the environmental aspects of development in all its forms.

It stressed that economic growth must not only rely on short term solutions, but should also examine the long term implications. Better a slower development than one that brings short term profits but long term sterility.

The term given to this concept is "sustainable development".

There is now an evident political will to translate that concept into the routine natural order of things. To do so, legal and institutional changes are inevitable.

CLPPI has often stressed that the processes of drafting legislation is long and drawn-out. With this in mind, the Committee feels that it is now that the processes for incorporating environmental concerns into the legal concept should be examined by Port Interests.

New legislation, that takes into account environmental aspects is and will progressively evolve at an international level. It is vital that Ports participate in its drafting, rather than wait for it to be introduced at a national level and to impact on local port operations.

This is why it is so essential for IAPH to establish a port point of view early in the debates on subjects which concern or influence port operations and to make that position widely known.

The Committee has often stressed, and will continue to do so, the importance of port managements making port positions clearly known to their respective Governments, for the interests at stake can be enormous and legislation, once introduced, cannot be changed overnight.

It is also vital that IAPH representatives are present at the sessions held by the United Nations Agencies to deal with these laws, to put forward the IAPH views in the debates, to defend its position and to serve as a reminder to national

delegates of the interests involved for their ports.

CLPPI asks the Executive Committee to endorse this slightly innovative approach to legal matters, in the interests of Ports.

The Report which follows does not pretend to cover all the subjects monitored by CLPPI extensively, but simply to serve as a useful update on those debated since the Miami Conference in the international fora.

2. International Maritime Law

In accordance with its terms of reference and as authorized by the Biennial Conference, CLPPI has been dealing with the following subjects on behalf of IAPH.

2.1 The Salvage Convention

The Diplomatic Conference held from 17 to 28 April 1989, at the IMO Headquarters in London, concluded successfully with the adoption of a new Salvage Convention. IAPH was represented at that Conference and the report on the proceeding was published in the September 1989 issue of "Ports and Harbors". The November 1989 issue of "Ports and Harbors" explained the benefits for the environmental protection of the sea, introduced by the New Convention.

2.2 Proposed Convention on the Transport of Hazardous and Noxious Substances (Draft HNS Convention)

Two sessions of the IMO Legal Committee in 1990, (2 - 6 April and 17 - 21 September) will be devoted to work on this draft convention. Once again, it is concern for the environment which has led IMO to press forward and seek a satisfactory solution rapidly for covering liability for the transport of these substances.

IAPH's position is clearly defined and was set out in its report to IAPH's Miami Conference last year.

2.3 Revision of the 1974 Athens Convention

Although this Convention deals with liability in respect

of passengers and their luggage, it is nonetheless of interest to Ports, directly because it affects the global limitation amounts provided under 1976 Convention on Limitation of Liability for Maritime Claims, (the LLMC Convention), but essentially because it is the first of "Liability" Conventions to be revised by the IMO and the modalities of revising the limitations of liability, will no doubt be applied in respect of the 1976 LLMC Convention, which is also listed on the IMO short term work programme, for revision.

The IMO Legal Committee has completed its work on this revision, and convened a Diplomatic Conference on the Revision of the 1974 Athens Convention, for the week of 26 – 30 March 1990. A position paper was submitted to the Conference, drawing delegates' attention to the long delays involved in the revision system and the considerable erosion in purchasing power of compensation paid to victims under these limitation conventions that result.

2.4 Maritime Liens and Mortgages

A Report on the 6th and last session devoted to this subject by IMO and UNCTAD has been submitted to the Head Office for publication in "Ports and Harbors."

The text of the draft convention, as it stands after the last working session, remains relatively acceptable from the point of view of ports.

It remains for IMO and UNCTAD to convene a Diplomatic Conference to debate the topic. But IAPH representatives will, no doubt, have to defend Ports' viewpoints, once again, during that Conference.

2.5 Draft Convention on the Liability of Operators of Transport Terminals in International Trade

This is another Convention which has nearly reached maturation. On the whole the draft convention is acceptable to Ports, although attention is drawn to the problems that might be posed in respect of an operator's right to limit his liability in cases of strikes by his servants or agents.

UNCITRAL is due to convene a Diplomatic Conference in 1991 to conclude the final negotiations leading to adoption of the Convention, so there is therefore opportunity for further modifications of the Draft.

3. Monitoring the Legal Aspects of Technical Innovations

CLPPI is keenly aware of the need to monitor emerging legal regimes, before legislation is fixed. Such was the case, for example, with VTS, on which it submitted a report during the last biennium, dealing with the legal implications, rather than the technical ones on which COPSSEC concentrated its efforts.

3.1 EDI

Electronic Data Interchange is another such area. Technical evolution is advancing rapidly and is being dealt with competently by the Trade Facilitation Committee, on behalf of IAPH.

From the legal point of view, the CMI, notably, has set up a working group to examine the numerous legal aspects raised by paperless trading. CLPPI is monitoring their work closely and follows debates of other international fora and will be reporting to IAPH on this subject, in liaison with the Trade Facilitation Committee.

Finally, CLPPI continues to stress its willingness to examine relevant legal implications, of subjects which other IAPH Technical Committees may wish to refer to them.

ANNEX 1

SHARE OF THE IMPORTANCE OF ITEMS WEIGHTED ACCORDING TO DECREASING ORDER BY CONTINENTS

	Africa	America	Asia	Europe	Oceania	World
Water Pollution	12%	14%	14%	11%	14%	13%
Dangerous Goods	15%	11%	12%	12%	12%	12%
Dredging Operat. Prob.	8%	13%	8%	11%	9%	10%
Wastes	12%	9%	12%	10%	10%	10%
Air Pollution	11%	9%	10%	9%	10%	9%
Port/City Relations	8%	10%	9%	9%	7%	9%
Land/Soil Contamin.	8%	11%	7%	8%	9%	9%
Noise	7%	6%	8%	9%	7%	8%
Visual Contamination	5%	6%	7%	8%	8%	7%
Ind. Plant Regulation	9%	6%	8%	7%	7%	7%
Stench	5%	4%	6%	6%	7%	6%

BY COUNTRIES

	UK	USA	Aust-ralia	Canada	Japan	Malay-sia	France	New Zealand
Water Pollution	12%	14%	13%	12%	15%	10%	12%	14%
Dangerous Goods	11%	10%	12%	13%	7%	14%	14%	10%
Dredging Operat. Prob.	12%	14%	9%	12%	10%	10%	10%	10%
Wastes	10%	8%	9%	8%	11%	9%	9%	14%
Air Pollution	8%	11%	10%	7%	10%	9%	10%	10%
Port/City Relations	8%	10%	7%	10%	14%	7%	12%	5%
Land/Soil Contamin.	8%	12%	9%	12%	6%	7%	6%	9%
Noise	10%	6%	6%	6%	8%	7%	4%	10%
Visual Contamination	9%	6%	9%	6%	10%	8%	7%	5%
Ind. Plant Regulations	6%	5%	7%	10%	6%	11%	13%	5%
Stench	6%	4%	7%	3%	4%	9%	3%	8%

ANNEX 1.1

SHARE OF RESPONDENTS ASSIGNING PRIORITY NO. 1 TO EACH ITEM

	Africa	America	Asia	Europe	Oceania	World
Water Pollution	38%	20%	38%	15%	20%	23%
Dangerous Goods	38%	10%	30%	29%	30%	26%
Dredging Operat. Prob.	13%	33%	3%	20%	10%	17%
Wastes	9%	0%	5%	3%	3%	3%
Air Pollution	13%	5%	8%	6%	20%	9%
Port/City Relations	0%	13%	15%	17%	7%	13%
Land/Soil Contamin.	0%	15%	0%	2%	3%	4%
Noise	0%	0%	0%	0%	0%	0%
Visual Contamination	0%	0%	3%	6%	7%	4%
Ind. Plant Regulations	0%	3%	0%	3%	0%	2%
Stench	0%	3%	0%	0%	0%	1%

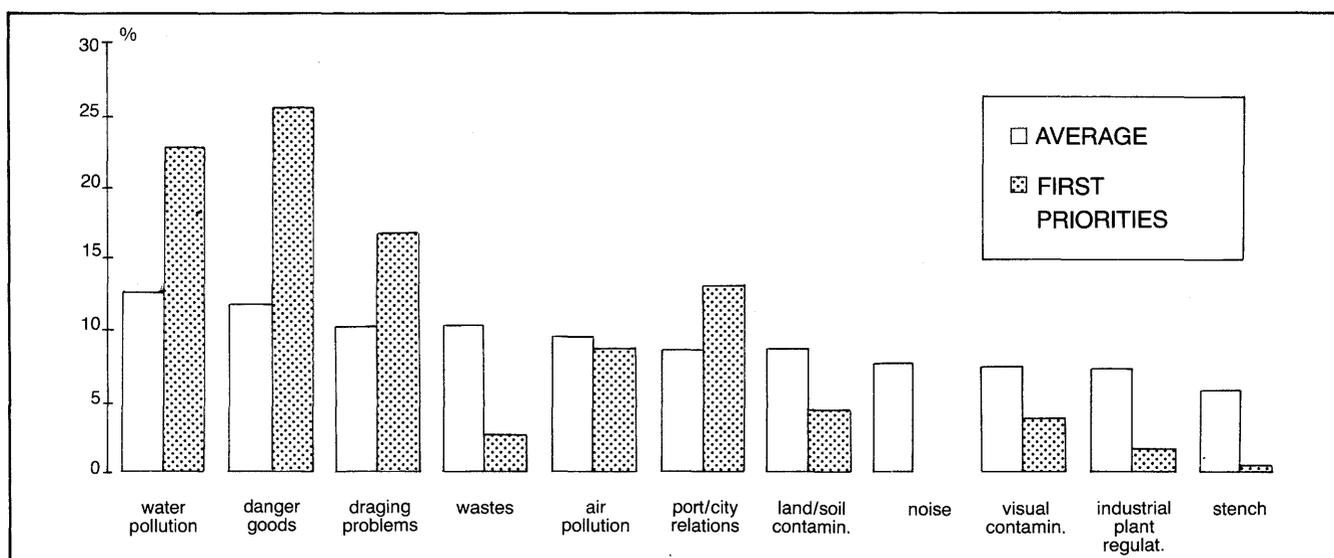
SHARE OF RESPONDENTS ASSIGNING PRIORITY NO. 1 OR 2 OR 3 TO EACH ITEM

	Africa	America	Asia	Europe	Oceania	World
Water Pollution	17%	23%	21%	15%	20%	19%
Dangerous Goods	29%	11%	19%	17%	16%	16%
Dredging Operat. Prob.	8%	21%	6%	14%	9%	13%
Wastes	17%	6%	17%	9%	11%	11%
Air Pollution	13%	8%	7%	8%	13%	9%
Port/City Relations	8%	9%	11%	10%	6%	9%
Land/Soil Contamin.	0%	14%	3%	5%	6%	7%
Noise	4%	1%	4%	5%	3%	4%
Visual Contamination	4%	5%	3%	6%	5%	5%
Ind. Plant Regulations	0%	2%	7%	6%	4%	5%
Stench	0%	1%	2%	3%	5%	3%

ANNEX 2

ANALYSIS OF QUESTIONNAIRE ON ENVIRONMENTAL ISSUES

WORLD PRIORITIES



Committee on International Port Development (CIPD)

By **C. Bert Kruk, Chairman of CIPD**
Director, TEMPO, Port of Rotterdam

1. CIPD Membership

During the IAPH Conference in Miami in 1989, I discussed the status of Membership with the members present. In particular we discussed the problem of the 'dormant' members and my proposal to terminate membership in case members indeed proved to be dormant for a period of two years.

On the basis of these discussions, Fiencke de Groot and myself contacted all members not present in Miami. As a result, 8 members resigned. On the other hand, 4 new members joined the CIPD.

As far as the Special Adviser position is concerned, Barry Cable of ESCAP, Bangkok, had to resign. Fortunately Mr. Barry Metcalfe, Head of the Ports and Shipping Division of the Transport and Communications Department of ESCAP has been appointed by Mr. David Turner, Chief of the TACD, to replace Mr. Cable.

Furthermore, the new Secretary General of the Port Management Association of Eastern and Southern Africa, Mr. Nega Negere, expressed his willingness to also become a Special Adviser of the CIPD.

2. Training Survey

Shortly after the Miami Conference, IAPH Head Office published the IAPH Training Survey, which Fiencke and I had prepared. This publication lists all the training possi-

bilities executed by IAPH members or by Institutions affiliated to IAPH.

3. CIPD Poster

During the latter half of 1989, IAPH Head Office also sent the new CIPD Poster, describing the various CIPD activities, to all IAPH members.

4. Bursary Scheme

Since the Miami Conference in total 19 bursaries applications were received in my office in Rotterdam.

Out of all these requests, in total 6 have been awarded or are still in the process of consideration.

The remainder, 13 applications, were rejected for reasons mentioned in earlier reports, such as:

- Non-official (individual) applications
- Dues delinquency
- Non-IAPH membership
- Training requested at a non-IAPH (affiliated) training facility
- Impossibility of the requesting party to guarantee all expenses exceeding the maximum bursary amount of US\$3,500
- Second request of an IAPH member within a period of two years.

The major problem of the Bursary Scheme, however, at this moment is the problem of finance. Please refer to

the Paragraph on this subject.

5. Award Scheme

In consultation with the Deputy Chairman of the CIPD, Mr. Joseph Bayada and on the basis of our previous experience, I drafted the somewhat more rigid Entry Conditions for the Essay Competition.

6. JOBMAR Scheme

UNCTAD has executed one of the first JOBMAR Schemes in cooperation with the CIPD and with the assistance of the Port of Rostock. This Port accepted the placement of three staff members of the port of Maputo, Mozambique. The project has been well evaluated and could be concluded successfully.

Since the Rostock Pilot Project, UNCTAD as well as my office have received more requests for JOBMAR placements. In view of the CIPD support of this Project, we are assisting UNCTAD to try and find placements. Experience shows that this is quite difficult, but it is too early to make an overall evaluation of the JOBMAR Scheme.

7. Monograph Scheme

This UNCTAD initiative, supported by the CIPD, is successful indeed. In particular the Monographs 5, 6 and 7 are very much in demand. The authors of Monographs 5 have also written a supplement to their Monograph, which was published in March 1990 in the English language. The translation in other official United Nations languages will follow in due course.

8. Regional Port Co-operation Scheme

This scheme, at least in its original form as formulated earlier, has not really been successful. However, during my stay in Laos, Nigeria, to attend (as CIPD Chairman and as speaker) the 5th African Ports Symposium, I was in a position to further discuss details of this Scheme.

In particular the discussion with Mr. Pap Njanko Njie, Secretary General of the Port Management Association of West and Central Africa, Mr. Nega Negere, Secretary General of the Port Management Association of Eastern and Southern Africa and Mr. Alex Smith, European Representative of IAPH, led to further development of initiatives to execute Regional Seminars, to start in Africa as Pilot Project, in a co-sharing production between the Regional African Member States and IAPH.

Also, of course, in such cases, finance plays an important role and must be secured. Since my stay in Lagos I therefore took up this point with IAPH Head Office. I also brought it to the attention of the European EXCO members and the Chairmen of the Technical Committees, when we met in Rotterdam in January 1990.

As far as finance is concerned, please refer to the relevant Paragraph.

9. 57+ Scheme

Also this Scheme encounters a number of problems. When recently evaluating the results so far, the following points came into focus.

- A number of reactions received were very close to requests for consultancy, which, to the opinion of the CIPD, as outlined from the beginning, should not be taken up by IAPH, but by private Consulting Engineering Firms.
- Some of the requests could not be met (in principle),

because the number of experts available is still very limited.

- Since the 57+ Scheme requires the signing of a professional and legal document, it takes considerable time to meet all conditions before a project can really be executed.
- Finally also in this Scheme, there is the problem of finance. Officially there are no funds for this project. The Pilot Project in Ghana in 1986 was executed after obtaining the official approval from the EXCO to go ahead. Also this item is discussed with IAPH Head Office by correspondence. For further details please also refer to the paragraph Finance of this report.

10. Newsletter

In November 1989 I produced a Newsletter to all CIPD members, giving the status of the various Schemes and proposing new ideas, requesting the CIPD members to respond and to comment. As in previous cases, unfortunately, only a limited number of members actually responded.

11. Container Study

The Special Topic in the presentation of the Chairmen of the Technical Committees at the Miami Conference was the problem of the introduction of longer (over-size) and higher (over-weight) containers.

In 1989 my office, TEMPO, was requested by ESCAP, Bangkok, to execute the First Phase of a Project to investigate the problems related to these containers in the ESCAP Region, with special emphasis on Hinterland Connections.

Although this study was a TEMPO, and not an IAPH, project, I wish to mention it here, because also the Cargo Handling Operations Committee and the COPSSEC deal intensively with this problem. For that reason, our Report was sent to the respective Chairmen, Messrs. Cooper and Smagge. The information contained in the Report will be of assistance to these Committees to further analyze the problems and to propose solutions.

A summary of the ESCAP Report was published in the April issue of the journal.

12. Essay Competition

At the end of March, 1990, I was informed by Secretary General Mr. Hiroshi Kusaka, that Mr. Toru Akiyama has pledged a donation of two million yen to the 'Akiyama Fund'. Mr. Akiyama would be happy to see the First Prize money to be increased to US dollar 1,000 from the current level of US dollar 750. Both Mr. Kusaka and myself are very grateful for this initiative. It will be published in the Journal together with the Essay Competition Entry Conditions, also to remind those who wish to apply for the Competition of the closing date of September 1, 1990.

13. Finance

13.1 Condition of the Special Fund

Recently I was informed by Mr. Kondoh of the IAPH Head Office of the very serious condition of the Special IAPH Fund. At the time of information, mid-March, the remainder of the Fund was US dollar 30,000 only, with still some Bursary requests pending.

Should the spending continue at the same pace, the Fund will be terminated long before the Conference in Spain in 1991.

The Fund is principally used to cater for 20 Bursaries in a two-year period, although also some other expenses such as the CIPD poster have been paid out of it.

The Fund, as known, is financed through voluntary contributions by the IAPH members upon a pledge made every two years by the Secretary General, Mr. Kusaka.

The last pledge was made in 1988 following the Abidjan Exco meeting, but the target was not met. In fact, up to date (March 1990) only US dollar 55,351 was received. Although IAPH is very grateful for the donations to the Fund, which will make it possible to execute Schemes like the IAPH Bursary Scheme, it is most unlikely that the target amount of US dollar 70,000 will be met.

13.2 Financing of Schemes other than the Bursary Scheme

In addition, there is another problem. Also the 57+ Scheme and the Regional Seminar Scheme, which I introduced at previous Conferences, have to be financed. It should, however, be noted here that there is not yet any insight whether or not I can successfully execute a 57+ and/or Regional Seminar Pilot Project. Much depends on the co-operation of all parties concerned.

But even so, I do not even wish to start any further activities for these Schemes, if not beforehand it is clear, that in case of prospective Pilot Projects, IAPH can assure the finance required.

On the basis of successful execution of 57+ and/or Regional Seminar Projects and after careful evaluation, the CIPD will have to discuss and decide which Schemes should further be developed and/or which should be abandoned.

It should be mentioned here, that presently there is a slight preference for the Regional Seminars at the expense of the 57+ Scheme. This preference stems from the fact that the reactions received from potential beneficiaries have (not yet) been overwhelming and the number of capable and available 57+ experts is (still) limited.

When compared with the Bursary Scheme, there is also a preference for the Regional Seminars Scheme. The reason for this is to be explained as follows.

The basic characteristic of the Bursary Scheme is, that only one person benefits from the (usually) full amount of US dollar 3,500, whereas in case of Regional Seminars, where the line of thought presently is the spending of the amount for three Bursaries of US dollar 3,500 each per project at the maximum, the number of people benefitting from it is much higher, because even up to 40 persons can attend such seminars.

At this moment I do not think it to be a good idea to abandon the Bursary Scheme, but it should be monitored carefully in the future.

What can be done, however, is to try and find ways to have more applicants benefit from it.

One idea in that direction could be to change the Bursary Conditions in such a way that the Bursary is only to cater for the training and local expenses at the place where the training is executed. This implies that the international travel costs will have to be borne by the requesting party.

It should be mentioned here, that all details have not yet been worked out, but I think it is essential at this point of time, that the EXCO and the Board of Directors clearly indicate whether they agree with the general line of thinking of the CIPD to spend funds to the best advantage in terms of beneficiaries per dollar spent.

What I require therefore for the period between the Fremantle meeting and the Spain Conference, is the assurance of an official IAPH budget of at least US dollar 50,000.

This figure is composed of:

- US dollar 35,000 for the Bursary Fund,
- US dollar 5,000 for a 57+ Pilot Project, and
- US dollar 10,000 for a Pilot Regional Seminar Project.

14. IAPH Head Office Proposal for Fund Raising

IAPH Head Office has recently made two proposals.

The first one is to search for sponsors outside the IAPH organization.

Personally, I am not very much in favour of such action, because I think that IAPH has to commit herself to the activities of IAPH. Secondly, although more a matter of feeling than of proof, I think that IAPH must, in particular in cases as these, fully maintain its independence.

The second proposal is to make another pledge of canvassing to the IAPH members. This should be done somewhat different than in previous cases. In this respect the Head Office suggests to advertise the prospects of, for instance, the 57+ and the Regional Seminar Schemes, so that they are popularised by our members and we may find additional support or facilitation.

I am also not very much in favour of another canvassing campaign. It is likely that the same members as previously will be the one to contribute. Besides, in case the action is, again, not very successful, we will be confronted with the same problems as we are facing now, leading to a situation in which the CIPD cannot operate freely.

15. CIPD Proposal

My proposal therefore is, that IAPH expresses her full commitment to the importance of the activities of the CIPD which is then translated into an increase of the Membership Dues to create a budget which guarantees that in each two-year period the full target amount of at least US dollar 70,000 is available.

Should the 57+ and/or the Regional Seminar Schemes prove to be successful, the CIPD will propose, at the appropriate time, additions to the budget up to a maximum of US dollar 30,000 so as to be able to execute projects of these Schemes.

In case the budget is not fully spent, at the next two year period the increased Membership Dues can then be put at the appropriate lower level.

This proposal eliminates the possible constraints for members who are legally bound by local regulations not to disburse their funds for projects which are intended for international co-operation or aid programs.

To be able to continue my work as Chairman of the CIPD, I have laid down these ideas in a Motion which I wish to bring to the attention to the EXCO Meeting in Fremantle for consideration and action.

IAPH has mentioned at several occasions, that the work of the CIPD is important for the organization. I am willing to devote time and effort, but I request to have the essential means to my disposal.

C. Bert Kruk
Chairman, CIPD
Port of Rotterdam
March 1990

Committee on Trade Facilitation (TF)

Recent Facilitation Developments

Prepared by John Raven, IAPH Special Reporter for
CCC on behalf of Chairman F.L. Suykens

1. 1990 – The Facilitation Background

International trade facilitation is, traditionally, a low profile unexciting activity, calling for detailed and often prolonged attention to the interlocking intricacies of business and administrative procedures.

In the last decade, however, two tidal waves have disturbed this usually calm surface – the European Single Market and electronic data interchange (EDI).

The Single Market represents a radical answer to many facilitation problems. It aims to abolish the physical manifestations of national boundaries, which from almost pre-historic times, have provided convenient nesting sites for a mass of official – notably Customs – interventions and an almost automatic marker for transfers in risk, responsibility and ownership.

Because of sustained publicity for the 1992 deadline many managers, even in the notably conservative port industry, have assumed that, from 1 January 1993, all facilitation problems will be solved for any trade transaction carried out between parties within the community.

Similarly, on the broader scene of world facilitation, the appearance of a new method of passing information – the raw material of all procedures – has been taken as a solution, in itself, to all those old paper-shuffling difficulties.

Both these assumptions are naive and dangerous. Taken together they are quite likely, particularly in Europe, to distract carriers, traders and government departments from continuing, urgent tasks of conventional “steam” facilitations.

Port managers, operating at the nodal point of many inter-acting commercial and official procedures, are especially at risk. This note attempts to introduce a wider, global perspective, by describing important current facilitation developments, especially in the Customs Co-operation Council, the United Nations and the European Communities, considering their significance for all IAPH members and offering tentative guidelines for medium term policy.

2. Enforcement

Ports may consider that they are in the front line of Customs facilitation. Admittedly they provide a physical focus for many key Customs activities, but Customs sights are fixed, quite rightly, on common clients – international traders and carriers.

These operators are in the throes of a mutually reinforcing revolution, in which accurate rapid movement of materials, components and finished products is matched to precise production and distribution schedules, to meet and stimulate intense commercial competition for constantly changing markets.

Customs in developed economies cannot evade or ov-

erlook the implications for the placing, timing and nature of their main procedures. Facilitation is not their only concern, while successive GATT rounds and the growth of regional Customs Unions or free trade areas have weakened the relative importance of tariffs and quotas, public and political anti-drug lobbies are pressuring Customs for increased enforcement efficiencies.

In these circumstances, the whole thrust of modern Customs technique is to identify a central core of essential controls and operate these so to improve both facilitation and enforcement.

This reconciliation of the apparently irreconcilable cannot be brought about by EDI alone, though rapid accurate interchange of adequate information is an essential element in overall success.

The basic task is a radical reform of underlying procedures. The sheer volume and speed of container and other intermodal traffic through major ports and land frontier posts has long overtaken traditional control methods. First of all physical inspection of anything but a tiny proportion of consignments becomes impossible. Eventually, even a comprehensive paperwork check has to be discarded.

Customs have evolved a range of mutually supporting measures to overcome these constraints on efficiency. They have introduced and encouraged clearance at point away from ports or frontier posts, in specialised container terminals or on traders' own premises. They have smoothed away old “stand and deliver” systems of immediate duty payment, in favour of guarantees and deferred settlements. They have enlarged the possibilities of agents or carriers action as declarants.

Most significant of all they have begun to shift the principal focus of operational attention from declaration to selection. More and more Customs authorities are letting goods pass on a token, “cloak from ticket” summary entry. They are content to recovery revenue afterwards, provided that they can be sure of having certain vital control data in hand well in advance of the arrival of goods for clearance.

This is the cue for EDI. Most intensive goods flows long ago outstripped the ability of documentary delivery services to provide advance consignment data. The best that could be expected was for the necessary information to be carried with the goods, but that gave Customs no time to make sensible, well-informed selections.

Linked computer systems, connecting traders and carriers directly with Customs, can begin to feed control data to the port or airport of import from the very earliest stages of the life of the individual export consignment. Customs can have time to consider this information and match it with risk-profiles and any relevant intelligence received from other sources. They can be confident of its functional, if

not intrinsic, accuracy. They can often rely on audit trails to bring up useful supplementary information in cases of special interest or urgency.

The practical result is that very high proportions of consignments can pass rapidly through ports and land frontiers, while there are improved chances of seizing contraband or carrying out controlled deliveries from the remaining selected shipments.

But the preservation of this benevolent balance cannot be left to EDI alone. Anti-drug controls have to bite harder. "Just-in-time" disciplines will get tighter. Sustained control, at present levels, is unlikely to satisfy mounting public anxiety. All commercial parties, in international trade, will have to join Customs in a range of measures to free ordinary innocent transactions from contraband, and identify offenders.

This is the rationale behind the Guidelines agreed between the Customs Co-operation Council and the IAPH, for which the Association's Secretariat is developing very useful and well-merited publicity. EDI can provide a timely flow of factual data to simplify and aid Customs enforcement, but truly successful anti-drug and anti-fraud campaigns will call for a great deal of additional information, over and above that which can be legally demanded for Customs or police purposes. And, it is on the success of those campaigns that facilitation — that is port efficiency — will, in turn, depend.

3. Customs Co-operation Council

The Guidelines are only one of many activities in the Customs Co-operation Council, which have practical importance for port management. Representation on the Council's numerous Committees and Expert Groups gives the IAPH a useful opportunity to influence and assist these tasks and to report and interpret them to Association members.

The Council's main remit is to harmonise Customs practices. Its classical accomplishments have been the Brussels system of Valuation, now largely taken over by the GATT and the more recent Harmonised Nomenclature. It is now drafting a proposal for an internationally standard Single Goods Declaration and playing a leading part in the production of a series of standard United Nations Customs EDI messages.

The Council has begun to work out a new set of model Customs procedures. While they are intended to assist Customs administrations — and governments — in drafting legislative changes to make way for effective transition from manual to EDI systems, these standardised, simplified procedures should also offer useful guidance to many countries where EDI may, for a range of practical reasons still be several years away. It is worth noting that all Council "products" reflect sustained and detailed discussion in meetings of specialist Customs officers from many member administrations, as well as co-ordinating and drafting skills from the Secretariat.

One of the major advantages of the Council, from the IAPH standpoint, is its central dedication to harmonisation, not merely in specific areas such as nomenclature, procedures or messages, but in the understanding and use of these by Customs forces. The Council makes every effort to bring the best in Customs practices to all its 100 or more members. This requires a constant stream of documentation, in French and English, to support and guide meetings, a regular Newsletter, many seminars and training courses and nu-

merous visits to Customs all over the world by staff from Brussels headquarters.

Developing countries, hardly considered, by many commercial organisations, in the rush to electronic data interchange, are well served by this transfer of Customs technology, which is to be reinforced later this year by a CCC EDI Seminar.

A further useful step by the Council would be to give some of its main publications wider circulation outside Customs. Port managers, forwarders and carriers are all powerfully affected by changes in Customs thinking and practices, and would appreciate regular reports, coming from the centre, of the pace and intention of major developments.

4. United Nations

The IAPH continues attendance at the twice-yearly meetings of the UN Economic Commission for Europe (ECE) Trade Facilitation Working Party (WP4).

Despite very limited resources this body has been relied on as a fully international forum by many countries outside Europe. Unfortunately, the assimilation of the explosive forces of EDI by a body set up, originally, to rationalise paper documents, has produced some serious distortions.

The subsidiary Group of Experts (GE. 1) set up to deal with Data Elements and Automatic Data Exchange has become, in practical effect, more important than the Working Party itself, which has lapsed into formal review and approval. Much of the work of the other Group of Experts (GE. 2) on Procedures and Documentation, has become preparatory or auxiliary to GE. 1 activities.

All the detailed work of message construction and the consequent modification and extension or other standards, including the basic Data Element Directory, has been delegated to Rapporteurs, responsible for West Europe, East Europe, North America and, more recently, Australia and New Zealand. These rapporteurs assemble and manage voluntary EDIFACT task forces of some five hundred experts.

The administrative burden of documentation and recording all the necessary meetings has proved beyond the limits of benevolent improvisation. The West European EDIFACT Board is now serviced by the EC Commission in Brussels and the North American Board relies on the American National Standards Institute (ANSI). Even so the haste to design, test and approve messages urgently needed to establish EDIFACT credibility among users, has produced some serious internal discrepancies between earlier and current messages. These have still not been satisfactorily resolved despite a pause of some months for reflection and reconciliation.

Developing countries, in the true sense, are hardly ever present at any Working Party meetings, and have to rely on indirect participation through UNCTAD and international non-governmental bodies, including the IAPH. Developed country delegations, on the other hand may have up to eight or more members, mainly recruited for EDI expertise.

5. European Economic Community

The Commission and Council are still far from reaching agreement on some key facilitation issues thrown up by the simplistic Single Market concept. The most important is the mechanism for assessing and collecting VAT entitlements in each Member State. Many conflicting considerations are in play. Some countries — for example, France — depend

more on VAT than on income tax. Most see VAT rates as key protective/competitive elements in trade policy. Some VAT differentials are larger than old-style tariff barriers.

Traders are concerned that political pressures will force administrative nightmares. Politicians and their civil service advisors seem to believe that, as in traditional documentary systems, all that is necessary to install some new administrative device is a quick printing of revised forms. Business and government computer managers know, however, that reprogramming, testing and de-bugging major computer systems could take up to two years. So, if complex VAT decisions are left until midnight on December 31, 1992, then 1993 may not arrive, effectively, until January 1, 1995!

No attention has been paid to replacing frontier Customs checks on dangerous goods movements, growing daily in number and public interest.

At least equally important, from the IAPH point of view, even if some Member State governments have considered the issue, the Commission has afforded no clue to the ways in which the removal of admittedly artificial frontier posts will be reflected in the continuing physical reality of ports.

Meanwhile, however, the Commission's general interest in EDI remains unabated. DG XIII is supplying five or six full-time staff to man the West European EDIFACT Board secretariat. The second phase of the TEDIS programme to promote and support EDI application in the Community is being considered and has every chance of attracting increased funding. DG XXI — which includes the Customs Union services — has not forgotten its dormant powers to impose EDIFACT standards, and may well do so once the full set of EDIFACT Customs messages are tested. It seems likely that the French Customs had an eye on this when they recently announced their intention to replace the aging SOFI by a new system using EDIFACT.

No such activity is perceptible on the port facilitation front. Here the Commission seems to be waiting for a clear outcome of the continuing PROTECT discussions. They are aware of some concern among South European ports that Commission support could be concentrated on this North European project, but have been assured, informally, that while PROTECT needs to keep its numbers small, in the initial stages, to facilitate good management, the Commission will make any long-term project support conditions on PROTECT participation being thrown open to other interested Community ports.

6. UNCTAD

UNCTAD has developed a modest, practical Facilitation Programme (FALPRO), for many years. This has to spread its restricted manpower over the fifty or more developing countries that have asked for advice or assistance and still, very usefully, concentrates on basic facilitation — the simplification and harmonisation of documents and procedures.

It has to rely on funds from other sources — notably UNDP and the World Bank — to mount any significant effort in the field, but sufficient finance has been made available, in recent years to carry out a number of practical tasks in Latin America and South East Asia as well as Africa. Much of this work has been concerned with Customs and trade and transport procedures at ports and airports.

The most important UNCTAD facilitation activity, at the moment, is their management and promotion of the Automated System for Customs Administrations (ASY-

CUDA). This is a standard, modular EDP system which was designed to operate on PCs and support a surprisingly wide range of basic Customs operations.

The latest proposal supported in principle, by the CCC, is to develop a larger main-frame application, using EDIFACT standards.

The implications for ports and port users are self-evident. If the CCC successfully promotes the use of the revised ASYCUDA among developing country Customs, there is every chance that, in future, most developing countries will have Customs EDP — and, eventually — EDI systems aligned on EDIFACT standards. This has two immediate advantages for ports — firstly they will be able to adopt EDIFACT for their own interfacing purposes, knowing that their principal official partner, the national Customs, will itself be using these standards, and secondly, the use by Customs of EDIFACT will greatly increase the attraction of these standards for other trade participants.

There is a range of other interesting UNCTAD activities, including an expanding programme of seminars, workshops and training courses and participation in a world-wide EDI promotion project based on co-operation between UN Regional Commissions.

7. The Port Interest

In looking at the IAPH interest in these developments we need to consider several distinctive port sectors within the overall membership. These are —

- EEC and EEC related ports
- Ports in developed economies
- Ports in developing economies

7.1 EEC and EEC-related Ports

The idea that facilitation of an international trade transaction can be practically — or even conceptually — managed in terms of separate export or import functions is completely outdated.

The Commission cannot afford to restrict its attention to intra-Community trade or to the amputated import/export components of wider, truly international business.

Conversely the IAPH, representing world ports, has a keen interest in EEC initiatives and policies which might affect major transport operations stretching to all parts of the global trading community.

IAPH members in developing countries, having particularly close trading links with the EEC, should also benefit from this institutional interface. All the ACP countries, the Maghreb states, Turkey, Pakistan will be particularly interested. One immediate issue is how ports in these countries are going to link to EDI developments in EEC ports and for what purposes.

A further subject of increasing importance, in the EEC, which could have much wider significance for ports generally is the movement and control of dangerous goods. The EEC Commission has recently called for a study of potential EDI applications in this field and, while possible follow-up or implementing action under TEDIS and other programmes, would be a matter for the EEC Group, the IAPH Facilitation and Port Safety Committees should take a joint interest in the broader implications of any EEC developments.

7.2 Ports in Developed Economies

EDI is almost certainly the main common facilitation interest, at the moment, for IAPH members in developed — and some newly industrialised — countries.

The most obvious need is a central look at any common

characteristics and functions which may be emerging from practical experience of the now numerous port computer applications, including more recent extensions into EDI. There was a suggestion at the Miami General Assembly that we should produce an UNCTAD/IAPH monograph, describing and assessing existing port EDI systems.

Even a preliminary attempt to produce such a document runs up against formidable practical obstacles. The scene changes as we look at it. Any serious enquiry would take several months and much of the information could be out of date within weeks of publication.

Some useful descriptive materials is already at hand, notably in publications of Ports Canada. It might be sufficient to circulate this and ask Ports Canada to collect and distribute material for regular up-dates. Assessment, which might imply value judgements, would be highly individual for a neutral body such as the IAPH.

Most important, practically, this type of work, if carried out to professional standards, is bound to carry substantial travel and communication costs, even if necessary volunteer skills for the main work can be identified.

There is no real substitute, if we are serious, for the sort of on-going, carefully documented monitoring carried out by the CCC for Customs EDI applications. This has to be supplemented and fed by regular expert meetings and presentations, a luxury well beyond existing IAPH resources.

We also have to consider port participation in EDI message construction and promotion. This is currently organised on a very limited regional basis — not yet decided on the ASEAN or Far East, but certainly leaving out Latin America, the Indian sub-continent and Africa — and there is not real certainty that this structure, already tilting under the load of regular, frequent inter-regional consultation among three well-established Rapporteurs will be able to support any extra consultative top-hammer.

As an international organisation the IAPH would have to leave detailed work on message standards to regional representatives, presumably selected and supported by appropriate regional bodies.

In North America there ought to be easy joint working between the US and Canadian ports associations. But only the IAPH can properly interface, formally, with the UN Working Party and the even more important Joint Rapporteurs meetings.

To do this we would have to know what all the regional port representatives were doing in their respective EDIFACT Board environments. Once again travel and communication costs, at the centre, even without any charge for actual time and effort, would be prohibitive.

Furthermore, we are not at all sure that volunteers, willing to attend regional meetings, to ascertain what is going on in message construction, for their own purposes, would also be prepared to take on heavy chores of consultation and communication with other IAPH members in the same region and with Association headquarters.

7.3 Ports in Developing Economies

While some IAPH members will profit from a closer IAPH relationship with the EEC, all developing country ports should benefit from and take a great interests in our existing contacts with the CCC, UNCTAD and UN/ECE. This could require a new working link between IAPH Facilitation and Port Development Committees.

We should look beyond the immediate facilitation preoccupation with EDI message construction to emphasise

the costly consequences of premature and inexpert use of computer systems in developing economies.

The first essential is to avoid EDIfication of unreformed procedures or the straight translation of paper documents into some garbled adaptation of EDIFACT messages. Apart from encouraging the world of the CCC in harmonising Customs EDI applications, and supporting the proposals for an improved version of ASYCUDA, we should consider how far it might be possible to parallel the work of the CCC, on a new generation of simplified, standard Customs procedures, with some similar work on recommended, standardised port procedures.

We might find that UNCTAD — or indeed the CCC — would be very willing to participate in this task, which would fall mainly to the IAPH Facilitation Committee.

A second important component in IAPH facilitation work for developing economies would be the transfer of relevant information from whatever, broader effort we were able to mount in monitoring and interpreting EDI applications in ports generally. Many developing countries, locked out, by cost and lack of first-hand information, from the UN/ECE Working Party and central EDIFACT activities, might be much more ready to take part in regional EDIFACT discussions and information exchanges.

It would be sensible, however, to recognise that developing countries have little to gain from detailed participation in standard message construction. Such messages will be entirely neutral in any eventual influence on trade and transport performance, as between users in developed and developing countries. Developing countries have saved themselves a great deal of time and money by steering clear of this work so far. They would gain very little by coming in at this relatively late stage of standards construction.

On the other hand they urgently need reliable and up-to-date reports on EDI developments and a full share of any available information about the likely shape of EDI things to come.

One way to fill this need would be for the IAPH to co-operate with UNCTAD, the CCC and other international, non-governmental organisations to build up a co-operative information and promotional system.

Here again, however, it is easier to suggest than to implement.

The general proposal for such co-operation was made some years ago and has already been explored, informally, with a number of potential partners. The central problem is, predictably one of resources. In any such effort there are certain inescapable costs of communication and travel. Other bodies will not bear these costs in order to assent to IAPH proposals. They will look to us to provide a great deal of contact and consultation at times, and places convenient to their own arrangements.

It is also in the nature of such co-operation that, even if we could find the resources, the bulk of any credit for eventual practical progress would have to go elsewhere. This is an unpromising ground on which to ask the IAPH, or any other organisations for supporting finance.

A further difficulty arises from differing levels of interest in facilitation and EDI. In some organisations we already have the ear and supporting hand of the Chief Executive. In others we are lucky to have attained understanding and token support from departmental heads. In one body any formal approach could risk an internal dispute on whether

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OPEN FORUM

Report on the Thirteenth Meeting of the Scientific Group on Dumping of the London Dumping Convention

23-27 April 1990, IMO, London, United Kingdom

This is a brief summary report of the meeting. At this time, we will discuss only those aspects of the meeting that most directly affect the dredging/disposal process and thus the IAPH and AAPA member ports. Accordingly, we shall feature the precautionary principle and the New Assessment Procedure.

The meeting was called to order at 1000 hours on Monday, 23 April and adjourned at 1600 hours on Friday, 27 April 1990. It was chaired by R.M. Engler of the United States assisted by R.C.A. Coenen of the Netherlands.

Trade Facilitation

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EDI is an automation or facilitation activity. In another we would have to pursue our main objectives through a maze of partially relevant committees.

These are not arguments against pursuing the general concept of an IAPH-led facilitation/ EDI information and promotion effort in developing economies. They are, however, solid reasons for continuing to work inconspicuously and largely anonymously to secure all-important practical effects.

8. Summary Conclusions

In EDI we must pay up or shut up. This is a very costly activity in which we need high-quality expertise to take part in detailed work and even higher-quality skills to identify and interpret major policy issues. It will be particularly difficult and costly to mount a respectable consultative framework within our own membership.

Facilitation, particularly in developing countries, is much more in accord with our present resources. We could even include a modest element of up-to-date input on EDI, drawing on carefully focussed co-operation with other international bodies.

We should, in any event, maintain our current participation in CCC and UN/ECE meetings. I am willing to carry on, at the level of reporting activity represented by this note, until other better arrangements can be made. (March 1990)

Presently 63 nations are signatories of the Convention but only 18 of these sent science delegations to the meeting. In addition, 10 institutions having observerships sent delegations. In terms of the importance to the meeting of the presence of particular observerships, attention is called to Greenpeace, the International Council for the Exploration of the Sea, and IAPH, represented by Herbert Haar and Dr. W.E. Pequegnat. Greenpeace reduced the effect of their interventions by the action that they took on the next to the last day (see below).

The agenda was a full one dealing with fourteen items and actions, including Incineration at Sea, which is now banned by most North Sea countries, Monitoring of Sea Disposal, Hazard Assessment, the Precautionary Principle approach to ocean disposal, and refinements of the New Assessment Procedures (NAP). Shipping ports will be most interested in and concerned with the precautionary principle and NAP; hence these issues will be featured in the following sections of this report.

The Precautionary Principle and Principle of Precautionary Action

The Precautionary Principle, which was formulated by the Federal Republic of Germany a few years ago, deals with the proposition that the living systems of the sea are not fully understood and therefore one may not be able to anticipate the adverse environmental ramifications of the introduction of particular contaminants into the sea. A parallel on land is acid rain, the devastating effects of which on forests in Europe took place before the cause was understood. Hence the environmental manager is advised to be cautious by not permitting the dumping of substances into the sea that are at once toxic, persistent, and likely to be bioaccumulated by those organisms that are consumed directly or indirectly by man. Further, in keeping with precautionary action, the manager is advised that when the impact potential of a synthetic or other substance is not fully understood he should act to ban its disposal until such time as it has been proven to be harmless. It is believed by the Scientific Group that the New Assessment Procedure has

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International Maritime Information

WORLD PORT NEWS

Conference on Safety In the Port Environment

Bremen, 17-21 September 1990
Hosted by The Senator of Ports,
Shipping and Transport, Bremen
In co-operation with BIMCO, Customs Co-operation Council, European Harbour Masters Association, International Association of Ports and Harbors, International Cargo Handling Co-ordination Association, International Labour Organization, International Maritime Organization, UN Conference on Trade and Development, World Maritime University
Organized by Port and Transport Consulting Bremen GmbH

Port safety has become a vital aspect of port management.

Awareness, training of personnel, financial investments and daily operational alertness are factors of a successful implementation of safety. International governmental and nongovernmental organizations have issued recommendations and guidelines on various important features of port safety.

The International Conference on

Safety in the Port Environment is the first in a series of events which will highlight various port safety matters.

The programme of this initial conference will cover a wide range of topics related to the conference theme and dealing with the whole spectrum of related aspects. In later conferences selected topics will be discussed in greater depth and detail.

This International Conference will cover the present state of the art on safety in the port environment.

Conference Fee: DM 600.00

Your registration can only be accepted after transfer of the conference fee to the account No. 1003693006 with Bremer Landesbank (BLZ29050000) for Port and Transport Consulting Bremen ("Port Safety Conference") or after receipt of your cheque made payable to PTC.

Hotel Reservation:

Following categories are available:
Category 1: from DM 190 upward
Category 2: DM 140/180
Category 3: DM 80/110

These prices are related to single rooms. Double rooms are subject to a surcharge of about 50%.

For further information, please contact:

Port and Transport Consulting Bremen GmbH
Attn: Mrs. B. Mühlbrandt
P.O.Box 10 79 65
D-2800 Bremen 1
Federal Republic of Germany

Rotterdam Conference On Technology & Work

On 14-16 November this year, a conference will be held on the relationship between technology and work in Rotterdam, the world's largest port. The conference will be sponsored by the Rotterdam Municipal Port Authority.

The introduction of new technology in ports and related transport is receiving more and more attention. The progressive integration of logistics services requires those who render these services to be extremely innovative. An important question which has arisen, is how these new developments, such as just-in-time systems and EDI, affect the job market, labour relations, industrial organisations and education. No company will be able to render

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incorporated these principles without spelling them out.

The New Assessment Procedure (NAP)

Member ports may recall that in the IAPH Report on the third meeting of the Group of Experts on LDC Annexes that was held at IMO in January 1990, the schematic provided therein demonstrated an evaluative system for replacing and improving upon the dictates of Annexes I (the black list of substances) and II (the gray list of substances) of LDC. In NAP we find that all of the essential components of the January schematic have been retained but there are two important additions. First, as noted above, when uncertainty is great, one should follow the precautionary principle, and, second, a Waste Prevention Audit has been placed at the Number 2 position on the schematic.

The Waste Prevention Audit

At the outset it should be noted that the Waste Prevention Audit applies much more to industrial wastes than it does to dredging and dredged material disposal. The aim of the audit is to force industry to achieve clean production of products. Applying this to dredged material, we see that

the most effective way to ensure future production of clean dredged material is to cut off sources of pollution into port sediments.

In order for regulatory officials to understand the hazards that may be attached to disposal of a waste from a particular industry, they must learn in detail the nature of the manufacturing process and the waste streams that it produces. Accordingly, any application for a permit to dump at sea should address the following factors:

- 1) types, amounts, and relative hazard of waste generated;
- 2) details of the production process and the courses of wastes within that process; and
- 3) feasibility of each of the following techniques of waste prevention:
 - a) product reformulation
 - b) clean production technologies
 - c) process modification
 - d) input substitution
 - e) on-site, closed-loop recycling; and
 - f) good housekeeping.

In general terms, if the required audit reveals that it is possible to achieve waste prevention at source, an applicant

high-quality service without being aware that its employees' abilities and talents are the key to success.

"Ports, people and technology" will investigate how seaports and those providing logistics services can develop a socio-economic strategy to promote technical innovation and to meet customers' requirements. Representatives of leading internationally oriented organisations and companies will speak at the conference.

"Bringing the Port To the City"

**Metropolis '90 Melbourne:
3rd International Congress of the
World Association of the
Major Metropolises
15 — 19 October 1990**

Sponsor and Host: Government of Victoria — Ministry for Planning and Environment

Co-Sponsor: Port of Melbourne Authority, Ministry of Transport, City of Melbourne

Corporate Sponsors: Qantas — The Convention Airline, State Bank Victoria

An Overview

As the world's cities gets bigger and bigger, the problems facing the community, and the need for Ports to accommodate the ever-changing demands imposed upon them need to be addressed. The Metropolis '90 Congress,

through the shared experiences of the key politicians, managers, planners and academics of the world's major cities aims to produce workable solution to the problems of the City. The organisers are confident that it can be done and the conference theme Metropolis Ascendancy reflects this confidence and hope.

Metropolis '90, on October 15 — 19, 1990 is a coming together of decision-makers from the major cities around the world to discuss the future. Over 1,000 politicians and technical specialists, business leaders and academics will be gathering for an open and constructive dialogue on all the major issues facing our cities. The main purpose of the Congress is to share experiences and to seek solutions to common problems. Over 100 top international experts have been invited to address the Congress. Delegates will have the opportunity to take part through workshops discussion and presentation of papers. Included also will be a comprehensive series of study tours and social activities.

Management of the growing Metropolis is a key issue of our time. The challenge of Metropolis '90 is to make the present and future patterns of metropolitan growth understandable. The Congress will focus on a range of options for ensuring that our cities serve us well in the future.

Metropolis '90 Subthemes will include: Patterns of Growth, the Met-

ropolitan Economy, Environment and Health, and Australian Metropolitan Development, Housing and Population, Transport and Infrastructure. "Bringing the Port to the City" is part of the Transport and Infrastructure theme. This one element in the overall Congress will be a full Conference in its own right, comprising three interactive workshops.

BRINGING THE PORT TO THE CITY

KEYNOTE SPEAKER:

David Jeffery, Chief Executive, Port of London Authority will share firsthand knowledge of the Docklands Development in London.

What are the Issues?

Is there a future for ports in our major cities? What benefits does a port bring to a major city? If ports are closed/relocated, how are the vast urban spaces remaining to be developed and what are the consequential economic and social implications? This presentation will cover reclamation and environmental concerns; the conflict between land/residential and the reclamation issues; and the industrial and locational restructuring occurring in the sea-freight industry.

How will they be Addressed?

Bringing the Port to the City will comprise presentations by key speakers, in particular, David Jeffery and include

should be expected to formulate and implement a waste prevention target.

The meeting also agreed that the Secretariat should distribute the draft of the New Assessment Procedure to Contracting Parties for initial review and comment. It is expected that Contracting Parties will distribute the draft to national agencies responsible for protection of the marine environment. Specifically these will be licensing authorities for the disposal of wastes at sea and, where possible, authorities that control waste discharges to surface waters. They will be advised to reply in writing concerning whether the new procedure is an improvement on current approaches to implementation of the Convention and whether difficulties would arise in implementing the approach under existing national legislative and administrative arrangements. It is hoped that replies can be forwarded and gathered in by the Secretariat on or before 31 August 1990.

The Exodus of Greenpeace

In the report of the IAPH Observer on the 3rd meeting of the Group of Experts on the Annexes (January 1990), it was noted that Greenpeace was calling for the banning of sea disposal of dredged material. That aim was followed

by Greenpeace in the present meeting but somewhat less vigorously. Interestingly, their contributions were not received very enthusiastically by several delegations. Hence in presumed frustration the technical members of the Greenpeace Delegation walked out of the meeting on Thursday afternoon. Their head of delegation was unaware of the action until after it occurred and his members did not return. However, prior to his leaving, he stated that a letter of protest detailing reasons would be forwarded soon. When pressed to account for the action of his delegation members, he stated that there was an obvious bias in favor of ocean disposal as a viable option. It was clear that the delegations of Ireland, Canada, and the United Kingdom were not receptive to the philosophical aura espoused by Greenpeace. Of considerable importance is the fact that Greenpeace did not return to the meeting on Friday for a reading and critique of the meeting report. It should be noted that the delegate of Nauru also left the meeting on Thursday and did not return on Friday. It is not known whether the two events are related, but it is suspected by some that they are. Very likely the next Consultative meeting in October will be the "battle ground" for banning sea disposal of all wastes.

three interactive workshops:

- Waterfront Reform: A shared Commitment to Change
- Docklands Redevelopment: Wanting the Water, not the Waterfront
- Paperless Trading on the Waterfront — Myth or Reality: What does it mean to You and I?

You are invited to submit a paper for presentation in any of these Workshops.

Waterfront Reform: A Shared Commitment to Change

Trade is a major contributor to the prosperity of metropolises and maritime trade is expected to remain the principal mode of transport for international trade into the 21st century. Future trade needs of metropolises dictate that waterfronts around the world must change their works practices. This change is inevitable and the rate of its implementation is the responsibility of all waterfront participants — shipping companies, stevedores, port authorities, transport industry, governments, industry, unions, etc. It is their commitment that will ensure the overall success of an efficient waterfront.

The workshop will explore how reform on the waterfront can be achieved, its impact on the metropolis and its effects on industry and the population. It will explore the difficulties and obstacles and identify processes to overcome these including the necessary support structures (social, economic, environmental and physical) required to accommodate change. Change inevitably brings about pain and the workshop will discuss how this "pain" can and must be endured.

This workshop will be an interactive session. Through a sharing of experiences and visions major issues and solutions will be explored. As the process of change is dynamic so it will be in this workshop. Through this process valuable insights into the facilitation of change processes will be gained.

Docklands Redevelopment: Wanting the Water, not the Waterfront

A large number of port cities have significant areas of outdated buildings and port facilities that are sandwiched between modern city buildings and modern port facilities. The city and the community are keen to obtain access

to the water for non-port related development.

The workshop will identify the competing forces vying to control the planning and redevelopment process and discuss the inevitable conflicts that arise.

Actual redevelopment case studies will be explored, particularly the reasons why they were successful or unsuccessful. Different components of existing redevelopments, why they were beneficial or detrimental to the redevelopment and the type of balance of activities that assist in a successful redevelopment will be discussed.

The workshop will be divided into syndicates using Melbourne as a case study with a view to achieving a successful integration and interface between the city and the port. Syndicates will present their findings, with particular emphasis on the critical aspects necessary to achieve a successful interface between the port and the city.

Paperless Trading on the Waterfront — Myth or Reality: What does it mean to you and I?

Australia will in 1990 take the lead globally in the launch of the first truly

National Trade and Transport EDI service known as Tradegate for the whole community.

The workshop will be an interactive session using a demonstration centre where real EDI message can be created and sent and where paperless trading can be experienced. The Workshop will set out to explain what paperless trading is, what it means and how it relates to the metropolis.

The workshop will then split into syndicates to examine a range of issues that the impact of paperless trading will produce such as redeployment, training, port efficiency and so on. Each syndicate will be led by a recognised leader in the appropriate field and seek to explore overseas experiences.

The syndicates will then present their findings and there will be a question and feedback session with the whole group.

The demonstration centre will use the Australian Tradegate network by using a real example of an import and export and projecting the process on large visual display and videos. Various information packs on EDI or "Paperless Trading" will be available to attendees.

New Publications

Port Management Textbook

"General Aspects of Port Management". Editor: Professor Dr. Rolf W. Stuchtey.

Published and distributed by the Institute of Shipping Economics and Logistics, Universitätsallee, GW 1, Block A, D-2800 Bremen 33
Telephone: (0421) 22096-0
Fax : (0421) 22096-55

Annual Cruise Review 1990

Annual Cruise Review 1990 looks at all aspects of the buoyant and innovative cruise market, providing a portfolio of information from the industry's beginnings, through the recent years of high investment to its prospects for the next decade and beyond.

The cruise industry is set to become a mainstream vacation choice for holidaymakers throughout the world, not just a luxury holiday for a well-off minority. "Passengers' appetite for cruising worldwide will continue to grow as they extend their travel hori-

zons," writes Mr. Richard Fain, Chairman of Royal Caribbean Cruise Lines in the forward.

"The marketing challenge and potential rewards of the 90s for the cruise industry are unprecedented," he says. "I believe that the future is bright; I believe our industry has historically prepared well and will continue to meet the challenges of a changing marketplace."

The book, in eight chapters, starts with sector overviews on the Caribbean, Europe, U.S./Canadian West Coasts and the Western Pacific Basin. It then studies the primary operators, developments in demand, marketing methods to stimulate demand, supply growth, technical developments, cruise port developments, and prospects for the future. An Annex gives a 1989 analysis of Mediterranean cruise ports.

Lloyd's Annual Cruise Review 1990 will be distributed free to key executives in cruise ship owning, operating and managing companies. It is also available, price £60, from the Book Sales Department, Lloyd's of London Press Ltd, Sheepen Place, Colchester, Essex CO3 3LP, England.

The Americas

AAPA Strongly Opposes Harbor Tax Increase

By Eric Stromberg
President, American Association
Of Port Authorities

The board of directors of the American Association of Port Authorities recently voted to strongly oppose any increase in the current level of the Harbor Maintenance Tax, claiming that the negotiated "partnership" agreed to in the 1986 Water Resources Development Act is being unilaterally modified by the federal government.

The 1986 act initiated a cost-sharing "partnership" between the federal government and local maritime communities. Local port authorities agreed to share up to 50 percent of the cost of deepening channels in their harbors. They also agreed to the concept of a tax on cargoes designed to pay 40 percent of the cost of the U.S. Army Corps of Engineers' operations and maintenance budget for the nation's commercial navigation system.

The terms of the 1986 act were drafted after more than six years of intensive debate on how the nation's channels would be improved and maintained.

Proposal Would Triple Tax

President Bush has now proposed tripling the tax, currently levied at .04 percent ad valorem, to .125 percent ad valorem.

Mr. James O'Brien, chairman of AAPA's U.S. delegation and executive director of transportation services of the Port of Oakland, has described the situation perfectly:

"The current tax collection appears to be covering far in excess of 40 percent of the actual dredging costs to maintain deep-draft ports. Increasing the tax would unfairly penalize U.S. exports and imports by raising funds in excess of the service rendered to the trade community. Furthermore, at a time when export competitiveness is a key objective of U.S. trade policy, this tax increase will disadvantage U.S. traders. It could also result in U.S. cargoes being

diverted through Canadian ports where the tax does not apply."

As an example, the new tax could cost the exporter of an ocean container carrying high technology goods approximately \$150, up from a current tax of \$48. Instead of representing 1.6 percent of the total ocean transportation cost, the tax would equal 5 percent of that cost.

Revenues from the tax finance the operations and maintenance activities of the U.S. Army Corps of Engineers. However, the surplus revenues created by raising the tax to .125 percent would be used to subsidize the maintenance of low-use and recreational projects at the expense of deep-draft commercial ports.

Better Enforcement Is Needed

Currently, there are also major problems with the enforcement and collection of the fee by the U.S. Customs Service, with many shippers simply not paying the fee. Better enforcement would seem to be a more appropriate step, rather than seeking to raise the tax.

The United States collects more than \$12 billion in customs revenues on cargoes that transit the nation's ports, in addition to more than \$10 billion in federal tax revenues resulting from international trade. In addition, commercial port activity contributes more

than \$50 billion to the gross national product and generates more than 1.2 million jobs.

The administration's recently released National Transportation Plan endorsed yet another "new partnership" to "keep the transportation industry strong and competitive." How can the federal government ask the transportation industry to accept the new rates when it was only three years ago that the last "new partnership" set them? The AAPA strongly opposes the proposed increase.

(Port of Houston)

Anaheim Bay Wetlands Project Dedicated

The Port of Long Beach recently dedicated a 116-acre wetlands expansion project at the National Wildlife Refuge in the Seal Beach Naval Weapons Station as part of the Earth Day celebration.

Officially called the Anaheim Bay Wetlands Enhancement Project, the new acreage will provide breeding and nesting areas for numerous species of birds, including the endangered light-footed clapper rail and California least tern. Increased tidal flows into the wetlands also will give sanctuary to many fish species.

The \$7 million project was con-



Captain Stephen T. Hall, Commanding Officer, Naval Weapons Station, Seal Beach, is presented with a plaque of appreciation by Mr. Paul E. Brown, left, Managing Director of the Administration and Maintenance Bureau of the Port of Long Beach during recent ceremonies dedicating the new \$7 million Anaheim Bay Wetlands Enhancement Project sponsored by Long Beach Harbor.

structed by the Port of Long Beach to mitigate the environmental impact of the 147-acre Pier J container terminal expansion underway at the Port.

Construction of the mitigation project was started in June of 1989 and included excavation and dredging of land east of the existing Anaheim Bay wetlands to restore tidal flows to the area.

This is the second such project completed by the Port of Long Beach to mitigate landfilling operations at the Port. In 1985, the Port financed creation of a 29-acre wildlife refuge at the Ecological Reserve in Upper Newport Bay as mitigation for its 24-acre landfill project at Pier A for Long Beach Container Terminal.

A total of 33 other potential enhancement sites between Pt. Conception and the Mexican border are under consideration for possible future Port mitigation.

New Orleans: Schedule For New Stevedore Fee

The Board of Commissioners of the Port of New Orleans will begin assessing its new stevedore use fee December 1. The initial charge will be 20 cents per ton for general cargo and eight cents per ton for bulk cargo loaded or unloaded at one of the Board's non-leased facilities.

The Board had authorized a terminal use fee of up to 30 cents per ton to be implemented over an 18-month period. Stevedores and terminal operators now pay nothing for the right to occupy and use the Port's non-leased wharves.

The Board has cited rising costs of maintenance and security and its goal of achieving a break-even financial status as the basis for its recent pricing changes. A second increase up to the authorized limit will be considered in the fall of 1991.

The schedule for imposing the new fee was announced after a meeting with the marine terminal operators unit of the New Orleans Steamship Association. Consultations were also held with terminal operators not represented by the Association. The Board had conducted nine "input" meetings with Association groups prior to finalizing its pricing changes. The December 1 effective date coincides with the anticipated effective date of the new labor

union agreements to which most of the Port's stevedores and terminal operators are party.

The Board's announced schedule for implementing a 15 percent increase in vessel dockage charges during Fiscal Year 1991 has been amended. Instead of the full increase being applied on July 1, a 10 percent increase will be effective on October 1, 1990, followed by a 5 percent increase on April 1, 1991. Sheddage charges will not be increased, and the Board has announced it will attempt to phase out the sheddage charge component of its pricing structure during the next five years.

NY&NJ, Tokyo Fete Sister Port Anniversary

The 10th anniversary of their "Sister Port" relationship was celebrated by the Port of Tokyo and the New York-New Jersey Port in a ceremony at the World Trade Center's Windows on the World during which their commercial, social and cultural bonds were renewed.

Mr. Shunichi Suzuki, Governor of the Tokyo Metropolitan Government, and Mr. Shunryu Takahashi, Director General of Tokyo's Bureau of Port and Harbor, joined with Chairman Richard C. Leone, Executive Director Stephen Berger, and Ms. Lillian Liburdi, Port Department Director, of The Port Authority of New York and New Jersey in the ceremony, during which a proclamation was signed reaffirming the relationship inaugurated in 1980.

The port ceremony was followed by the opening of a major photo exhibit on Tokyo and its people, featuring the work of two of Japan's leading photographers.

"Since the Port of Tokyo and the New York-New Jersey Port became 'Sister Ports' a decade ago, they have made significant contributions to trade development and mutual understanding," said Governor Suzuki at the ceremony. "This renewal will be the springboard for an even closer relationship and greater development," he added.

Chairman Leone told the assembled guests, "This relationship has enabled us to set up channels for the exchange of management techniques, personnel, port planning and development methods, which have led to greater under-

standing between us and contributed to an expansion of trade."

Mr. Takahashi stated, "The Port of New York-New Jersey was the first 'Sister Port' for Tokyo. May this fruitful partnership continue to help New York-New Jersey and Tokyo prosper and develop together."

"Japan is one of this Port's leading trading partners," said Mr. Berger. "Of the total U.S. oceanborne general cargo trade with Japan last year nearly three percent, in terms of tonnage, and seven percent, in terms of value, moved through the New York-New Jersey Port. In 1989, total oceanborne cargo moving between our two regions amounted to over 1,050,000 long tons. Through our renewed relationship we hope to increase this volume of trade and further enhance the economies of our respective metropolitan regions," Mr. Berger added.

Transmode Will Study NY&NJ Trade Services

The Port Authority of New York and New Jersey has awarded a contract to Transmode Consultants, Inc., of Washington, D.C., to perform a study that will focus on improving and developing the Port's trade services. Transmode Consultants is a management consulting firm that concentrates on transportation and logistic strategies.

In announcing the new study, Port Department Director Lillian Liburdi said, "Our department has just completed a major reorganization that enables us to be more responsive to customers and improve efficiency. The Transmode Consultants study should give us a better understanding of our customers' trade service needs and assist us in developing the best trade service packages in the port industry."

Ms. Liburdi added, "We are making every effort to respond quickly to the needs of the trade community. Transmode's demonstrated expertise in transportation analysis will be a valuable tool in helping us fine-tune our business strategies."

The \$100,000 study will be completed by the end of the summer.

The services to be evaluated as part of the Transmode study could complement the many services the Port Authority now provides to the inter-

national trade community, including Foreign Trade Zone opportunities, the Automated Cargo Expediting System (ACES), the XPORT Trading Company, the World Trade Institute, and a variety of specialized port services such as refrigerated storage, warehousing, fumigation and container and chassis repairs.

Redwood City Officials, Sen. Discuss Dredging

By Ruth McLendon

Port officials recently hosted U.S. Senator Alan Cranston. Executive Director Floyd Shelton told the senior California senator that less feuding between regulatory agencies over port dredging projects is crucial if ports are to stay competitive in the growing business opportunities in the Pacific Rim.

Sen. Cranston visited officials from the port and San Mateo County Business Development Commission, which cosponsored his hour-long stay at port offices to discuss his new trade bill.

The bill, Sen. Cranston said, would enhance trade by reducing bureaucratic redtape, elevate economic considerations in national security decisions and focus on developing trade in Eastern Europe.

Port Commission Chairman Jack Castle told Sen. Cranston that the port's future economic growth is in part tied to the Pacific Rim, and that for the port to remain competitive it must be able to keep its channel open.

Mr. Castle noted that each time the Port undertakes a maintenance dredging project, the process gets more and more difficult, not only from tighter regulations but also because of uncertainty and overlapping authority between state, federal and local agencies.

Mr. Shelton told the Senator that the agencies sometimes appear to be struggling for turf, and that routine dredging applications can become victims of that struggle.

Mr. Shelton also described the problems of dredge spoils and how state agencies as well as federal agencies must be part of the solution if Pacific Coast ports are to keep the channels open in an environmentally responsive way. However, this must be accomplished in a manner that minimizes adverse environmental impacts.

Keeping ship channels at safe depths is crucial for economic development. This is especially so with the new business that ports are expecting in the 1990s from the Pacific Rim.

Mr. Jim Hartnett, chairman of the San Mateo County Business Development Commission, led the discussion and told Sen. Cranston that an export license office should be located in Northern California because of its proximity to the Pacific Rim. Sen. Cranston said he agreed and hoped that one would be opened soon.

(Currents)

Seattle Set to Help Stem Marine Pollution

In honor of Earth Day, the Port of Seattle and the Department of Natural Resources (DNR) joined in a cooperative effort to help stem marine pollution through two new programs. The Port of Seattle launched a comprehensive solid waste disposal and recycling program at its Fishermen's Terminal and Shilshole Bay Marina properties, and the Department of Natural Resources unveiled a new state-wide sign campaign as part of its Marine Plastic Debris Program.

The Port's solid waste disposal and recycling program is part of a larger issue of quality of life in our region, noted Ms. Patricia Davis, Port of Seattle Commission president. "Quality of life means that we have clean air and water and bountiful open spaces. The steps we're undertaking today — public education and recycling — can work to avoid the lost time, resources and most importantly, environmental damage that can occur if we do not take our environment seriously," she said.

The Port's new program is a comprehensive approach to solid wastes, with an emphasis on recycling. Collection stations at Fishermen's Terminal and Shilshole Bay Marina accept recyclable materials ranging from the usual glass, paper and cans, to less common recyclables such as plastics, wood, metal items and fishing nets. Items that can be disposed of on-site include small quantities of hazardous wastes, waste oil, batteries and garbage. The list of items each site accepts is slightly different, based on the special needs of fishermen and recreational boaters.

Africa/Europe

Antwerp: New Scheldt Terminal Operational

On April 20 the GDR full container vessel *Otto Grotewohl* was the first oceangoing vessel to come alongside the Scheldt Container Terminal of Hessematie N.V.

By the call of this unit of DSR-Lines, sailing within the Eacon Services, the new terminal actually became operational.

The terminal covering an area of about 63 ha is located on the river, south of the Berendrecht-Zandvliet Lock complex and includes a maritime site with a quay length of 1,180 m, an administrative site and a terminal for lighters with a quay length of 133 m. The container capacity amounts to 600,000 TEUs per year.

In a first phase the maritime terminal is equipped with four gantry cranes of the super-panamax type with a lift capacity under spreader of 48 tonnes, an overwater reach of 47.5 m and a lift above rail of 34.5 m. Their average handling speed amounts to 45 containers per working hour. 17 straddle carriers with a lift capacity of 40 tonnes are available for the transport of the containers on the terminal. The lighter terminal is equipped with a mobile container crane with a lift capacity of 53 tonnes and is directly linked to the Scheldt-Rhine canal.

Hessematie, the terminal operator, invested c. 2,500 million BF in the necessary superstructure.

The quay wall itself consists of 46 caissons with a diameter of 30 m. It has been built by order of the Belgian Ministry of Public Works and is managed by the City of Antwerp.

Port of Copenhagen On Top of Europe

The Port of Copenhagen — on top of Europe. Under this headline the Port of Copenhagen is introducing a new way of marketing.

The intention is to make Copenhagen THE distribution centre for cargo to the Baltic, Eastern Europe and Scandinavia as a whole.

With this as the target The Port of

Copenhagen is introducing a campaign in the U.S. and Japan promoting this scheme.

SONY, one of the foremost Japanese companies in the electronics field, has already decided to make Copenhagen Freeport their distribution centre to above-mentioned areas. SONY will commence operation this fall.

The Port is now promoting the idea to other Japanese and American companies.

Negotiations are taking place with Japanese Nissan about a PDI Center (Pre-Distribution Inspection Center) for their automobiles—in the Free Port. UNICEF has for years been located in the Free Port—they have, at the present 30,000 sq.m at their disposal but are planning an expansion of the terminal in the near future.

The Danish Foreign Ministry has recently made campaigns in the U.S. and Japan, to draw attention to the advantages of investing in Denmark, especially with a view of distribution in the EC.

As a follow-up on this offensive promotion of goods the Port Authority will make campaigns during 1990 to emphasize the superb location of the Port of Copenhagen inside the EC—combined with the possibilities of an extended trade with Scandinavia and the East European countries along the Baltic.

The new political climate in Eastern Europe makes it possible for the port to play an important role as the leading transit port to Scandinavia and the Baltic.

Over a two-year period, the Port will invest approx. Dkk. 2 million in advertisements, brochures, direct mail and personal visits to the U.S. and Japan.

The Port of Copenhagen is endeavouring to establish itself as the foremost distribution centre in an effort to further the activity in the Copenhagen area and a growing turnover in the Port.

Le Havre: Vintage Year For Port Studies Centre

In 1989 the Havre Port Studies Centre (the French I.P.E.R.) held 32 sessions, totalling 480 days of specialist training. 240 people attended the sessions, including 140 foreign nationals from as many as 60 different countries.

In the twelve years since it was founded, nearly 3,000 "trainees" have come to the Centre, including 1,200 foreigners from 103 countries. 7 new countries were added last year alone.

The number of courses, covering all aspects of port affairs, is steadily increasing, with no less than 18 in 1989, and it can be supposed that the future Port Managers trained by the Havre Port Studies Centre at the IMO—Malmö University—UNCTAD sessions now want their senior colleagues to come over for training at Le Havre as well.

In addition, the international training scheme set up by the Port of Le Havre Authority's International Technical Co-operation Service has:

- organized 13 courses, totalling 92 days of training, for 22 executives and technicians from the Port of Mohammedia in Morocco.

- prepared and followed up the ACTIM⁽¹⁾ "Port Management and Cargo Handling" session, attended by 15 senior managers from foreign ports.

- collaborated in the organisation of "China Week."

(1) Agency For Technical Industrial Economic Cooperation.

(Port of Le Havre Flashes)

Bremen: Stronger Ties With E. Europeans

The recent opening of Eastern European countries gives reason to expect their increasing participation in the international division of labour, and thus also in the volume of world trade.

Even before this development, however, these countries were already represented on the world's markets with considerable amount of both import and export goods. Their geographical locations on the Baltic and Black Seas, or as purely inland countries with no direct access to the sea, have meant that a substantial amount of their trade has always been carried out via the German ports on the North Sea. Particularly the large container ships nowadays involved in worldwide maritime traffic do not usually call at ports in marginal seas. Therefore, the German ports play a significant role as feeder ports for container traffic with these countries. On the other hand, they also hold an important position in bilateral and transit trade.

This especially applies to Bremen. Ships from the GDR, Poland, and the Soviet Union are regular guests in Bremen and Bremerhaven. In part, they operate in joint services with shipping companies from other countries to transport goods in bilateral trade. Some Eastern European shippers are also engaged in international competition, like the Deutsche Seereederei Rostock (DSR), the Polish Ocean Lines (POL), and the Balt Orient Line (BOL) in container traffic.

In the Ports of Bremen, the volume of cargo in commerce and transit trade reaches a sum of approximately 4 million tons per year. Cotton, machinery, chemical products, sheet steel, foodstuffs, fruit and also vehicles are among the major cargoes currently handled. Shipments of large pipes to the Soviet Union for pipeline projects there have also played a special role for many years. Feeder services regularly link Bremen and Bremerhaven with several Polish and Russian ports. Bremerhaven is also a very popular departure and landing point for Russian cruise lines.

Partnerships with cities in the Baltic region have further strengthened the long-standing good relations between Bremen and the countries of Central and Eastern Europe. Good contacts are maintained, for instance, with the sister cities Rostock, Danzig, and Riga.

The recent political developments provide the Ports of Bremen with promising possibilities to further intensify the relations that have developed over the years. The integration of the Eastern European economies in the international division of labour will considerably increase their shares in world trade in the foreseeable future. The Ports of Bremen have what is required to be a strong partner in this developing trade. Every year, 10,000 ships regularly link Bremen and Bremerhaven with more than 1,000 port cities all over the world. The high frequency of departures, in connection with the extensive spectrum of services offered by the Bremen port industry, provides ideal conditions for trade with overseas markets. Storage in freeport areas and highly developed distribution services offer important assistance for import and export trade. Experience, know-how, customer-oriented EDP logistics systems, and the capacity to

organize complete chains of transport all guarantee a particularly high level of service in Bremen and Bremerhaven.

Improvements being aimed at in rail and road connections to the GDR, as well as the future common currency, are further points which favour an increasing involvement of the Ports of Bremen in Eastern Europe's overseas foreign trade. Thus the Bremen port industry is expecting a further substantial upswing in the volume of transport in the foreseeable future.

Port of Cork Video for Promotion of Tourism

A new promotional video "Port of Cork — Cruise Gateway to Ireland" was recently launched at a reception held in the boardroom of Cork Harbour Commissioners. The video emphasises the first-class facilities of the Port of Cork and the excellent amenities offered by the Cork/Kerry region to the cruise liner industry — a thriving industry which is expected to experience accelerated growth in the nineties.

The video was produced jointly by Cork Harbour Commissioners and Cobh & Harbour Chamber of Commerce in conjunction with commercial interests.

Speaking at the reception, Mr. Martin Dully, Chairman, Board Failte, who launched the video, lauded the initiative in producing the video and stated that it was targeting a niche market — a policy which was essential

if Ireland is to achieve its tourism targets in the nineties.

This year eight cruise liners will bring up to 6,000 cruise passengers to the port, an increase of 60% over 1989. Almost all of these passengers will take half-day or full-day trips to various parts of the region and it is estimated that the regional benefit will be up to £600,000 in 1990.

On the basis of spectacular worldwide growth in cruising in the 1980s which saw passenger numbers increase from 1.5 million in 1980 to 3.5 million in 1989, the Port of Cork and the Cobh & Harbour Chamber of Commerce predict that, with the co-operation of Board Failte, a successful marketing campaign will deliver 20,000 cruise passengers with a spending power of £2 million per annum by 1993.

The Port of Cork's natural deepwater allows it to handle any size of liner. Significantly, the port plans to berth the *QE2* at Ringaskiddy on 23 July — the only Irish port in a position to afford such accommodation. Medium-size liners enjoy unhindered access to Cobh Deepwater Berth.

Cork is blessed with a favourable geographical location — situated on the south coast, a minor diversion puts it within easy reach of liners cruising in Europe. In addition, it is located at the heart of Ireland's most popular tourist region — Cork/Kerry which includes world famed Killarney and Blarney. Port charges are substantially lower than at other liner ports either

in Britain or on the continent.

A marketing programme is being undertaken jointly by Cork Harbour Commissioners and the Cobh & Harbour Chamber of Commerce.

It involves making presentations to all the major cruise liner companies based in the U.S. and Europe and also to the major travel agents' associations who exert an increasing influence over this very specialised market.

This promotional programme is being expanded to include naval vessels, which are also potential revenue earners. Following consultations with the Department of Foreign Affairs detailed presentations will be made to all the relevant embassies.

Cocoa Warehouse Park Planned in Amsterdam

Following a 1989 survey commissioned by the Port Management of Amsterdam (GHB) into the requirements and possibilities for cocoa storage in the Port of Amsterdam, the GHB (Gemeentelijk Havenbedrijf) has developed plans for a cocoa warehouse park.

The park is to be located on the western side of the Amerikahaven, and has capacity for 60-70,000 m² of shed space.

The private business sector had recommended that it will be responsible for the construction of the warehouses, while Amsterdam city council will bear the infrastructural (access roads, quays and rail connections) costs.

The main reason for the survey which was carried out by Knapper & McAlley market research bureau is the gradual replacement of shed space in the eastern port area by housing. The continuing demand for more cocoa storage space because of the large import was another factor.

The survey revealed that the cocoa trade and industry is of major importance to the Netherlands and especially to Amsterdam. With transshipment of 500 million kilos per year, Amsterdam is the world's largest cocoa port, and the port has built up an international reputation for the handling of the commodity. Amsterdam's strong position is due to the proximity of the cocoa processing industry as well as the presence of trade, finance and transport.



Pictured at a reception launching the promotional video "Port of Cork — Cruise Gateway to Ireland" are from left to right: Mr. C. Doyle, Vice-chairman, Cork Harbour Commissioners; Mr. M. Dully, Chairman, Board Failte; Mr. D. Daly, Chairman, Cork Harbour Commissioners; Mr. O. Hawes, President, Cobh & Harbour Chamber of Commerce; and Mr. B. O'Sullivan, Deputy General Manager, Cork Harbour Commissioners.

First Quarter Volume In Rotterdam Stable

According to provisional figures issued by the Rotterdam Municipal Port Management, the volume of goods handled in the first quarter will work out at almost 70 million tonnes — virtually the same as the first three months of last year. Compared with the same quarter in 1989, there has been an increase in imports of crude oil (4.3%), grain (17.1%) and coal (2.4%) and a decline in ore (down 4.5%), other bulk (down 12.2%) and general cargo (down 3.6%).

Ore: The import of ore is still running at a high level: more than 10 million tonnes this quarter. In the West German steel industry, the largest customer for ore shipped in through Rotterdam, production fell 2.5% in the first quarter. In consequence, 0.6 million tonnes less ore was imported through Rotterdam than in the first quarter of 1989 — a quarter when the steel industry was operating at peak capacity. Exports by sea to Northern European destinations remained stable.

Agribulk: The recovery in imports of agribulk, which started in the second quarter of 1989, continued. Imports of over 4 million tonnes were handled.

Hamburg-Le Havre Range: 1989 was generally a good year for the ports in the Hamburg-Le Havre range (Hamburg, Bremen, Amsterdam, Rotterdam, Antwerp, Ghent, Zeebrugge, Dunkirk, Le Havre).

Altogether, 647.5 million tonnes of goods were handled in these ports — an increase of 30 million tonnes on 1988. The port of Rotterdam accounted for 19 million tonnes of this. In 1989 Rotterdam handled 292 million tonnes, the best result in ten years and an increase of 7%. This gave Rotterdam a market share of over 45% in the Hamburg-Le Havre range, thus slightly improving its position. Antwerp is in second place with a volume of 95.4 million tonnes (14.7%), followed by Hamburg with 57.8 million tonnes (8.9%).

The goods flow in the general cargo sector (containers, ro-ro, lash barges and other general cargo) is growing fast in the Hamburg-Le Havre range. Over the past ten years, the volume of general cargo handled in these ports has increased from 126.1 to 190.8 million

tonnes, while the total volume of bulk cargo decreased from 495.5 to 456.7 million tonnes.

The growth in general cargo in Rotterdam is due largely to the virtual doubling of the volume of containers handled — from 19.4 million tonnes in 1980 to 38.4 million tonnes in 1989.

Chairman's Statement At ABP Annual Meeting

At Annual General Meeting of shareholders, Associated British Ports Holdings' Chairman, Sir Keith Stuart, giving shareholders an update on the Company's progress, made the following statement:

"The highlight of 1989 was the abolition of the National Dock Labour Scheme in July. We saw the benefits of this, both to our customers and to ABP, coming through in the latter part of the year and these benefits have continued strongly into 1990.

"The property side has been affected by the down turn in the property market generally, leading to a slowing in the sale of completed developments. Looking beyond the immediate situation, however, we have a well-balanced development programme and a rising rental income.

"Profits for the Group as a whole for the first quarter of 1990 are ahead of the corresponding period of 1989, helped by the substantial increase in profits from our ports business."

ABP to Develop New Grimsby Terminal

In the first major development at Grimsby since the abolition of the Dock Labour Scheme, ABP has announced a substantial capital investment in the development of a new shipping and forwarding terminal on the North Side of Alexandra Dock where the Port Authority will provide a new 150 m by 40 m quay area.

The new 10-acre terminal is expected to be completed later this year and will be operated by Freshney Cargo Services Limited under an agreement recently completed with ABP. The new terminal will have the capacity of handling and storing a wide range of bulk and packaged cargoes carried in ships of up to 5,000 DWT.

Asia/Oceania

Port of Fremantle Front-line Container Port

The Port of Fremantle "Gateway to Australia" is a front-line container port for international shipping.

Strategically located to global services hubbing in Singapore and Kaoshiung (Taiwan), and the first port of call for many vessels from Europe, Fremantle is relatively free of congestion and delays.

The Port's Inner Harbour has a dedicated container area on North Quay, while jetties in the Outer Harbour, in Cockburn Sound handle more bulk cargoes.

At the western end of a coast to coast "landbridge" across Australia, the Port is a keen facilitator of the concept of intermodalism. With long delays in eastern Australia, and the surcharges on containers in Sydney, there is added incentive for shippers to transport cargo through Fremantle and send it to its destination on the national rail and road network.

Expansion programmes adopted by the Port Authority are aimed at giving shippers faster service throughout Australia with "just in time" delivery for importers and exporters.

Recent developments aimed at making the Port more commercially oriented will provide a flow-on of cost advantages for port users.

The deepening of the Inner Harbour earlier this year, for example, at a cost of \$30 million, has opened Fremantle to some of the largest container ships in the world. Redevelopment under way on the Inner Harbour's North Quay will extend the length of uninterrupted container handling area to one kilometer.

The introduction of a more equitable user-pays price structuring and uniform labour rates will clear the way for Fremantle to operate efficiently as a 24-hour port.

The Fremantle Port Authority has every reason to be confident about future expansion at Western Australia's premier sea port.

Five years of steadily increasing throughput resulted in Port operations reaching an all-time high last year, with

trade reaching 17.03 million mass tonnes of cargo, gross shipping capacity a record 22.9 million gross tonnes and 123,500 containers handled.

A dynamic marketing and commercial strategy has identified key targets for potential future trade expansion. The Asian region already accounts for half of import and export trade conducted through Fremantle.

(Port of Fremantle)

PMA Trade Manager: Marketing Essential Tool

Mr. Dan Murphy, Trade Development Manager, recently represented the Port of Melbourne Authority at a conference organised by the United Nations and the Economic and Social Commission for Asia and the Pacific, on Port Development.

The conference was well attended by representatives from ports in Australia, Fiji, Indonesia, Japan, Malaysia, New Zealand, Papua New Guinea, South Korea, Singapore, Sri Lanka and Thailand.

The UN initiative was supported by the Australian Federal Government and the program focussed on improving port performance in the Asian and Pacific region. Mr. Murphy presented papers on:

- The catalysts for change;
- The marketing concept and market planning; and
- Marketing and ports.

He said that many ports in the region assumed that they had a monopoly and conceptualised marketing in terms of

promotion or selling.

"We were there to dispel that myth," he said. "Our initial thrust was to convince the ports that it is to their advantage to have their own port marketing plan and to introduce marketing throughout their organisation."

According to Mr. Dan Murphy, Marketing is not simply looking after the port wish not to lose business to the next port or country. He defines it as the process of a company determining within the general confines of the resources and expertise that is available to it, what it is that their target publics perceive that they need, and how they can meet those needs at a level of profit which is satisfactory to them.

Dan said, "A marketing plan is not a vision document, it is an action document. It is essential to set specific goals and objectives on ways to meet perceived customer needs."

"Marketing is 'now.' You may have a five-year horizon but it necessary to focus on 'this year-next year,' and because the market changes constantly it is important to maintain flexibility."

It's not necessary for other ports to win trade away from you, without a sound marketing plan you can lose trade without any actions by your competitors. If you don't know what your customers want, you can't meet their needs, and they will simply go somewhere else where those needs might be met."

"Many ports like the old traditional ways and do not want change.

Management needs an outward looking base rather than being pre-occupied with internal views and

pressures."

"Many organisations don't understand the role of marketing, which is to act as the communication channel between the company and its customers, it is not to dominate or take over an organisation. Understanding this role is of prime importance otherwise individual departments within an organisation fight against marketing, rather than trying to achieve a unity of purpose by sacrificing to some extent their individual goals to the achievements of the marketing objective."

"It is therefore important that senior management — particularly the Chief Executive of an organisation — not only have a knowledge of the marketing concept but a belief in it," he said.

Mr. Jack Firman, General Manager of the PMA, fully supports the marketing concept within the Port of Melbourne and recently presented the 1990/1991 Marketing Plan to the Board. A plan with which he has had considerable input, developing the objectives, strategies and tactics for the marketing of the Port.

The United Nations have asked the Port of Melbourne to provide further help in developing a "Port Marketing Handbook" for developing ports and Mr. Firman has agreed to facilitate the production, again using the PMA's Trade Development Manager.

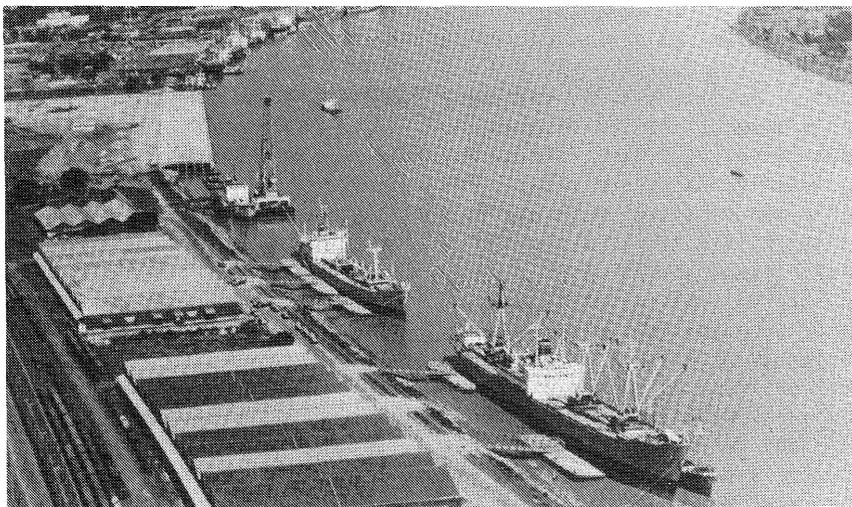
(Panorama)

Chittagong Commences New Training Program

The picturesque Port of Chittagong, located in Bangladesh on the Karnafuli River nine nautical miles from the Bay of Bengal, recently celebrated its 100th anniversary as a modern port and the successful completion of the first phase of a novel new training program.

The program, funded by the World Bank, is jointly sponsored by the Chittagong Port Authority and Louis Berger International, Inc. of New Jersey.

The American firm sent a team of port, maritime and training experts to establish the two-year program last December. The first course, entitled a "Training of Training Officers Course," was set up to transfer skills from the consultants to port personnel in technical, manpower planning, development and training areas.



The Port of Chittagong

The first 13 graduates of the three-month-long course received their certificates of completion on April 18 in ceremonies attended by World Bank executives from Dhaka, Bangladesh, and Washington, D.C. These "training officers" will now return to their respective departments and pass on the training they have received to other employees of Chittagong Port.

It is expected that a minimum of 12 new courses will be developed from this initial training program.

"The philosophy of our program is to sustain a level of training and establish a procedure that will continue into the NEXT century," said Mr. Gordon S. White, team leader from Piedmont, CA. "All too often the consultants come into a Third World project, train and teach, and when they leave the program falls apart."

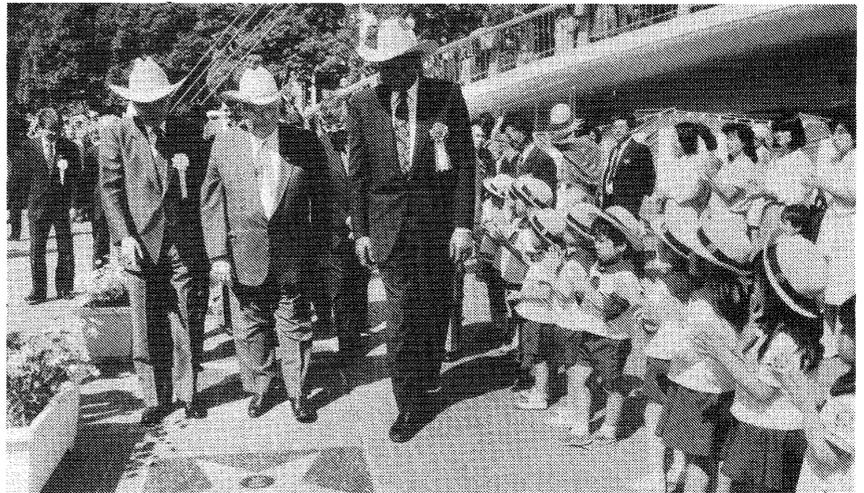
In addition to Mr. White, who formerly headed the international training program for the Port of Oakland, CA., the Berger team includes: Capt. Mohammed Shafi, assistant team leader, of Dhaka; Mr. David Hill, mechanical/electrical/marine trainer, of Essex, England; Mr. W. Bruce MacKinnon, container specialist and supervisor trainer, of Alameda, CA.; Mr. E. Bryan Pate, dockworker and supervisor trainer, of New Orleans, LA.; Mr. Dow S. Seegmiller, human resources development specialist, of St. George, Utah, and Mr. Douglas Shumavon, manpower planning and development specialist, of Oxford, Ohio.

The modern history of the Port of Chittagong is considered to have started with the location of the present port in 1887 when the age of the sailing ship gave way to steamships requiring deep-water ports.

The actual centennial celebration was postponed for three years due to the devastating floods that ravaged Bangladesh in 1987.

The Port of Chittagong was familiar to ancient mariners as early as the fourth century before Christ when it was known by the Arabic name of "Shet-gang," which translates as "delta of the Ganges." Its natural deep water setting made it a port of call for Yemeni and Arab traders from ancient Babylon, as well as ships from Greece, Macedonia, India, Java, Sumatra and China.

The Portuguese started trading in



HOLLYWOOD IN JAPAN — A large crowd of dignitaries, school children and the public was on hand for the dedication of a replica of the famous Hollywood Walk of Fame Los Angeles Square in Nagoya, Japan.

The 25-star walk commemorates Los Angeles' oldest sister-city relationship, 17 years with Nagoya. (L-R) Nagoya Mayor Takeyoshi Nishio, Mr. Johnny Grant, Honorary Mayor of Hollywood, and Los Angeles Mayor Tom Bradley.

Chittagong in the 16th century and they dubbed it *Porte Grande*, "great port." The port changed hands during the occupation of various rulers and was ultimately annexed to the British East India Company which administered it until 1947.

It then served as the port for the new nation of East Pakistan but major development of the facility took place after the 1971 War of Liberation, which created the modern People's Republic of Bangladesh.

The port, with 7,500 employees, now handles eight million tons of cargo annually, including 110,000 containers, carried in the bottoms of some 1,500 vessels.

Port of Kaohsiung: Today and Tomorrow

By Kuo, Shin-Duenn

**Director, Cross Harbor Tunnel Dept.
Kaohsiung Harbor Bureau**

Today, there are four international seaports in Taiwan, namely the Port of Keelung in the north, the Port of Hualien and the Port of Taichung located in the east and west coast respectively.

The Port of Kaohsiung, some 375 km south of Taipei, is strategically located on the southwestern coast of Taiwan, facing the key trading lanes running through the Taiwan Strait and

the Bashi channel. These passages are essential for American, European and Asian shipping and as such have made the Port of Kaohsiung the commodity center of import and export of Taiwan.

The Port of Kaohsiung has two entrances covering about 18 km fairway to navigate ships up to 100,000 d.w.t. Its 26.7 km² harbor area offers a variety of facilities for different sectors such as commerce, industry, fishery and so on. Currently, there are 7 commercial harbor areas opened for global liners including 3 for general & bulk cargoes, and 4 others for containers. In addition, within the harbor area, there are some exclusive areas for shipbuilding, steel mill, power plant and petrochemical industries and etc.

The Port of Kaohsiung handled a total of 78 million tons of cargoes, about two-thirds of the nation's total imports and exports, in 1989. It is the largest port in Taiwan and is one of the leading international seaports in the world. So far as container traffic is concerned, the 1989's 3.36 million TEUs throughput has placed the Port of Kaohsiung the 4th largest container port in the world, just behind Hong Kong, Singapore and Rotterdam.

This tremendous achievement is attributable to the state-of-the-art port facilities, good climate and, equally important, the quality labors of the port. The harmonious relationship between the shipping companies and

the Harbor Bureau is another important element worthy of mentioning.

The Port of Kaohsiung looks forward to taking a positive step toward the future. The development of port facilities and equipment are continuing to go on. Three container berths, out of seven berths as implemented in the Project for Container Terminal No. 4, have been operational. The Project No. 5 which includes the construction of 4 berths with the water depth of 14 m and another 3 berths with the depth of 16 m, will kick off in the fiscal 1990 to meet the ever increasing shipping demand.

As for the long-term development, the Project No. 6, though yet to be officially proposed, includes the implementation of four berths with the water depth of 16 m, with the berth length of 1,600 m, with a total back-up area of 120 hectares, as well as the deep port facilities for 230,000 d.w.t. coal & ore carriers at the outer-harbor area.

When all of these projects are completed, the total annual volume of cargo handling of the port will reach 160 million tons, approximately doubling the present volume.

Beside the implementation of such facilities, the effort is exerted to improve the productivity and competitive port tariffs and quality services to better serve the ships calling the port.

Up to date, the Port of Kaohsiung has business links with more than 105 world ports. The Port of Kaohsiung has constantly been playing a key role in economic development of Taiwan.

Port Modernization Underway in Sri Lanka

A Master Plan for the redevelopment of the Port of Colombo was drawn up in 1980 with assistance from the Government of Japan.

The first phase of development consisting of the provision of two fully equipped container berths capable of handling fourth generation container vessels was completed in 1987. The Berths are 300 metres and 332 metres in length with drafts of -12 m and -13 m respectively and are equipped with 2 Container Cranes and 5 Transfer Cranes each, and operates on a fully computerised system. Facilities to handle reefer containers are also provided.

Provision of a well designed Internal Port Road linking every point of the Port will help in the movement of containers efficiently.

The decision taken to develop the Port of Colombo as a transshipment centre has paid dividends. In 1988 the total number of transshipment containers handled was 77.2% of the total number of TEUs handled. A well-established feeder service is servicing the East and West coasts of India up to Chittagong on the eastern run and Karachi the western run. All container handling activities are fully computerised and presently the newly built facilities are almost fully utilised.

The decision to allow the private sector to run Inland Container Freight Stations outside the Port has also helped to relieve congestion in the Port and has helped the trade. Simplification of documentation requirements and clearance procedures in co-operation with the Customs Department to align the flow of goods and information, continually upgrading and modernising in response to the changing market demands and computerising ship planning, yard operations, stock control, billing and the management information system and providing training programs to upgrade all levels of personnel through modern teaching aids and computerised simulation techniques are examples of improvements that have been made.

The Sri Lanka Ports Authority is in the process of establishing a trade data interchanges system for the users of the Port, i.e.

Freight Forwarders, Shipping Agents, Transporters, Shipping Lines, Customs, Banks, Insurance Companies, which would enable the reduction of repeated processing and re-processing of documents and achieve a higher quality status information in terms of reliability and actuality.

Since the investment made under the Master Plan, container berths and other facilities are being fully utilised and the Sri Lanka Ports Authority is now in the process of updating the Master Plan in order to provide new facilities. Since more and more Shipping Lines are making inquiries about the Port of Colombo, arrangements are being made to provide more berths and facilities in the near future. Construction of a third fully equipped berth at the Jaye

Container Terminal has now been taken in hand and construction work is due to start in the near future. This will help to meet demand from Lines like Evergreen, Yang Ming, and Sea Land.

(Sri Lanka Ports News)

Bluff: Improvement in Log Loading Continues

Dramatic improvements in log loading rates have been achieved over the past two years at the Port with a record 4,000 cu. m daily loading being achieved on a recent shipment. Various reasons for the increases are highlighted. The increase in log volumes making all concerned more familiar with the handling, is an obvious reason but only the close co-operation between the Port Company as marshalling agents and the stevedores loading the ship can achieve this.

Suitable machinery for provision of cargo at ships side is highly necessary and to further improve this two Caterpillar 992 loaders have been purchased showing the Port's long-term commitment to log loading.

Bluff, through low volumes of logs and lack of suitable equipment a few years back, was known as the slowest log loading port in the country but now industry sources admit that we are not far off being the fastest and this is the goal all at the Port wish to achieve.

(The Bluff PortSider)

Wellington: Hire, Indemnity Agreements

Hire and indemnity agreements relating to tugs, container and quayside cranes and mobile plant have been revamped.

The revamp is in line with the port company's objective to be more commercially aware of clients' requirements.

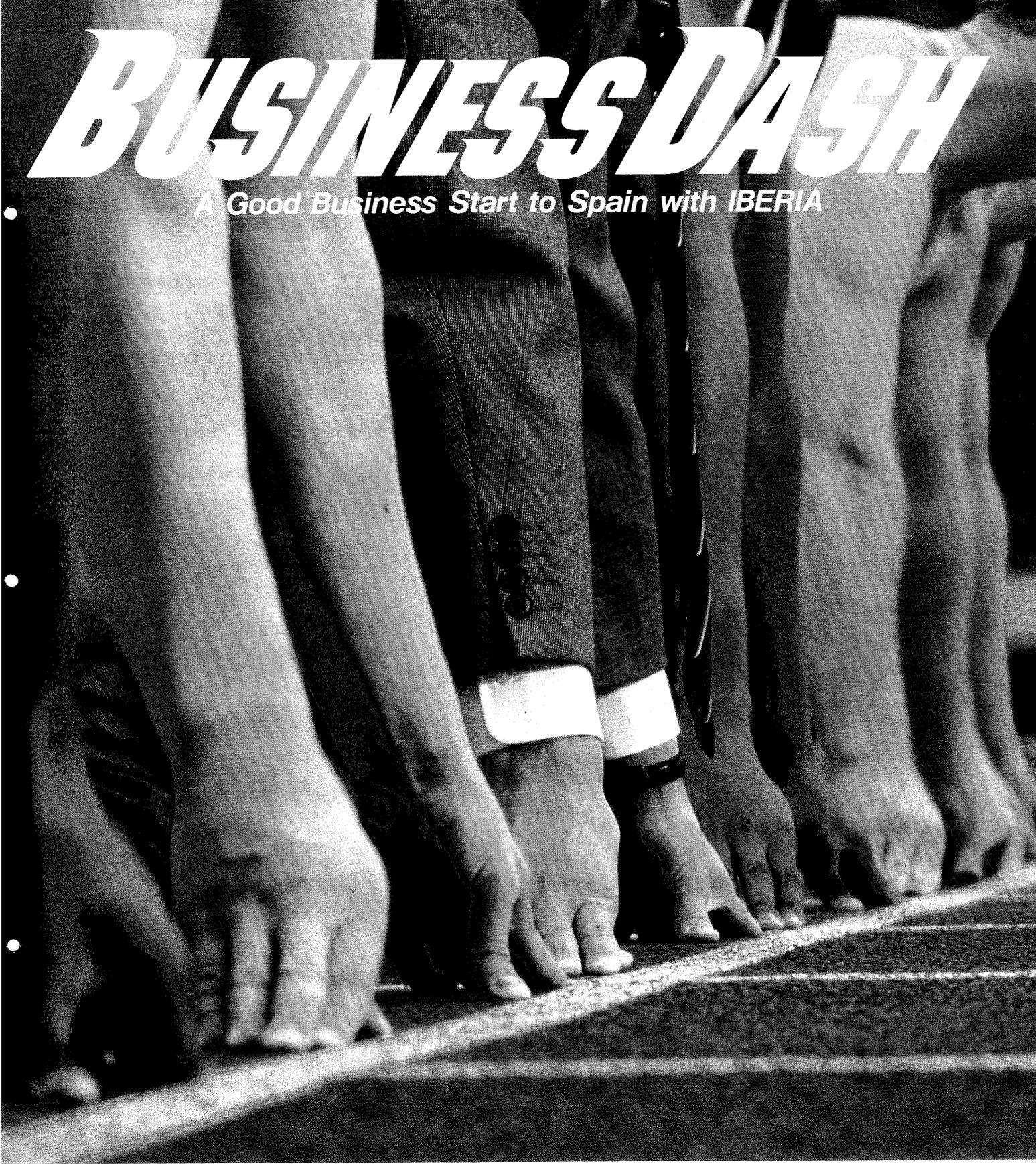
Once accepted by the hirers, the new agreements mean the port company will accept an initial liability where it is legally responsible for any loss or damage.

The new agreements will supercede existing hire and indemnity agreements. They have been made possible by input from P&I Services Limited, the New Zealand representative of the P&I Club.

(Port of Wellington)

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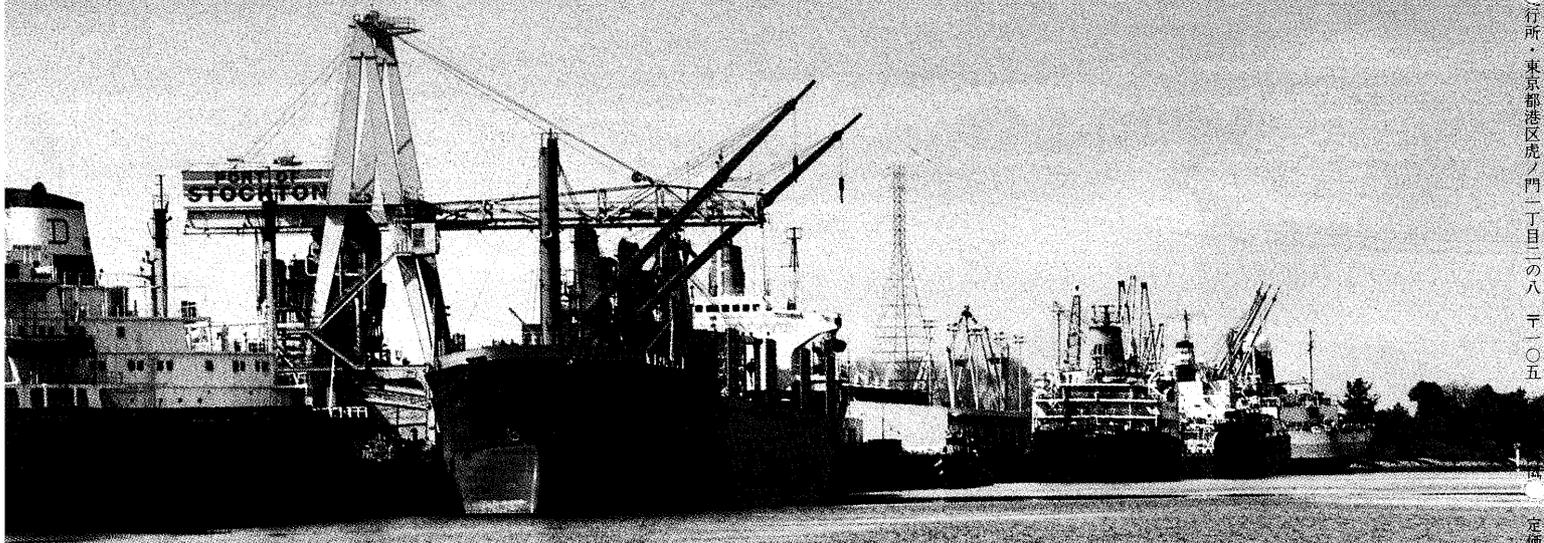
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