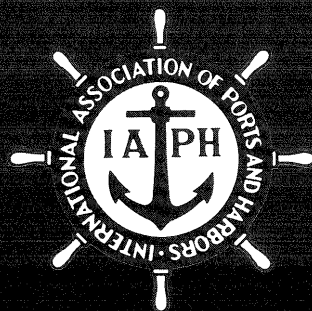


Ports & Harbors

September
1990
Vol. 35 No. 7

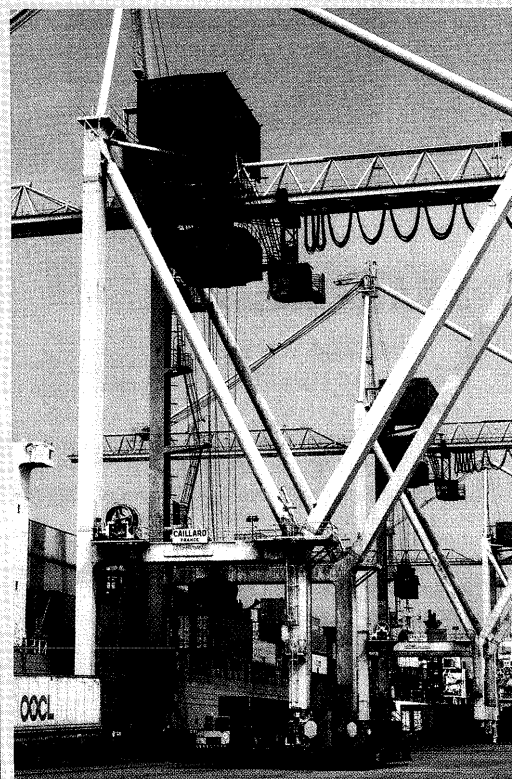


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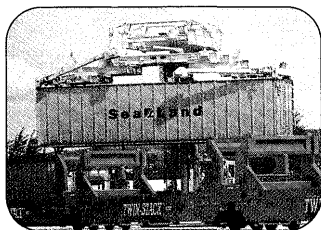
*General aerial view:
foreground:
The "Bougainville Quay"
Container terminal for trade
with the Far East countries*



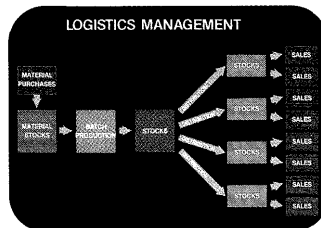
Container traffic with the Far East Countries at the "Bougainville quay" Container Terminal

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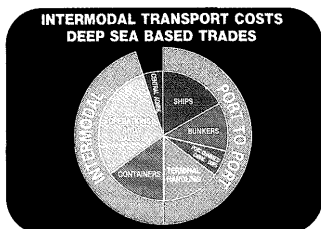
THE PHYSICAL FLOW OF GOODS



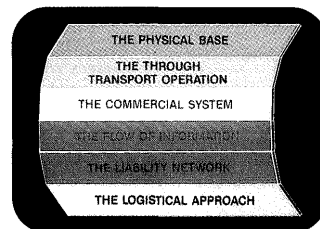
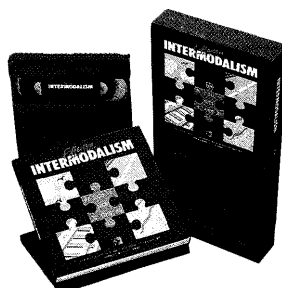
TRADE LOGISTICS:
THE SHIPPER'S PERSPECTIVE



THE COMMERCIAL SYSTEM AND
INFORMATION FLOW



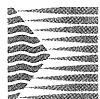
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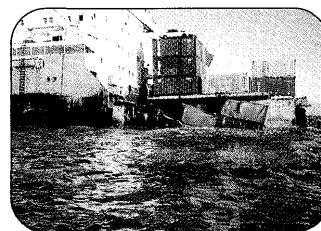
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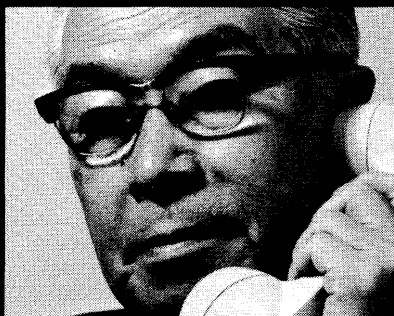
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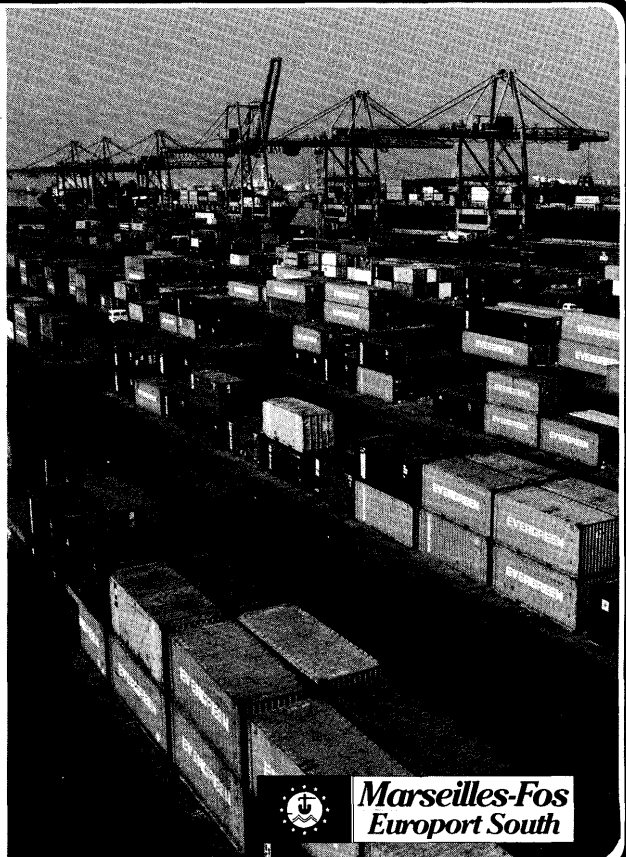
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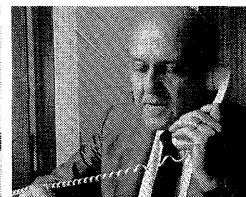
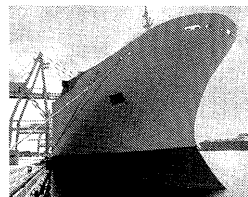
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IAPH ANNOUNCEMENTS AND NEWS

IPD Fund: Contribution Report

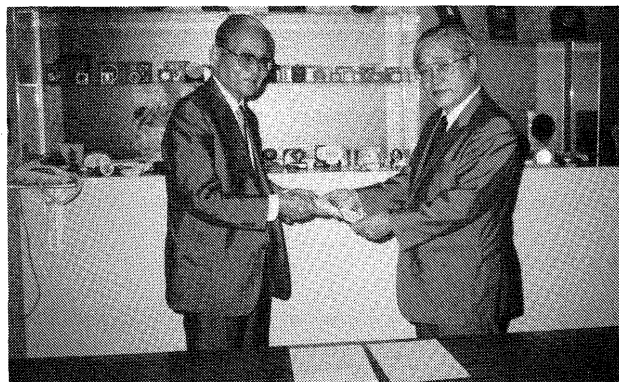
In accordance with the decision made at the Exco Fremantle meeting, IAPH has embarked on a third fund-raising campaign, in which all IAPH members have been asked by the Secretary General to support the project by making voluntary contributions.

To answer the Secretary General's letter which was dispatched from the Tokyo Head Office on June 15, 1990, contributions have been received from the 19 members listed in the box below. As of August 10, 1990, a total of US\$10,650 has been raised against the targeted amount of US\$70,000.

The Secretary General records his deep appreciation for the prompt reaction of the members in meeting his appeal for contributions, while he looks forward to reporting an increased number of donors in the next edition of this column.

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

Contributors	Amount Paid: (US\$)
Paid	
Port of Copenhagen Authority, Denmark	1,000
Stockton Port District, U.S.A.	500
Public Port Corporation I, Indonesia	150
Nanaimo Harbour Commission, Canada	200
South Carolina State Ports Authority, USA	1,000
Port of Redwood City, U.S.A.	200
Vancouver Port Corporation, Canada	1,000
Puerto Autonomo de Valencia, Spain	1,000
Port of Quebec, Canada	250
Public Port Corporation II, Indonesia	300
Port Authority of the Cayman Islands, West Indies	100
Port of Melbourne Authority, Australia	250
Port Authority of Thailand, Thailand	100
Port of Palm Beach, U.S.A.	250
Associated British Ports, U.K.	3,000
Fraser River Harbour Commission, Canada	250
Marine Department, Hong Kong	500
Bintul Port Authority, Malaysia	200
Japan Port & Harbor Association, Japan	400
Total	US\$10,650
Pledged	
Ghana Ports & Harbours Authority, Ghana	250
Total	US\$250
Grand Total	US\$10,900



Mr. Akiyama (left) presents Secretary General Kusaka with a check contained envelope.

Mr. Akiyama Donates ¥2 Million to IAPH

On the afternoon of July 16, 1990, Mr. Toru Akiyama, an IAPH Secretary General Emeritus, visited the IAPH Head Office to hand a check of two million yen (¥2,000,000) to Secretary General Kusaka as an additional contribution to the "Akiyama Fund", a special fund which IAPH created seven years ago with Mr. Akiyama's initial donation. Mr. Akiyama's letter addressed to President McJunkin in connection with his presentation was as follows:

(Mr. Akiyama's letter dated July 16, 1990)

Dear Mr. McJunkin:

In accordance with the pledge which I made to you earlier this year, today I have pleasure in making, through the Secretary General, a donation of ¥2,000,000 (two million yen) to the special fund named "the Akiyama Fund".

As previously indicated, it has been my wish to increase the resources of "the Akiyama Fund", which IAPH created in 1983 with my initial donation of ¥3,000,000 (three million yen), by making an additional contribution so as to help improve the Fund's situation.

I was very glad to learn from an announcement appearing in a recent issue of "Ports and Harbors", that the amount of prize money awarded to the Akiyama Prize winner has been increased from US\$750 to US\$1,000, effective from the case of the 1991 winner, who will be invited to the 17th Conference of IAPH next year.

I sincerely hope that my modest donation will contribute to the furtherance of IPD activities.

I look forward to seeing you and all my IAPH friends at the Conference in Spain.

With best regards,

Toru Akiyama

Secretary General Emeritus of IAPH

IAPH Foundation Pledges \$13,000 to IPD Fund

The IAPH Foundation under the name of President Asada has informed the IAPH President that the Foundation agrees to make a contribution to the IPD Fund, in response to the request which was made earlier by the IAPH President. The Foundation President Mr. Asada has sent the following letter to the IAPH President in confirmation of the Foundation's resolution concerning the contribution.

(Letter from the IAPH Foundation dated July 27)

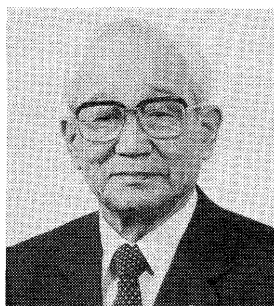
Dear Mr. McJunkin:

Re: The Special Port Development Technical Assistance Fund

It was my pleasure to hear from Mr. Hiroshi Kusaka, Secretary General of IAPH, of the successful conclusion of the mid-term meeting of the Executive Committee of IAPH held in Fremantle, presided over so ably by yourself.

I received, via the Secretary General, your letter of May 11 written in Fremantle inquiring whether this Foundation might be able to contribute to the IPD Fund.

At the Board meeting held on July 12, 1990, I was able to introduce the above letter from you to the Board members



Mr. Shizuo Asada

present to see if our Foundation could respond to your request. I am very pleased to be able to convey the decision made by the Board in this connection. The Board members fully appreciated the efforts exerted by the IAPH committees and members and unanimously decided to make a contribution of US\$13,655, which was reported as the shortfall in the targeted amount in the last campaign. The payment will be arranged to the appropriate account in due course.

I hope that our above commitment will contribute to the improvement in the IPD Fund situation and thus help IAPH to provide assistance to all those who need it.

I wish you and IAPH continued prosperity.

With best regards,

Shizuo Asada

President

The IAPH Foundation

New Appointment

Cargo Handling Operations Committee

Mr. Ng. Chee Keong, Deputy Director (Operations), the Port of Singapore Authority

Conditions for Entry To the Bursary Revised

At its meeting held in Fremantle in May this year, the Executive Committee agreed to change the conditions for entry to the IAPH Bursary Scheme concerning the bursary money. The major changes are that IAPH assistance to the successful applicant has now been limited to the tuition and lodging fees involved, but airfares and other forms of primary travelling costs have been excluded from the bursary money to be awarded from IAPH, and therefore these costs should be taken care of by the applicant's organization. The revised conditions for entry together with a suggested form of application are introduced in the next page for the benefit of all who may be interested in this program.



Mr. John M. Wallace

Mr. Wallace Co-ordinator For 1993 IAPH Conference

The IAPH Head Office has recently learned that Mr. John M. Wallace, an Honorary Member of IAPH and former Vice-President from Sydney, who is now in port consultant business, has accepted the role of Co-ordinator for the 1993 IAPH Conference in Sydney at the request of the Chief Executive of the Maritime Services Board of New South Wales, Mr. Max Moore-Wilton.

According to Mr. Wallace, as the first stage of this assignment Mr. Wallace has already been involved in preparations for the Spanish Conference in May next year so as to ensure presentations on the 1993 Conference are made to the Board members and all participants.

Secretary General Kusaka comments that Mr. Wallace, a veteran member of our Association, who has been active in IAPH over 20 years in various positions, and who has participated in the past 12 biennial conferences since the one held in Tokyo in 1967, is certainly right person to be requested to do this important task.

CORRECTION

In the article entitled "Our Common Future" by Drs. Jan W. de Nie in the May 1990 issue of "Ports and Harbors" (the 17th line from the top on the right hand column on page 9) dealing with the environment and sustainable development, it is stated that the Gross National Product does measure efficiency, not quality of life. This should read "the Gross National Product measures neither efficiency nor quality of life".

Conditions for Entry to the IAPH Bursary Scheme 1991

(effective from January 1991)

THE IAPH BURSARY SCHEME

1. The object of the Scheme is to provide financial assistance towards the cost of training of selected applicants on approved training courses overseas. Typically, such courses are those available in ports or institutes which are members of or affiliated to IAPH.
2. Subject to the availability of funds, 10 bursaries for each year, not exceeding US\$3,500 each, will be awarded to approved applicants from developing ports in any developing countries represented in the membership of IAPH, **to cover the course fees or tuition and lodging fees but explicitly excluding airfares or other forms of primary travelling costs.** If the total amount required for the applicant's training exceeds the above limit, the Chief Executive of the applicant's organization must submit written confirmation to the Chairman of the Committee stating that the balance shall be borne by the applicant's organization and forwarded to the host port/organization.
3. Applicants must have been employed in an IAPH member port for at least three years, should not be older than 45 years of age and must already be employed in a junior or middle management capacity. After being completed, the application form should be sent to the Chairman of the Committee on International Port Development. The form is to include a statement confirming the suitability of the applicant for the course he or she wishes to attend and indicating the benefit both the port and applicant seek to achieve from the course. The statement should also indicate the applicant's potential for future promotion.
4. The application form must be accompanied by a letter from the host port confirming its willingness to provide the required training and specifying the date of commencement and duration of the course.
5. The Bursary Scheme will be open, subject to the availability of funds, throughout the period indicated above. The decision of the Chairman of the Committee on International Port Development will be final. His decision will be communicated to the applicant, his or her organization's Chief Executive, the Chief Executive of the host port/organization in which the training is to take place, and the Secretary General of IAPH for him to take the necessary steps to disburse the necessary funds from the Special Fund and to make the appropriate arrangements for the remittance of the fees. The host port/applicant will be required to account for expenditure and to reimburse the Special Fund with any monies not spent out of the bursary award.
6. For the purpose of making this financial assistance available to as many applicants as possible, those who have already been awarded with a bursary from the Association will in principle not be considered. For the same reason, the number of bursaries to be awarded to one member port will not be more than one for two years.
7. After completion of the course, successful applicants must prepare a brief report indicating how they propose to apply the training to their present employment. The report, which must be sent to the Chairman of the Committee on International Port Development within

one month of the end of the course, will be published in the magazine "Ports and Harbors".

Successful applicants will also be required to obtain and forward with their own report a letter from the ports/organizations where they have received their training, giving their opinions of how they have performed on the course and the benefits they have derived from it.

A Suggested Form of Application To the IAPH Bursary Scheme 1991

(Items Required to be Included)

To: Mr. C. Bert Kruk, Director
Chairman, IAPH Committee on International Port Development
Director, Technical and Managerial Port Assistance Office (TEMPO)
Port of Rotterdam
P.O. Box 6622, 3002 AP Rotterdam, The Netherlands
Telex: 23077 EUROT NL
Fax: 31-10-477-8240

I, the undersigned, hereby submit for your consideration my application for an IAPH Bursary together with supporting evidence in accordance with the items stipulated below:-

1. Name of Applicant (Full name, with the date of birth)
2. Port Authority
3. Present appointment (with the date appointed)
4. Educational qualifications (Please also indicate whether you are fluent in English, French or Spanish.)
5. Professional/technical qualifications
6. Career history
7. Previous overseas courses attended
8. Course for which application is being made (Specify nature of Course, duration, and location of host port/institution)
9. Applicant's reasons for selecting above course
- *10.

Amount of Bursary for which application is being made (Particulars of expenses should be given in U.S. dollars in support of the application.)

Course fees	_____
Accommodation	_____
Other costs, with particulars	_____
Total	_____

State any other source from which finance for undertaking the course will also be provided and the amount of finance already obtained (e.g. employing port authority, government, international organizations such as UNCTAD, ILO, IMO, etc.)

Date:

Applicant's Signature

List of attachments

17th World Ports Conference of IAPH

— Preparations are in progress
in Spain —

20 Cabins Reserved

The Head Office has recently learned from Prof. Jose L. Juan-Aracil, Executive Director of the Organizing Committee for the next year's IAPH Conference in Spain, that as of July 11, 1990, more than 20 people have already completed their registration and cabin reservations in the passenger ship "Eugenio Costa", on which the 17th World Ports Conference will be held during the period May 5 — 11, 1991.

The Conference Host reminds you that your registration should be made as soon as possible, by sending the completed forms together with two bank cheques — one covering the registration fees and the other covering the cabin fees which are available in the list below — to:

17TH CONFERENCIA INTERNACIONAL IAPH

Colegio Ingenieros de Caminos

Almagro, 42, 28010 Madrid (Spain)

Phone: 34-1-308 20 23 Fax:34-1-308 39 32

Registration Fees:

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-Members	150,000	2,366	7,938	221,000	855	1,397
Honorary Members	0	0	0	0	0	0

Note: Registration after March 1, 1991 will be subject to a 20% increase.

Cabin Fees

Type of Cabin							
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)	DEN1	190,000	2,996	10,055	280,000	1,083	1,769
3A)	DIN1	160,000	2,523	8,467	236,000	912	1,490

Note: 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.

- DEL — Double Outer Luxury Cabin
- DEN — Double Outer Standard Cabin
- DIN — Double Inner Cabin
- IE — Single Outer Cabin
- II — Single Inner Cabin
- 2A) — Double Outer Standard Cabin Single Accommodation
- 3A — Double Inner Cabin Single Accommodation

Concerning the double cabins — DEL, DEN, DIN, there are two types: one is twin-bedded, and the other has one double bed. It is possible for two delegates to share one room, but in such a case each of the two delegates must pay the full registration fees.

It is possible to join the Conference in Menorca or in



Mallorca, but even in such a case the delegates must pay the full accommodation fees as the cabin must leave Barcelona free and reserved.

Opening and Closing Ceremonies

Both the Opening and Closing Ceremonies in Barcelona and Valencia will be held in a Congress Hall at the respective site and will be attended by high officials from the national and local authorities.

Exhibition in Mallorca

There will be a two-day exhibition organized at the Maritime Station in Mallorca Harbour, where the ship will berth. The Host will send the detailed information to the companies concerned in due course.

Ad Representative for IAPH Journal Appointed

Mr. Hiroshi Kusaka, IAPH Secretary General, has recently circulated a letter to all members of IAPH and current and potential advertising clients for "Ports and Harbors" to inform them that an advertising representative for the journal has been appointed.

The newly designated representative is Tokyo Bureau Inc., the president of which is Mr. Kozo Yamamoto, whose address and fax number, etc. appear on page one — listed in the table of contents — of each issue of this journal.

This arrangement has been made on the basis of the discussions which took place at the mid-term Exco meeting held in Fremantle in May this year. At the Fremantle meeting, the Exco members discussed at length various ways to increase the income from advertising in order to secure more resources for the production of the journal and thereby minimize spending from the general accounts.

In the belief that our advertising business can be better handled by an experienced and reputable specialist in this particular field rather than be taken care of by the Head Office staff within the framework of their secretariat work, the Secretary General has decided that Mr. Yamamoto's Tokyo Bureau Inc. will act as our ad representative, after careful selection from among several candidates.

Under the new arrangements, we have changed the advertising terms so as to offer better treatment to our advertisers, and in particular to those who advertise in the journal on a regular basis. In addition, a members' discount system has been provided.

Secretary General Kusaka appeals to all members and advertisers for their continued support of our advertising campaign efforts through Tokyo Bureau Inc., our advertising representative.

Report on the 62nd Session of the Legal Committee, IMO, 2 – 6 April 1990, London, U.K.

By **Andre Pages**
Port Autonome de Bordeaux

The IMO Legal Committee held its 62nd Session at the organizations headquarters from the 2nd to 6th April, 1990.

The Session was followed by 44 national delegations, 3 United Nations inter-governmental organizations and by the observers of 20 non-governmental organizations, including A. PAGES, on behalf of IAPH.

It was chaired by Mr. R. Cleton (the Netherlands).

1. DRAFT CONVENTION ON THE LIABILITY AND COMPENSATION IN RESPECT OF DAMAGE CAUSED BY THE TRANSPORT OF POTENTIALLY HAZARDOUS AND NOXIOUS SUBSTANCES BY SEA (DRAFT HNS CONVENTION)

1.1 Antecedents to the Subject

The work of the 62nd Session of the IMO Legal



The visitors from Cork receive a warm welcome at the Head Office.

Visitors to Head Office

On June 27, 1990 — Mr. Patrick J. Keenan, General Manager, Cork Harbour Commissioners, Mr. Patrick Dowd, County Manager, Cork County Council, Mr. T.P. Rice, City Manager & Town Clerk, Cork Corporation, Mr. Barry Condron, Regional Director, and Mr. Sean Langdon, Project Manager, Industrial Development Authority, Ireland

On July 18, 1990 — Mr. George Girard, General Manager, Mr. Roland Theobalds, Chief Engineer, St. Lucia Air & Sea Ports Authority (West Indies), and Mr. K.J. Ramkissoon, Partner, Lee Young & Partners, Trinidad and Tobago

Committee falls within the frameworks of an extension of previous work on the subject and of various measures already decided by the United Nations on related subjects, with which it must be coherent.

a) Failure of the 1984 Diplomatic Conference and the Re-examination of the Subject in 1988:

After several sessions devoted by the Legal Committee to drafting a text for the HNS Convention, it was submitted to a Diplomatic Conference in 1984, but was not accepted.

At the request of the IMO Assembly, the Legal Committee put the subject back on its agenda as of its 59th Session (April 1988).

Since then an inventory of the numerous points to be examined has been established.

However, priority in the work of the Legal Committee until 1989 was given to other subjects (the Revision of the 1910 Salvage Convention and the 1974 Convention on the Transport of Passengers). Both these questions having been successfully concluded by Diplomatic Conferences, priority has now returned to work on the HNS Convention.

b) Action for the Protection of the Environment:

The imperative of protecting the environment has increasingly become a major concern of all nations. It has resulted, as far as the protection of the marine environment is concerned, in:

Membership Notes:

New Members

Regular Member

Puerto Autonomo de Bilbao (Spain)

Address: Campo de Volantin, 37, 48007 Bilbao

Telex: 32708 PADB E

Tel: 445 2000

Fax: 446 5409

(Mr. Manuel Santos Sabras, General Manager)

Associate Member

Wackenhut Services, Inc. [Class A-2-3] (U.S.A.)

Address: 1500 San Remo Avenue, Coral Gables, FL 33146

Telex: 153805

Tel: (305) 666-5656

Fax: (305) 662-7328

(Mr. Kenneth G. Hawkes, Vice President, Maritime Security)

- the 1973 MARPOL Convention, its 1978 Protocol and its various annexes,
- the 1972 London Dumping Convention.

c) 1989 Bâle Convention — Trans-Frontier Transport of Dangerous Wastes:

Within the United Nations Programme for the Environment, a Convention was adopted in Bâle, in October 1989, to deal with the trans-frontier movement of dangerous waste products. This Convention applies equally to trans-frontier movements by sea, as well as by land. In addition the IMO Assembly in October 1989 adopted a resolution in which it gave its full support to the Convention and invited its various Committees to take it into account fully when continuing their own work.

d) 1989 Geneva Convention - Overland Transport of Dangerous Goods:

Under the auspices of the United Nations Economic Commission for Europe, a convention was adopted in Geneva on 10th October 1989 which deals with the questions of the civil liability and compensation for damage caused by overland transport, by road, rail or inland waterway of dangerous goods.

1.2 Work on the HNS Draft Convention during the 62nd Session

Work on the different principal points to be settled continued. They were either placed on a pending list or a list for re-examination, after deliberation at government level in each country. The work was facilitated by the submission of in-depth projects by several delegations.

a) Definition of Hazardous Substances:

No decision has yet been taken on the option between:

- the establishment, for the needs of the Convention, of a specific list which would have to be kept up-to-date in the future,
- or the use as a reference of lists already established for other purposes and up-dated by various organizations.

It was however accepted that both waste hazardous substances and their residues in the holds of ships should be taken into consideration, because of risks of fire or explosion (e.g. oil tankers in ballast). Finally, the Convention is not to be limited to bulk transport, but must take into account packaged goods.

b) Definition of Damage:

The types of damage to be taken into consideration are those likely to be caused to persons or property, on board or outside the ship, by pollution, contamination, fire or explosion.

It would seem that to these should be added:

- damage caused to the environment (but short term? long term? definitive?);
- the costs of preventive measures (e.g. removal from exposed populations?); and
- economic losses.

c) Geographical Scope:

It seems that the geographical scope to the convention ought to cover territorial waters and exclusive economic zones, but not go beyond that (case of fishing zones?).

d) Ship Owners' Liability:

It seems that liability ought to:

- be imputed to the ship owner (easily identifiable), rather than the operator;
- be objective; and
- have mandatory insurance coverage, with the owner having the ultimate burden of proof for establishing that full liability could be imputed to a third party in an accident.

e) Eventual Amounts of Compensation for Damage

The Geneva Convention for the overland transport of dangerous goods provides a limitation amount of 15 million SDR for inland waterway vessels and 30 million SDR for road and rail hauliers.

Likewise, a minimum amount of 15 million SDR seems to be called for in the case of small vessels, which might carry cargo loads that could cause very serious damage.

Depending on the size of the ship, it is accepted that the amount of compensation could be as high as 100 million SDR, certain delegations suggesting limits as high as 300 or even 500 million SDR.

In this respect, debates were fueled by the fact that there are few references based on past disasters caused by the sea transport of hazardous substances, from which the highest risks involved can be evaluated.

f) Owners' Liability and its Coverage

An owner's liability could be defined:

- in a similar way to his liabilities in the 1976 London Convention on Maritime Claims;
- with, eventually, a complementary layer for the coverage of liabilities strictly connected with the transport of hazardous substances,
- or by a new specific convention, which is independent from the 1976 London Convention.

The insurance market representatives (P & I Clubs) stressed the interest in not stretching market capacities over multiple basis.

They accept, without committing themselves to do so, the possibility of covering an owner's eventual liability up to 100 million SDR.

g) Complementary Compensation Fund:

Along the same lines as coverage for oil pollution damage, the introduction of an entity has been envisaged:

- which would collect contributions from bulk shippers that could eventually be extended to mobile tank and tank-tainer shipments; and
- which would enable the insured owner's compensation amounts to be completed to the desired level in cases of major disaster.

- h) **Other Clauses worthy of Note by Port Authorities**
The attention of Port Authorities is drawn to the following clauses, which are inserted in the various drafts:

- The proof of fault or negligence in the operation and maintenance of maritime signals is cited among the reasons that the owner may invoke for exoneration from his liability.
- The forfeiture of an owner's right to limit his liability is conditioned (as in the 1976 Convention) by the burden of proof by a third party that he has been grossly negligent or reckless and had full knowledge of the probable results.
- Future revisions of the limitation amounts would be subject to a complex procedure involving several phases, requiring a minimum delay of eight and a half years, and would be dependent on a series of successive majorities, while the increases must respect annual inflation rates.

2. OTHER SUBJECTS

2.1 Detection of Explosives in Air Transportation

The International Civil Aviation Organization is concerned with detecting possible explosives in clandestine dispatches by the research into and introduction of suitable technical measures which would be made obligatory in the manufacture, storage and transportation of explosives.

The precautions and objectives coincide with those of maritime transportation. They justify IMO and its various committees' joining the ICAO's efforts.

2.2 State of Ratification of the Three Conventions dealing with Limitations of Liability and/or Compensation for Damage.

The IMO Secretariat has supplied details which illustrate the reception given to international conventions by maritime nations.

The following three conventions, currently in force, have only received limited acceptance.

- 1969 Oil Convention, relating to liability in connection with oil pollution damage: 67 State Parties; and
- 1971 Fund Convention, for the complementary compensation for this same damage: 44 State Parties
- 1976 Maritime Claims Convention relating to the Limitation of Liability for Maritime Claims: 18 State Parties.

The 1984 Protocols to the 1969 & 1971 Conventions mentioned above have not yet received sufficient ratifications. The US delegation supplied details of the work being undertaken in this respect by the US Congress, and which is likely to serve as an example for other States.

2.3 Legal Committee's Work Programme for the 63rd Session

The Legal Committee will continue work on the draft HNS convention at its 63rd Session in September 1990, and will clarify the positions of numerous points still pending which the national

delegations will, in the interim, have studied in depth at a national level.

At the same time they are to specify their respective positions concerning an eventual diplomatic conference convened to deal with Maritime Liens and Mortgages, to conclude the six sessions devoted to that subject by a joint IMO/UNCTAD group of experts.

It is only after Maritime Liens and Mortgages has been settled that the problems associated with ship arrests can be examined.

In another context, a small amount of time during the 63rd session is to be devoted to deciding whether work on wreck removal should be started. This question has been inscribed on the long term work programme of the IMO for many years and, to date, has ceded priority to numerous other subjects.

3. CONCLUSIONS

The IMO Legal Committee's 62nd Session enabled IAPH to collect a multitude of information on events which are of interest to Ports:

- the 1989 Bâle Convention on the trans-frontier movement of dangerous waste products;
- the 1989 Geneva Convention on the overland transportation of Dangerous Goods;
- the state of ratification of various international conventions; and
- the perspectives of the Legal Committee's work during their next few sessions, with the continuation of work on the draft HNS convention and eventually a proposal for the convening of a diplomatic conference to deal with maritime liens and mortgages.

The draft HNS convention has made progress and has almost decided various points:

- The convention is to cover packaged goods as well as bulk cargo.
- It is to include the wastes and residues of hazardous substances, such as residual gases in oil reservoirs.
- Damage to the environment, economic loss and preventive measures are to be taken into account, as well as damage caused by fire, explosion or pollution.
- The liability of the ship owner is to be fixed between 15 million SDR for small vessels and 100 million for large ones.
- Above this, a complementary compensation fund, made up of contributions from shippers, will ensure adequate compensation for major disasters (up to 300 million or 500 million SDR).
- Like various other conventions on the limitation of liability, the mechanisms for the revision of limitation amounts are long and complex.

Eventual intervention by IAPH, it seems, could be made during forthcoming sessions on the length and complexity of the mechanisms of the revision of limitation amounts, in view of the rapid erosion in many countries of the purchasing power of the compensation amounts expressed in SDR.

Report: the Port Pricing Seminar Organized by IPER/UNCTAD Le Havre, France, 15-23 May '90

By Ferit Erkekli

**Assistant Director, Ports Department
Turkish State Railways**

First of all, I would like to express my gratitude to IAPH for its kind consideration in granting me a bursary to attend the Port Pricing Seminar in Le Havre, France, from May 15-23, 1990.

The Port Pricing Seminar was organized by IPER/UNCTAD and there were seven participants registered for the seminar from various nations.

The seminar was efficiently handled by the specialized experts of IPER in terms of the topics selected. A wide range of topics covering the various aspects of port pricing was presented during the seminar and they were very well delivered. A visit to the Port of Le Havre was also organized and the participants were given the opportunity to look at the facilities available at the port. Both the seminar and the visit to the Port of Le Havre were very instrumental for me.

Although I have a general idea about the seminar topics, I learnt many things when the topics were examined in detail. I believe that I will be able to use the knowledge I gained during the seminar, principally the financial and accountancy terminology and cost accounting, project evaluation and basic pricing techniques.

The topics were extremely valuable to me, particularly the accounting system and the relation of the system to costs and tariffs and the depreciation that must be taken into account while preparing a tariff.

Besides, as cost accounting has always been an area of interest for me, I gained a deeper insight into the cost elements of a port. It seems clear that the direct, indirect and marginal calculation of these elements should be considered while preparing a tariff.

I also learnt that in connection with the investments made at the port, the opportunity cost should be taken into account. Furthermore, the contributions to employment and to the national economy should also be calculated.

On the other hand the departments giving service to each other at the port should use an internal billing system and in this way the cost of the service will be reflected in the overall costs.

What drew my attention concerning the project evaluation is that we should improve the capability of receiving mother ships rather than the physical expansion of ports. Therefore, in my studies I will give much emphasis to the technical and administrative measures which will ensure the receipt of mother ships instead of physical expansion.

The seminar also covered in detail the principles of the structuring of port tariffs, together with examples for conventional cargo, liquid and solid bulk and container tariffs. The main principles for tariff structuring that I can cover here are as follows:

- tariff structuring should be cost based;
- provide the required revenue;
- be greater than marginal cost;
- optimize the utilization of equipment;
- be simple in presentation and use; and
- be flexible.

In a way, the port management topics were also covered at the seminar as a whole. From what I gained at the seminar, I think the objectives of a port administration should cover the following:

- obtaining maximum throughput;
- maximizing net profits of the port authority;
- operating at the lowest real cost;
- securing national independence;
- promoting regional development;
- optimizing each vessel's stay in the port;
- minimizing maritime transportation costs;
- maximizing return on capital;
- minimizing capital investment;
- offering the best possible social security coverage and wages; and
- aiming for the highest possible employment level.

In conclusion, my objective in attending the seminar was to learn and gain experience in port tariffs as I am responsible for tariffs in my department. I feel I achieved these objectives and I will be able to use the knowledge gained from the seminar.

I would like to express my gratitude once again for the kind support of IAPH and IPER.

27th Int'l Navigation Congress

By Ir. K. d'Angremond

**Professor of Coastal Engineering
Delft University of Technology
The Netherlands**

PIANC recently held its 27th Congress in Osaka, Japan, the first time ever in Asia.

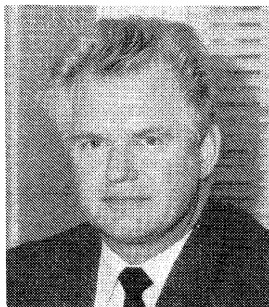
The Congress was attended by about 1,200 participants from 48 countries, amongst whom were several members of IAPH.

The opening ceremony of the Congress was highlighted by a speech of His Imperial Highness the Crown Prince of Japan on historic navigation on the River Thames. Another important issue of the opening ceremony was the presentation of a declaration entitled "Inland waterway-transport can

help the environment". This document invites governments and other organizations involved in water transport to promote more intense use of river transport in view of the environmental advantages of such transport over truck hauling and the growing congestion on the roads.

The Congress itself was divided in parallel sessions, mostly following the traditional division of PIANC in 2 sections, section I for inland navigation and section II for ocean navigation.

The subjects of the section I sessions were:



Mr. K. d'Angremond

- Improvements in inland waterway traffic management by using modern methods
 - Ice conditions on inland waterways
 - Multi-purpose waterways
 - The quality of water and sediments in waterways
 - Support facilities for sport and pleasure navigation
- and for section II:

- Safety of navigation
- Coastal engineering subjects
- Structures in commercial and fishing ports and at sea, excluding oil and gas platforms
- Port and coastal zone planning
- Developing countries

Apart from this, working group reports published recently were discussed in special panel meetings.

Issues of apparent interest for IAPH were dredging and dredged material disposal, safety of navigation, and several aspects of containerisation.

With respect to dredging and dredged material disposal, the establishment of quality criteria was extensively discussed. There was a general feeling that it would be impossible and even undesirable to arrive at generally applicable criteria. It was decided to set up a new working group to develop a uniform methodology for deriving site specific criteria. Furthermore, a report on economical maintenance dredging methods was discussed. The report is worth reading for anybody involved in maintenance dredging operations.

For safety of navigation, the importance of the VTS Guide was discussed. It was also recommended that studies into the background of a growing number of ship-bridge collisions be carried out.

As to coastal engineering subjects, beach nourishment in combination with offshore breakwaters received considerable attention.

More knowledge about offshore breakwaters should

(Continued on Page 19, Col. 2)

Report to the Executive Committee on European Representation of IAPH

(submitted to the mid-term Exco Meeting in Fremantle, W. Australia, May 1990)

By Mr. A.J. Smith
IAPH European Representative
London, U.K.

1. Introduction

The Report covers the period May 1989 to April 1990. Representation of IAPH's interests has taken place at various locations in the Africa/Europe Region. Topics discussed at innumerable meetings with individuals, groups and at more structured fora, have been wide-ranging. All, however, have substantively had some particular significance either to individual ports or to ports generally.

The Report also reflects more routine liaison with, amongst others, UN Agencies, international non-governmental organisations, and regional IAPH members, present and potential.

2. UN Agencies

For years past, the importance of IAPH identification with the work programmes of UN Agencies, has been

stressed. Results of efforts made in that regard have never been immediately apparent; their underlying, longer-term beneficial impact has however been marked.

The case for closer IAPH involvement with them is all the more rewarding in the present climate of more constructive inter-Agency cooperation. Matters under their joint scrutiny, to which IAPH might reasonably expect — or be expected to provide an input include, for example, operational activities for development (with ports considered to be an integral element of the development infrastructure); human resources development; environmental protection issues with emphasis on the concept of sustainable economic development; recovery programmes for Africa, for example, including action in the field of transport and communications.

2.1 IMO Liaison

It is ironic that at a time when its credibility and authority in the international maritime affairs is at a high level, the International Maritime Organisation (IMO) is subject to stringent financial constraints. These, in turn, inevitably

constrain IMO's potential.

Fortunately, however, and with considerable foresight, IMO's Assembly had charted a course of policy guidelines set out in Assembly Resolution A500 (XII). These were re-enacted at IMO's 16th Assembly in October, 1989, and commit IMO to the promotion of effective global implementation of present Conventions, Protocols, Codes and so on, with a major emphasis being given, in that regard, to sound and practical maritime training regimes.

The policy guidelines, however, allow of no inhibitions when concerted action is seen to be vital to take account of matters giving rise to increasing public concern, for example, to secure safety of life at sea and protection of the marine environment. New instruments can and will be devised and, in due course, adopted.

In that regard, the 16th IMO Assembly adopted a number of Resolutions of particular interest to IAPH, as follows:

- A637 (XVI)—Cooperation in Maritime Casualty Investigations
- A638 (XVI)—Unique Consignment Identifier
- A640 (XVI)—Institutionalisation of the Facilitation Committee
- A643 (XVI)—Long-term Work Programme of the Organisation (up to 1996)
- A645 (XVI)—Relations with Non-Governmental International Organisations
- A647 (XVI)—IMO Guidelines on Management for the Safe Operation of Ships and Pollution Prevention
- A648 (XVI)—General Principles for Ship Reporting Systems and Requirements including Guidelines for reporting Incidents involving Dangerous Goods, Harmful Substances and/or Marine Pollutants
- A667 (XVI)—Pilot Transfer Arrangements
- A668 (XVI)—Use of Pilotage Services in the Euro-Channel and IJ-Channel
- A674 (XVI)—International Cooperation on Oil Pollution Preparedness and Response
- A675 (XVI)—Prevention of Oil Pollution
- A676 (XVI)—Transboundary Movement of Hazardous Waste
- A677 (XVI)—Technical Assistance in the field of Protection of the Marine Environment
- A678 (XVI)—Amendment to the International Regulations for Preventing Collisions at Sea, 1972

Resolution A679 (XVI) expressly marked the international maritime communities' appreciation of the services of Mr C P Srivastava as Secretary-General to the Organisation. IAPH will certainly agree the sentiments expressed to a person who has furthered IAPH interests at every opportunity. IAPH will wish his successor Mr William O'Neil every future success.

In addition to these Assembly Resolutions, IMO's Maritime Safety and Marine Environment Protection Committees, respectively, also adopted and issued many Resolutions, Circulars and Codes during the period under review.

Details of any of the foregoing material can be made available, on request, from the IAPH Secretariat.

It is often the case that a large proportion of the agendas of IAPH's Technical Committees deals expressly with issues under examination by the Committees of IMO. IMO

documentation is therefore provided to the IAPH Committees, as a routine, and their attention is drawn from time to time, to matter of particular importance.

A number of these to which IAPH might be expected to provide a specific input, are listed below under generic headings.

2.1.1 Maritime Safety

Aspects of Vessel Traffic Services
Electronic Charts
Manoeuvring of ships including the development of standards
Vapour emission control systems
Ro-Ro terminal safety procedures
Guidelines on incidents involving dangerous goods on board ship or in port areas
Implementation of Annex III of MARPOL 73/78 and amendment
to cover marine pollution aspects
Jointly with the Marine Environment Protection Committee, the conduct of a review of all relevant regulations and recommendations dealing with the transport of hazardous wastes by ships and their related handling in ports in the light of the Basel Convention, 1989 on that subject.

2.1.2 Marine Environment Protection

Attention continues to be given to the effective implementation of MARPOL 73/78, Annex I — Oil, Annex II — Liquid Chemicals in Bulk, Annex III — Chemicals in Packaged Form, Annex V — Garbage from Ships.

In each case, the key factor as ports are well aware, is the provision of adequate reception facilities.

As measures to prevent air pollution from ships become more wide-spread and stringent, there will undoubtedly be a knock-on requirement on measures to be taken and/or requirements to be supplied by ports. The three main problem areas, in this regard, are seen to be the adoption of safeguards to prevent the depletion of the ozone layer by CFC's and halons; problems caused by certain exhaust gases; pollution caused by the contents of ships' fuels.

The impact on port operations of the designation of Special Areas under MARPOL 73/78, Annexes I, II and V deserves attention by IAPH Technical Committees. The main thrust of the issue, of course, is against marine pollution from ships, with the application of more stringent restrictions on the disposal of harmful substances. There are also clear references to pollution from land-based sources including the dumping of wastes and dredged materials.

A related area encompasses the London Dumping Convention. IAPH is particularly indebted to the commitment of Mr Herbert Haar and his colleagues in IAPH's Dredging Task Force to the safeguarding of port interests generally. Their reports on the technical aspects of LDC discussions are widely circulated. It should not however be overlooked that the Convention is important as an instrument through which assistance could be given to those countries — and of course their ports — needing advice on disposal and treatment of wastes within a comprehensive waste management strategy. Advice can also be given on measures to prevent or mitigate pollution caused by dumping at sea.

2.1.3 Legal

It has to be acknowledged that the results of the activities of IMO's Legal Committees, during the period, have been very successful.

IAPH members will have become familiar with the specific elements of the Committee's work programme, through articles and reports circulated in the Ports and Harbors magazine. It may therefore be appropriate here to highlight them, and also, certainly, to record IAPH's appreciation of the extensive and expert contributions to the formulation and presentation of IAPH positions of the CLPPI generally and Mr Andre Pages and Mme P Le Garrec in particular.

There was a successful conclusion of a Salvage Convention, the central element of which is the creation of a financial incentive for a salvor to provide salvage services which, in the event, lead to a prevention or a reduction of environmental pollution.

As agreed Protocol was signed by 42 out of 46 participating States on the Revision of the 1974 Athens Convention. Issues of particular interest to IAPH namely the principle of limitation of liability amounts, were given a realistic airing. There ought now to be both a quicker process of compensating damage victims and at a much higher level than was earlier the case.

A pragmatic approach has been taken to the formulation of a Convention on Liability and compensation for damage caused by the carriage of hazardous and noxious substances by sea (HNS Convention). Studies are in hand, the results of which will be examined later in the year.

The Joint Inter-governmental Group of Experts on Maritime Liens and Mortgages and Related Subjects held its last meeting in September 1989. The Group's Final Report has been submitted both to IMO and UNCTAD. The expectation is that this will lead to a proposal to hold a Diplomatic Conference on the subject to agree a draft Convention.

2.1.4 Facilitation

In broad terms, IMO is seeking to promote the wider use of ADP techniques to keep in step with growing and complex problems facing the international maritime community as, for example, in drug trafficking and the perpetration of unlawful acts.

IAPH is committed to direct participation in the relevant working group, which, so far, has engaged in the development of standard messages, for EDI purposes — and to EDIFACT requirements — covering IMO's six standard Facilitation Forms.

IAPH has also agreed to act jointly, with IMO and other international non-governmental organisations, to collect data on forms used for ship arrivals and departures with a view of reducing their number and harmonising data requirements.

2.1.5 Technical Cooperation

This is, rightly, a growth activity area. IMO's objective is to enhance the self-sufficiency of developing countries in their maritime training programmes, the better to promote the global implementation of IMO Conventions, Recommendations, Codes and Standards.

The Assembly has given its strong support for the organisation of seminars, symposia, meetings, the development of model courses and the provision of expert services by IMO itself in cooperation with Member States and

organisations such as IAPH, in consultative status.

IMO sees itself as a conduit and facilitator of regional and inter regional cooperation. That role is important given the financial constraints under which it must function.

IMO must therefore rely on the goodwill and cooperation of Member States, organisations, such as IAPH and, not least, on the generosity of donors, to fulfill its objectives.

It is a pleasure to report that IAPH has been able to respond, in positive terms, to proposals for joint action with IMO and others. Similar approaches made to IAPH Members on an individual basis have had equally positive results as, for example, to the Port of Le Havre where the successful initiative of a jointly-sponsored port training programme is now seen as an annual feature of IMO's technical training programme.

Reference must also be made to the potential for IAPH participation in technical cooperation activities relating to environmental protection measures, the development of anti-pollution manuals — of particular benefit to ports in developing countries — and shipboard/shored-based management for maritime safety and the prevention of marine pollution.

2.2 United Nations Committee for Trade and Development (UNCTAD)

Detailed IAPH liaison with UNCTAD is reported on elsewhere. Reference is made to the organisation in this Report, however, to note with satisfaction the successful conclusion of the joint work of UNCTAD and IMO on maritime liens and mortgages to which reference was made at 2.1.3 above.

The fact that both parties are now looking to the possibility of further joint effort to follow the projected Diplomatic Conference, is a good omen in the move towards more frequent and effective inter-Agency cooperation.

2.3 United Nations Environmental Programme (UNEP)

IAPH does not as yet have consultative status with UNEP. An opportunity was taken of a visit to Nairobi, Kenya, where UNEP is located, to discuss the range of activity areas of common interest both to UNEP and IAPH, to determine whether and to what extent there could be cooperation in meeting respective goals.

So far as IAPH members in developing countries are concerned, there is no doubt of the mutual benefit which would derive from such cooperation. There is, moreover, an evident willingness on UNEP's part to help where possible.

An Environment Fund exists, and will expand to provide a firm base for the application of the concept of sustained use and sustainable economic development, espoused by UNEP and, indeed, all UN Agencies.

UNEP acknowledges that the Fund's effectiveness will be increased the more support and cooperation is achieved with organisations like IAPH, capable of carrying out elements of UNEP's programme. IAPH certainly has the expertise within its membership to provide a constructive input to UNEP's programme. There is no reason to suppose that a commitment to that end will not materialise.

As a first step, it is to be hoped that the present ad hoc links between UNEP and IAPH will be strengthened to allow further and more detailed examination of the cooperative measures which might even now be taken.

UNEP was also the lead organisation preparing for what became the adoption of the important Basel Convention

on the Control of Transboundary Movements of Hazardous Wastes, 1989. That Convention has an importance to IAPH members. It is based on two principles, firstly the minimisation of the quantity and hazardous characteristics of wastes generated; and, secondly, the treatment and disposal of the wastes as close to their source as possible. Movement of the wastes should then be the exception rather than the rule.

A strict control regime is now in being, as is a monitoring process. It is however also of interest to note that the Basel Convention, 1989, enters into force when it has been ratified by 20 states. Only one has done so at the present time.

3. Non-Governmental Organisations (NGO's)

The more NGO's become aware of the nature and scope of the expertise available to, and within the IAPH membership, the greater is their wish to access it in furtherance of their respective goals. It is therefore incumbent on IAPH to be aware of the implications of this or that potential commitment so as to secure the most beneficial — to IAPH members in the first instance — and rational use of that expertise.

The representational process facilitates links and serves, on occasion, to sift, even perhaps to prioritise demands made on IAPH. References which follow to meetings attended and joint effort either undertaken, in hand or anticipated, have been made with that injunction in mind.

3.1 Port Management Association of West and Central Africa (PMAWCA)

PMAWCA's Fifth African Port Symposium was held from 23-27 October 1989. It was reported in some detail, in the March 1990 issue of Ports and Harbors.

It is referred to in this Report to focus the attention of the Executive Committee on the issues addressed by the Symposium which were seen, by common consent, to be high amongst those to which detailed attention must be given by the ports of all developing countries irrespective of their geographical location.

The ports in question also know it to be vital for the sake of their own and, often the national well-being that effective action on these issues be taken urgently. Dealing with subject areas such as containerisation; port management and operation in a depressed economy; pollution and environment protection; management of human resources; and commercialisation of ports, does not present straightforward options leading to successful conclusions. The hope is, rather, that their substance can be given the fullest scrutiny by the best expertise available to IAPH. Distilled advice can then be proffered for application where it is needed.

The Executive Committee may wish to consider how best the desired goal might be achieved and act accordingly.

3.2 International Association of Cities and Ports

This Association's principal objective is, essentially, to multiply and diversify contacts and exchanges between those with an interest and commitment to port and their communities.

Its Second Congress, held in Barcelona, Spain from 13-15 December 1989, agreed a Declaration, a copy of which is annexed to this Report.

Specialised sessions of the Congress included reference, *inter alia*, to redevelopment of waterfront areas; redevelopment and intervention in urban ports with emphasis on design and planning aspects; the inter-relationship of ports and cities; legal and institutional difficulties, social and

cultural activities; economic development and requirements of port areas; the development of medium and small ports; rehabilitation of port areas.

Comfort was taken by the writer from the knowledge, made apparent in the discussions, that ports do not stand along in progressing their developments and operational activities. There was an awareness of what these activities entail, in all their complexity. There was also an acknowledgement of the need of both cities and of ports to be more understanding of their respective aspirations.

The Third Congress will be held in Genoa, Italy, during November 1991, hosted by the Port, the City and the Region. IAPH will be invited to determine whether and, in what way, it would wish to be directly involved.

3.3 European Harbour Masters Association (EHMA)

It has been said before, and bears repeating, that EHMA's contribution to the work of IAPH's COPSSEC, and through COPSSEC to UN Agencies and other international organisations, is quite essential. That contribution is generously given and impressively authoritative.

EHMA's biennial work programme is normally inclusive of IAPH's marine operational requirements. It currently includes, for example, aspects of vessel traffic services; recreational use of port waters; towage; a marine operational perspective on environment protection which takes account of air pollution and vapour emissions from ships and implementation of MARPOL Annexes; port safety; hydrographic activities; and ADP in ports.

Definitive recommendations on these and other related matters are invariably progressed for circulation to the IAPH membership as a whole.

It is strongly recommended that the Executive Committee should record its appreciation of the support given to IAPH by EHMA.

3.4 International Association of Lighthouse Authorities (IALA)/ International Pilots Association (IMPA)

The period saw the successful conclusion of cooperative effort between IALA, IMPA, EHMA and IAPH to formulate detailed guidance and recommendations on aspects of Vessel Traffic Services (VTS).

The Executive Committee will be asked by COPSSEC to approve a series of submissions on the related issues to the International Maritime Organisation. These include guidelines on the recruitment, qualifications and training of VTS operators; coordination between adjacent VTS; ship identification, polling and tracking.

Work has also been put in hand on the development of a VTS manual, the legal aspects of VTS and more detailed examination of VTS functions.

An effective IAPH contribution has also been made to the preparation of an International Symposium to be held in Vancouver, Canada, 8-12 June 1992. The Symposium theme "VTS in the Global Environment" reflects the general aspiration towards "Cleaner and Safer Seas".

3.5 PIANC

Additional to IAPH's normal liaison with PIANC, reported by Mr Jean Smagghe, it was thought to be mutually beneficial to mount a joint examination of aspects of the recreational use of port waters.

A series of working groups have been formed on which IAPH is represented by associated EHMA colleagues. Basic

data has been assembled for more detailed consideration, the results of which will be submitted to COPSSEC later in the year.

3.6 Safety in the Ports

The Executive Committee will recall its earlier approval of support for an International Conference on Safety in the Port Environment.

Detailed arrangements have now been finalised for the Conference, to be held in Bremen, Federal Republic of Germany, 17-21 September 1990, hosted by the Senator of Ports, Shipping and Transport, Bremen.

The cooperative effort initiated by IAPH and IMO has been expanded to include other UN Agencies, other non-governmental international organisations and the World Maritime University.

The subject matter of the Conference has been subdivided into the Marine and Shore sides of port activity. Participants will be made familiar, in particular, with the process of translating international safety requirements/recommendations into national regulations and finally into normal working practices.

The sponsoring organisations have expressed the view that considerable advantage would be derived from the attendance of representatives of the ports in developing countries. It is recognised however that financing problems are likely to inhibit that possibility. It has therefore been suggested that limited financial support might be made available by the organisations to allow, in the case of IAPH for example, five persons to be selected from member ports. Their travel and accommodation expenses only would have to be covered.

That possibility is strongly recommended to the Executive Committee which is asked to approve the allocation of the necessary funds which should not exceed 20,000 US Dollars.

The enthusiasm generated by this venture has pointed to the possibility that this Conference will be the first of a series. A second International Conference has been projected for 1992 with the theme of Emergency Preparedness for the Port Environment.

3.7 The Port Environment

Close attention was given, during the period, to the quickening momentum of changes in the environmental perspective of Governments, Agencies, international maritime organisations and the public at large of the European area.

3.7.1 Third Ministerial Conference on Protection of the North Sea

The Conference was held in the Hague, Netherlands, on 7/8 March 1990.

IAPH has, on past occasions, expressed support for the underlying objectives of these Conferences whilst, at the same time, stressing that agreed action areas should take full account of, and responsibility for their implications and impact on port operations.

The common action areas of the Third Conference do not entirely reflect IAPH's wishes. The range of intentions to which the area's ports must now have regard include reference to dumping and incineration at sea including dredged materials; pollution from ships; disposal of radioactive wastes; enhancement of scientific knowledge; coastal state jurisdiction; salvage of sunken ships and/or their

cargoes; fisheries.

There was unanimous acceptance of the implications of the concepts of sustained use and sustainable development and the integrated ecosystem approach which has been elaborated in the Report of the World Commission on Environment and Development, 1987 (the Brundtland Report).

These regional initiatives will almost certainly impact more generally on the world's maritime trading nations. IAPH should, therefore, make itself familiar with the developing situation and contribute operational expertise at every opportunity.

3.7.2 Hellenic Marine Environment Protection Association (HELMEPA)

In various initiatives, HELMEPA is stressing the need for a concerted effort to protect the Mediterranean Sea. Emphasis has been placed, in particular, on encouraging signatories of MARPOL 73/78 to provide adequate reception facilities at Mediterranean ports, and to motivate the coastal population to protect the marine environment, particularly from garbage, for the benefit of the Mediterranean region as a whole. These objectives are in accord with the aims and objectives of IAPH.

3.7.3 UN Conference on the Environment and Development

IMO, and indeed all UN Agencies, are firmly committed to an effective implementation of UN General Assembly Resolution 44/228 on a United Nations Conference on Environment and Development, adopted 22 December 1989.

A decision was taken to convene a UN Conference on the Environment and Development, of two weeks duration, to coincide with World Environment Day, 5 June 1992. The host country is Brazil.

IMO's particular contributions will relate to:

- protection of the atmosphere by combating climate change, depletion of the ozone layer, and transboundary air pollution;

- protection of the oceans and all kinds of seas, including enclosed and semi-enclosed seas, and of coastal areas and the protection, rational use and development of their living resources;

- environmentally sound management of wastes, particularly hazardous wastes, and of toxic chemicals as well as prevention of illegal international traffic in toxic and dangerous products and wastes.

Preparations for the Conference are underway. A Preparatory Meeting in New York during the week of 5 March 1990 considered a report by the UN Secretary-General setting out Conference objectives.

Substantive meetings will be held in Nairobi (August/September 1990), Geneva (March/April 1991 and September 1991) and New York (January 1992) to assemble Conference material. Additionally, signatories to the London Dumping Convention will prepare an appropriate submission to the 1992 United Nations Conference.

There is no doubt whatsoever that this Conference will spell out the world's environment strategy to the year 2000 and beyond. Its influence on development will be considerable.

It would seem to be in IAPH's interest to become identified with, to the extent of being supportive of the

(Continued on Page 24)

2nd International Congress of Ports and Cities, Barcelona 1989

DECLARATION

We, representatives of the state, regions and countries, mayors and elected representatives of port-towns, port managers, members of chambers of commerce and industry, town planners, architects and planning specialists, scientists and researchers, entrepreneurs and estate agents and each and every one of those taking part in the Second International Congress of Ports and Cities, we met from the 13th to the 15th of December 1989 in Barcelona at the invitation of the International Association of Cities and Ports and the Port of Barcelona.

* We wish to express our gratitude to the Town and the Port of Barcelona and the region of Catalonia as well as to the Ministry of Public Works and Town Planning for their hospitality, their cordial reception and their efficient support in the organization and the logistics of this Congress.

* The conditions of the development of the plans for the reallocation and the improvement of coastal areas were deeply analysed. We believe it appropriate to make the following statement.

BACKGROUND

Port-towns have always been known as recognized centres not only for commercial trade but also for the spreading of culture and ideas. These locations are of complex and heterogeneous social and economic structure and are open to the dynamics of change and innovation.

Throughout their whole history, the structures of coastal towns and their ports have been strongly linked. They have grown and changed together as the centuries have passed. The movement of populations, technology and goods has spread in natural harmony throughout urban ports.

Nowadays the evolution of transportation by sea has engendered the development of new techniques. It has gradually forced ports to look for large areas and to move away from cities. At the same time, international trade has increased and diversified. A synergy between town and port seems to be essential in order to expand the technical capabilities of the port as well as the establishment of the city as a centre of trade and services. Quays and docks which are adjacent to the old town centres often no longer comply with the new technical and economic requirements for storage, handling and sea transportation. The necessary transformation of the port has provoked not only many urban changes but also has social and cultural implications. Redundant port areas and population shifts bear witness to the multiplicity of problems which need to be resolved.

Redundant port areas can be used for other purposes more in keeping with the town's needs. Used in this way they are often catalysts for the economic regeneration of the area.

There is tough competition between international cities on economic and cultural levels. Port-towns have already enjoyed, for centuries, an international dimension. What will their role be on the world scene tomorrow?

Cities and ports are increasingly aware of being at a

turning point in their history, and some are working together in order to promote their special qualities to meet international competition. Others have decided to develop in order to increase their economic strength whilst responding to the legitimate quality-of-life expectations of their populations.

Against that background the 2nd International Congress of Cities and Ports proposes:

I

TO MAKE PEOPLE AWARE OF THE CHALLENGES OF INTERNATIONALIZATION

In order to successfully face new international challenges laid down by the flow of money, labour, goods and information, those working in urban and port areas should develop the interaction and the awareness within their respective institutions.

II

TO FACILITATE THE INTERACTION BETWEEN THE DIFFERENT SOCIOECONOMIC GROUPS IN PORT-TOWNS

In order to appreciate the problems and to provide suitable solutions for them, all those taking part in the development of port-towns must participate and be involved in the planning that precedes the process of change and evolution.

III

TO MAINTAIN THE NECESSARY BALANCE BETWEEN THE INTERESTS OF THE PORT AND THE MUNICIPALITY

To preserve the principles of solidarity and fairness inherent in the harmonious development of port-towns, one must endeavour to maintain a balance between the interests of the municipality and the interests of the port. The need for this balance is due to the fact that the waterfront attracts intense interest from all parties.

IV

TO INCORPORATE MULTIPLE OBJECTIVES INTO THE PROCESS OF REGENERATION

The development of coastal areas should deal with many interdependent objectives:

a — Firstly by encouraging, to the mutual benefit of the port and the municipality the revival and economic expansion of property now surplus to normal port operations.

b — Then by contributing to a new urban/metropolitan regeneration due to the new projects to be developed encompassing the port areas.

c — Lastly by seeking to improve and to preserve the environment as well as the architectural aspect of the plans so that they represent a valuable alternative for future generations.

V

TO RELATE THE PORT INFRASTRUCTURE TO THE URBAN ENVIRONMENT AND TO ENCOURAGE ECONOMIC SYNERGIES

Ports and towns should unite their efforts more closely in order to encourage the settlement of companies and boost port traffic.

As collaborators, their actions must lead to the multiplication and the diversification of services useful to the port community as well as to the launching of a promotional campaign for investors and to potential users of the port.

VI

TO OFFER THE INHABITANTS OF PORT-TOWNS AN ATTRACTIVE ENVIRONMENT

Through collaboration and in the best common interest of cities and ports, the reallocation of areas no longer used by port authorities will be assured and the conditions of port areas will be improved. One seeks to offer the citizens of port-towns an environment which corresponds to their legitimate expectations.

VII

TO SUPPORT RESEARCH AND INFORMATION EXCHANGES

It is necessary and urgent to develop and to update the sources of information concerning the evolution and regeneration of port-towns. Research and exchanges between interested parties which have taken part or take part in these developments should be encouraged. Thus, those options and interventions which appear to be most profitable to the social and economic development of port-towns could be supported.

VIII

TO DISSEMINATE INFORMATION PUBLICISING QUALITIES OF PORT-TOWNS

In order to defend the importance and the value of port-towns to the regional, national and international political authorities, those responsible for their development must emphasize the value of the assets of port-towns from the economic, social, cultural and leisure points of view.

IX

TO PROMOTE INTERNATIONAL TRADE

Port-towns are both competitors and complementary trading partners. They support the development of an international network which enables them to work together whilst also acknowledging the specific needs and benefits of these individual towns.

X

TO PROTECT FLUVIAL AND MARITIME ENVIRONMENTS

To be informed about and respect the sea and rivers in every aspect and concerning all their possible uses, to protect the total environment for the common good whilst still seeking the most profitable port utilization.

To realize these proposals in the medium and long term the 2nd International Congress of Cities and Ports assembled in Barcelona

RECOMMENDS

1 — that this declaration be given wide circulation in order to inform the interested parties and public opinion of the issues addressed by this Congress.

2 — that city councils, port authorities and Chambers of Commerce of the most dynamic port-towns should invite all interested parties to meet in groups in order to work out a strategy for improving coastal areas up to the year 2000.

3 — that the International Association of Cities and Ports should continue its effort to develop a specialized international documentation centre.

4 — that the International Association of Cities and Ports should launch an international survey in order to establish the extent to which regeneration projects have taken place. This survey should be carried out in close collaboration with international associations and organizations which, according to their specialization, can work for the success of this initiative.

5 — that, finally, the representatives of international organizations present at this Congress should be asked to pass on the present declaration to the managing organizations of the United Nations Conference on Trade and Development (UNCTAD), to the Permanent Conference of Local and Regional Authorities at the Council of Europe, to the International Association of Ports and Harbors (IAPH), and to the International New Towns Associations (INTA).

Barcelona, December 15, 1989

27th Int'l Navigation Congress

(Continued from Page 13, Col. 2)

be collected.

In the field of containerisation, PIANC members are equally concerned about the use of over-size and non-standard containers as IAPH members. Special attention was paid to the post Panama size container vessels. Financial institutions like ADB and World Bank stressed the fact that these large vessels will call at a very limited number of ports only. It makes no sense therefore to design a large number of terminals in the same region to receive this type of vessel. If this is done for whatever reasons, it will eventually lead to loss of capital. A port would be wiser if it was satisfied with the role of feeder port if it could not become a major port of call.

It was interesting to note that possibly as a result of the growing interest in intermodal transport, the overlap between PIANC and IAPH becomes larger and larger. For this reason co-operation between the two organizations is getting more important than ever. This was clearly recognized by PIANC: throughout the Congress it was mentioned that important subjects for new studies should be co-ordinated with sister organizations like IAPH.

During the closing ceremony the political changes in Eastern Europe were reflected. It was an impressive experience to hear one representative speak for both Germanies. Of equal importance was the way Prof. Mazurkiewicz invited PIANC members to join the 28th Congress in Gdansk, Poland, from 3 to 11 June 1994.

PIANC can look back at an interesting Congress which was organized in a perfect manner by the Japan Organizing Committee.

OPEN FORUM

Let's focus on the human factor!

By **Geoff Mowday**
**Public Relations
Manager
Ports of Auckland Ltd
New Zealand**



Mr. Mowday

Introduction

Ports throughout the world have been faced with major pressures from shipping line customers, importers and exporters and governments for reduced prices, greater productivity and improved performance — in short faster, more efficient cargo handling.

This pressure has been applied internationally, and New Zealand has not been exempt. Importers and exporters have long insisted to the New Zealand government that the cost of particularly exporting goods from New Zealand was too high, and that the cost of handling goods across the New Zealand waterfront was disproportionately high in that total transport cost.

This pressure was one of the factors behind the recent corporatisation of ports in New Zealand, with the abolition of elected harbour boards, and the introduction of commercially-based port companies to own and operate the ports.

In New Zealand, it is claimed that 70 percent of waterfront costs are labour-related costs, so obviously any reductions that can be achieved in numbers of waterfront staff have consequential flow-on reductions for port operators, which can be passed on to the customers in the form of reduced rates and charges.

But reductions in numbers have another beneficial side effect. Quite apart from the savings achieved through reduced wage costs, it inevitably means that improved productivity comes from the remainder of the staff who stay with the company, unless port trade is also declining.

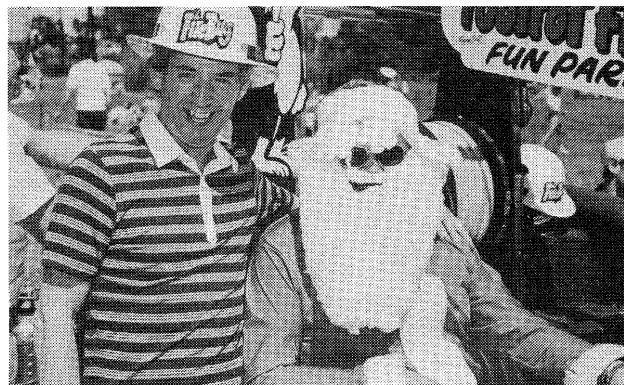
In short, it is possible to finish up in a position where ports are handling more cargo with fewer people.

This is in fact what happened in the Port of Auckland, New Zealand as a result of the recent corporatisation programme, and it has happened in many other ports throughout the world who have been through this process of change.

The factors

The next logical step though is to examine whether this results in faster, more efficient cargo handling or whether performance slows and delivery times lengthen.

This is where the human factor comes into play. Staff morale, motivation, commitment and attitude are all human



Ports of Auckland Chief Executive Rob Cooper recognises the importance of good staff relations, and he is a regular participant at "port events", including the annual staff children's picnic. A popular attraction for the youngsters is a ride on a fire engine, with sometimes, "Fire Chief Cooper", and Father Christmas.

factors. They come from within the individual, but they can be stimulated and encouraged from without.

They are the key to improved productivity in the port. Employers and port authorities can provide all the new mechanical equipment and sophisticated computer systems they like, but if the human factor is not right the results will not be right either.

Let us now focus on the human factor.... and look at the components in this area....

Any of the recognized dictionaries will provide definitions of the components that make up the human factor. They will be accurate, clinical and dull.

I have my own definitions of what we are talking about here. They are port-related definitions and ones which I hope people in the port industry will be able to relate to.

Let me share them with you:-

Motivation: Motivation in this context is the urge to do the job and do the job well. It is the driving force to strive for the extra effort..... to set a new record, to exceed the efforts of another port, or another wharf or even another driver or worker...

Commitment: Commitment is the self-discipline to present yourself for work each day, and to work diligently until the work period is finished. It is much more than just making a contribution each day.

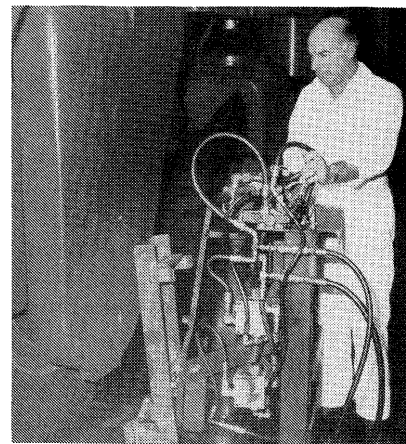
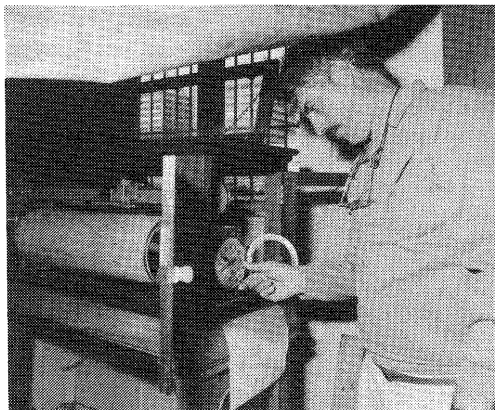
In the popular breakfast of bacon and eggs — the hen makes a contribution... but the pig is committed. In the port industry, we do not expect staff to lay down their lives, but we do expect them to give first priority to their working obligations and requirements. We want them to commit themselves to the task of moving cargo quickly and efficiently.

Attitude: The attitude of the individual contributes very much to this approach to the job each day. A positive attitude, backed by commitment and motivation can make a top employee, irrespective of his level of technical skill.



Mobile plant driver Chuck Waretini in one of the Ports of Auckland's new Kalmar heavy hoists on Bledisloe Wharf.

Hydrographer technician Roger Blakemore adjusts the Munro tide gauge at the Ports of Auckland which provides important hydrographic information for use internationally by research institutes, nautical reference book publishers and other users.



Ritchye Smyth, of Ports of Auckland, demonstrates a unique lifting unit designed at Ports of Auckland by Paul Stevenson for quick wheel replacement on the new Valmet straddle carriers.

Technical skill will increase if he or she has the right attitude. Attitude is everything in approaching daily tasks.

Morale: Morale is the reflection of the three previous factors across a group of workers. It is created by social contact between the workers in their work place. It can be lowered by fear, threats, anger and unfair criticism. It can be stimulated by reward, recognition and encouragement.

These are the components which can be the key to improving productivity and performance. Triggering them, or finding the catalyst which turns them on is one of the topics which psychologists, social workers and, more latterly, port personnel and operations managers have been wrestling with for generations.

Each person is an individual, with a different lifestyle, background, and needs and wants in society. What fires one might turn off another. What motivates the third might frustrate the fourth. That is the human factor....

The programme

At Ports of Auckland, the company has made a commitment to its staff, and to involving them in the port's activities. In short it has made the commitment to communication.

There is a school of thought which says: "An informed employee is a more productive employee". That is a philosophy which is supported by the management of Ports of Auckland.

The company has made a serious commitment to talking to its staff, helping them understand how they fit into the "big picture" of running the port each day and recognizing their place in that "big picture".

It also recognises extra effort and achievement, and publicises this..... and it regularly reports to the staff on progress within the port.

On a regular basis, the Chief Executive and often the Chairman or another Director visit the staff in their mess rooms at lunchtime, providing the lunch and talking to them about the company activities.

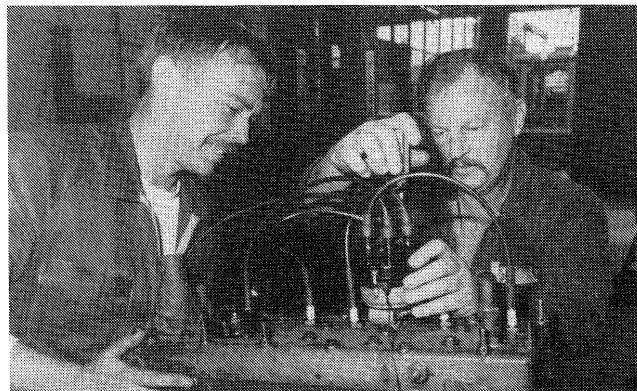
Sometimes a staff video is made, showing staff at work and identifying the success of the port, and the reasons for the success, but importantly also identifying the disappointment and the reasons for those losses or disappointments.

Everyone likes to be associated with successful companies, so emphasis is placed on gain in new business, additional trades, successful ship turnrounds, success in clearing backlogs, etc.

But equally, the news is not always good. Loss of business can hold some useful lessons for staff to learn, and remember for next time.... It is not a one sided look at the port. It is the port situation, warts and all.

Over a ten day period, every messroom in the port is visited and staff are able to have direct contact with the leaders and policymakers of the company.

On specific activities of high profile, specific staff



Ports of Auckland mechanics Andre Reidl and Bob McCowatt attend to a problem with a forkhoist engine.



At Ports of Auckland, women are taking many key places in the port's day-to-day operations. Louise Shave, left, is the Marina Supervisor at the port's 1,500-berth Westhaven marina. Leann Hewetsen, centre, is the Rolling Lift Bridge operator, and Pat Smith, right, operates the port's weighbridge at Tooley St.

briefings are arranged. New waterfront development projects and future port expansion proposals are two critical issues for the future of the ports of Auckland and Onehunga.

Management make the commitment to staff presentations, making the same presentations to city fathers, governing authorities, major customers and the news media. It is a positive commitment to keeping staff informed.

Regular publication of the staff newsletter, and daily news and information items on the 150 computer screens throughout the port organisation are further examples of the commitment to communication are information dissemination.

The introduction of new services, new cargoes and cargoes won competitively from other ports also provides the opportunity for briefings to the staff involved with that vessel or cargo. Stressing the importance of a job well done and a satisfied customer is all part of the on-going management obligation.

And the congratulatory letters — the bouquets — not only find their way to the people directly concerned but they are publicised within the port community so that all staff and port users can recognize and identify with the success.

Moreover, the information is supplied to the local news media, though sadly there is little recognition for the port and the good performances it is providing.

The information activities have another spin off benefit for the port. Not only are employees better informed and cargoes aware of their functions within the company but they are also able to pass much of that information on to the people they come into contact with every day.

In the port industry, everyone is a sales person or has the potential to be a salesman or saleswoman. Each day we all come into contact with people who are interested in what is happening in the port.

The reputation of the company and its successes and failures are of interest to a wide group in the community, and the "contact base" provided by a staff of 1,000 people can reach out far into the business community. If the message is good, it will create good positive "vibes" about the port and the people who work there. That is the most powerful form of advertising.

Without doubt, word of mouth from satisfied customers is the best form of advertising. It is also the cheapest. No amount of paid advertisements can carry the credibility of positive word of mouth from satisfied customers.

The second most powerful advertising force is informed staff. Staff who have knowledge and pride in their company and their workplace will also spread powerful messages of confidence and success into the business community.

But for staff to be able to carry out that function, they have to be supplied with the right messages. That is a responsibility of management.

And talking of advertising, another useful management technique — and one which is not practised at the Port of Auckland yet — is to "tap in" staff to port advertising and marketing plans for the future.

Staff like to receive information BEFORE they read about it in the local media. Major decisions and announcements are best conveyed to staff first. This indicates priority treatment and costs absolutely nothing.

Similarly, identification with advertising strategies, plans and slogans encourages staff support for them, and performance to match. If staff can identify with this season's marketing thrust, they can reflect that in their own contact with other people, and in their day-to-day performance.

The use of "real people" in advertising also encourages staff performance. The forkhoist driver, the wharf manager, the cargo worker — they are all individuals and the prospect of featuring in an advertisement about their port may appeal to them. It will certainly be most helpful in gaining their support for the programme, and may well influence their colleagues and workmates also. The benefits associated with the use of real people far exceed the use of "paid models".

The commitment to greater communication is not something that can be taken lightly, nor can it be served by a "lip service" approach. It is a commitment which must be taken on board by all management, from the Chief Executive down, and practised by everyone.

Even with the increasing use of technology and sophisticated machinery in the port industry, they remain still very much "people oriented". The successful operation of the port and the performance of the port in terms of cargo handling remains dependent upon people and the enthusiasm, dedication, commitment and energy they bring to their daily tasks.

Some ports have recognized that the human factor is the key. They make a serious commitment to their staff through strong social clubs, regular support for sporting events, frequent direct communication between the chief executive and the waterfront worker actually on the job, even to the extent of some personal knowledge about a sick member of his or her family, etc.

Not every port can have that intimate knowledge or information network. Inevitably the size of some ports means that the chief executive cannot hold local knowledge and personal interest about every employee (although a good industrial relations and personnel department could provide him with some "reminders"), but I would suggest that in every port in the world there is room for improvement in establishing direct communication links and motivating the human factor.

The measurement

How, then, can management evaluate the success of such a programme directed at the human factor?

In short, it is difficult.... and even then, it is unreasonable to expect a sudden or dramatic change. Perceptions are established over a long period of time and they change over a similarly long period.

Probably the views and attitudes of your staff are now in place for the next 6-18 months. A vigorous communication programme now will not change that view overnight. A cynical staff member might take the approach "We'll see how serious they are about this communication thing", but in some months, as the programme continues and continues, he recognises that perhaps management is serious about making him more aware of the company and its performance.

That is when he or she starts becoming the positive employee you so desperately need. A little further down the track, he starts promoting your company and then rewards you with extra effort and commitment. A few more months and he starts talking to his "doubting" colleagues and you find you have an "influencer" in terms of morale and performance....He or she is now a valued staff member, who has made the commitment to helping to make your company successful.

In some countries, the programme might be shorter. Some Asian nations tend to have more disciplined societies, where promotional and corporate messages are accepted

(Continued on Page 24)

International Maritime Information

WORLD PORT NEWS

Africa Conteneur 90 Douala, 8-12 Oct. 1990

Organized by the Cameroon National Shippers' Council and the Port of Rouen Authority, under the sponsorship of the Cameroon Ministry of Public Works and Transport, and with the participation of the following:

UNITED Nations Conference on Trade and Development (UNCTAD)

FRENCH Ministry of Cooperation, Assistance and Co-operation Fund

The main purpose of **Africa Container 90** is to answer the question:

How to Improve the Performance of Intermodal Transport in African Economies?

All those who are interested in this matter should share their experience with the large number of other concerned experts.

The **Africa Conteneur 90** Symposium will be conducted at meetings of three main committees.

For further information, please contact:

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For further information, please contact:

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IAASP's Resolutions — No Small Concern

(The International Association of Airport and Seaport Police held their 21st Annual Conference in Tacoma, Washington, U.S.A. May 28 through June 1, 1990. Following are copies of the resolutions adopted at this conference.)

RESOLUTION NO. 3

WHEREAS, the Association recognizes that the protection, security and safety of passengers and cargo on aircraft and ships is vital to the prosperity of airports, seaports and nations

AND WHEREAS, the costs of providing security must also be at a viable and acceptable level to that port and paying public

THEREFORE BE IT RESOLVED, that the International Association of Airport and Seaport Police deprecates the reduction of those costs and the inherent increase in risks arising from the employment of security personnel who do not meet basic criteria of physical and educational standards that command a reasonable wage structure
AND BE IT FURTHER RE-

SOLVED, that Port Authorities and Governments establish and maintain the highest standards for the recruiting of persons engaged in the security industry.

RESOLUTION NO. 4

WHEREAS, assassinations of business, religious and political dignitaries may destroy the economic, moral and political structure of the nations involved and may affect the entire world

AND WHEREAS, it is understood that such assassination attempts often take place on the arrival and departure of the dignitary and that such movements frequently occur in airports and seaports under the jurisdiction of members of the I.A.A.S.P.

AND WHEREAS, members of the IAASP recognize the importance of providing a secure environment to ensure the safety of such visitors and also the importance of transmitting relevant information we may possess to those involved in such security operations

THEREFORE BE IT RESOLVED, the IAASP urges its members involved in airport and seaport security and all other law enforcement agencies and governments throughout the world to develop security plans covering all possible contingencies and to report promptly to the appropriate agency any information received, however minor, that may have a bearing on the safety or welfare of any individual

AND BE IT FURTHER RESOLVED, that in order to accomplish this goal, liaison be established immediately with other law enforcement agencies having jurisdiction in airports and seaports and to include them in the formulation of such plans.

RESOLUTION NO. 5

WHEREAS, it is critical to the safety of the travelling public that the aircraft in which they travel are airworthy and free of defect

AND WHEREAS, information has been received by the International Association of Airport and Seaport

Police to the effect that stolen or life expired parts are being introduced into the supply line of aircraft spare parts

AND WHEREAS, manufacturers of aircraft parts do not and are not required to stamp permanent identification markings on all aircraft parts to facilitate easy identification of the illicit use of such parts

THEREFORE BE IT RESOLVED, that the International Association of Airport and Seaport Police is concerned with the potentially tragic consequences that the illicit supply of used parts may cause and strongly recommend to responsible governments that the operators of airline companies and organizations involved in the supply of spare parts should be closely regulated including, but not limited to, stamping of permanent identification marks on all aircraft parts.

RESOLUTION NO. 6

WHEREAS, it has been estimated that ninety-five percent of container ships carry dangerous, hazardous or toxic materials, much of which is undisclosed to port authorities

AND WHEREAS, there are no regulations in some countries mandating the declaration of such dangerous cargo or the preparation of contingency plans to deal with emergencies arising therefrom

THEREFORE BE IT RESOLVED, that the International Association of Airport and Seaport Police strongly recommends that regulations be developed internationally requiring that ship manifests and terminal operators declare the presence of dangerous, hazardous or toxic materials in cargo, and, that contingency plans be devel-

oped at all ports so that such emergencies may be addressed quickly and efficiently to minimize danger to life and property.

New Publications

New Register of Ships

The 1990/91 edition of the *Register of Ships* is now available and for the first time includes specialised information relating to ro-ro facilities.

For ramps, the length, width, position and safe working load are provided. Also published are details of the total lane length, maximum width of loadable cargo, maximum deckhead clearance, number of each type of vehicle that can be accommodated and the number of

Let's focus on the human factor!

(Continued from Page 22, Col. 2)

and taken on board more readily.

Where democracy is free, inevitably cynicism might mean that the management commitment is viewed with some suspicion until the commitment is clear by word, sight and action.

In Auckland's case, the programme is equally difficult to measure. The facts are that the port of Auckland is now handling more cargo with fewer people more efficiently.

Trade is 6.5 million tonnes, much of it in 230,000 containers. Staff are reduced overall by 20 percent but in some specific sectors by up to 46 percent. Cargo per man hour is up by 50.3 percent (government figures).

How much the communication programme contributes to this improved performance is hard to assess, but one thing is clear. Management is very loathe to change ANY of the factors which have contributed to this situation.

The performance improvement is worth having — for the port, and for its shipping customers, and the importing and exporting customers, particularly in a country so dependent on international trade for economic survival.

When you have a successful solution, you do not go changing it. When your port is working well, providing cost effective and efficient port services to its customers, you do not go changing any of the elements in the mix which have helped to achieve that!

What you do focus on, though, are further improvements to that programme in the hope of stimulating still further improvements in port performance.

Conclusion

Considerations in this area would not be complete without some identification of the key proposals.

- Clearly, productivity and port performance can be directly affected by the human factor. Creating the right social environment in which staff work can be directly related to improved productivity.

- The "human factor" can be motivated by infor-

mation and communication from all levels of management, but management itself must make the commitment to providing high quality, definitive information on a regular basis.

- Early involvement in key information provides employees with "the inside story". It costs nothing to give employees that small advantage.

- Structured activities can give management heightened profile with their staff, and allow staff to gain access to top level management directly with requests for information and answers.

- Unstructured activities equally can provide opportunities for one-to-one communication of a more personal nature.

- Port employees respond to messages once they understand that management is serious about its commitment to its staff.

- The need for "greater communication" is never satisfied. The demand for more and more information and communication continues to grow as businesses become more successful and expansive. Successful management is management which makes a commitment to meeting that need and capitalises upon it as a means of encouraging staff and motivating improved performance and productivity.

Report to the Executive Comm.

(Continued from Page 17, Col. 2)

Conference objectives. It would also be logical for IAPH's Technical Committees to become aware of their implications for ports the better to plan and implement an international port strategy for economic development.

The Executive Committee is asked to note the foregoing and conclude on whether, and in the event, how best to formulate IAPH's strategic plan.

4. Concluding Remarks

For ease of reference, the attention of Executive Committee is drawn to action areas in these ports at:

2.3	3.2	3.4	3.7.1
3.1	3.3	3.6	3.7.3

berths for drivers. Other new information in this edition relates to fishing numbers, as assigned by the national authorities, and the number of passenger cabins.

The *Register*, in three volumes, includes all known sea-going, self propelled, merchant ships of 100 gross tonnage and above, a total of nearly 77,000 ships.

The information is updated by eleven cumulative supplements. Ships are listed alphabetically and each entry shows details of owners and managers, ship type, registration, tonnages, dimensions, current and former names, ship and engine builders with date of build, number and size of holds, hatchways, winches, derricks and cranes. Details of main and auxiliary machinery, fuel bunkers and speed are also given.

This unique publication — invaluable to owners, underwriters, shipbrokers, charterers, equipment manufacturers, etc. — costs £300 plus an overseas forwarding charge for surface mail of £49 and can be ordered from Maritime Information Publishing Group (Ref. MIPG/MPMS/GNW), Lloyd's Register of Shipping, 71 Fenchurch Street, London EC3M 4BS; Tel: 071 709 9166 (Ext. 2438); Telex: 888379; Fax: 071 488 4796 (Group III), or from LR's local offices.

The Americas

Port of Halifax — Off to Another Great Start

The Port of Halifax appears poised once again to achieve record cargo tonnages for 1990. For the first quarter of 1990 containerized cargo rose to 973,600 metric tonnes, an increase of 8.5% over the same period in 1989. This comes after the Port's record breaking performance in 1989 when containerized traffic rose by 10% over 1988 to 3.9 million tonnes.

Building upon increases in container handlings of 27% in 1988 and 23% in 1987, the Port of Halifax now moves more Canadian originating and destined traffic than does any other port.

The addition of 14 new container lines since 1986 has spurred container traffic

growth which has doubled over the past 5 years.

Meanwhile, roll on/roll off and miscellaneous general cargo reached 166,800 tonnes for the first three months, an increase of 15.8% over the same period last year, and total port cargo grew to 4.4 million tonnes, a 4.1% increase over 1989.

The Port's close proximity to major shipping lanes, ice-free status, deep water and minimal tides combined with a skilled, stable workforce and excellent intermodal connections have enabled it to achieve the status of having more liner sailings to more world ports than any other port in Canada.

(Port of Halifax)

Positive Picture for First 6 Months: Nanaimo

The port of Nanaimo is enjoying the stability which comes with diversification. Port Manager Bill Mills believes the steady performance of all sectors of Port operations has been the basis for that stability.

A review of the shipping figures, harbour aircraft activity through the Seaplane Terminal, the Commercial Inlet Boat Basin and tourism activity related to Newcastle Island points to the well-rounded base of the Port's operations.

For instance, lumber shipments during the first half of 1990 showed a healthy increase to 271,078,370 board feet, compared with 227,535,599 in the corresponding period in 1989. Net vessel tonnage through the port was 1,135,269 tons on 95 ships using the Port's facilities.

At the same time barge traffic has enjoyed a healthy increase in activity.

Japan is the leading destination for lumber exports from the Port, with 116,141,472 board feet going there. That's up from the 101,298,424 board feet last year.

The Commercial Inlet Basin is enjoying a successful year. In spring it was the moorage choice for the commercial herring fleet while awaiting a fisheries opening during March, with more than 500 vessels at the Basin or anchored in the inner harbour.

Early indications are that tourist boater traffic this year will also be up, with June figures showing a 30-percent increase.

The Port's Seaplane Terminal enjoyed a 26-percent increase in total passengers carried over the same period in 1989. Aircraft movements are also up.

Visitors are coming in record numbers to Newcastle Island, according to reports from the Newcastle Island Pavilion Society and Scenic Ferries which services the Island.

(Nanaimo Harbour News)

North Fraser River Workshop Success

The first of what promises to be a regular effort of public consultation about the North Fraser River was called a success by North Fraser Harbour Commission (NFHC) Chairman, Ms. Irene Frith.

The two-day event, held June 8 and 9, saw over 130 people participate in the North Fraser Harbour Keeping Workshop, sponsored by the NFHC.

"This was really the first opportunity to bring representatives from governments, industry and special interest groups to tell them about the North Fraser Environmental Management Plan," said Ms. Frith. "We developed the Plan with the Federal Department of Fisheries and Oceans."

The workshop was designed to complement the existing work undertaken by the Fraser River Estuary Management Program (FREMP) by stressing actions required to continue addressing environmental concerns along the North Fraser.

Participants included the Fraser River Coalition, Environment Canada, industry representatives and representatives from the Department of Fisheries and Oceans and planners from the communities bordering on the North Fraser.

NFHC Commissioner John Watson said that an environmental strategy for the North Fraser must be developed that incorporates the vision, values, operation and planning components of all harbour stakeholders.

"We need to ensure that more direct and effective links are established with our stakeholders," he said. "And environmental management must be a prominent consideration and daily activity of all harbour stakeholders. The success of this first workshop indicates that this message is being delivered and understood."

Economic Impact Study For Port of Thunder Bay

The Port of Thunder Bay packs a powerful punch when it comes to generating jobs, income, revenue, and taxes.

A recently completed Economic Impact Study shows that the port generates over 6,000 jobs, \$300 million in personal income, \$950 million in business revenue and \$60 million in taxes.

The Economic Impact Study for the Port of Thunder Bay was produced for the Thunder Bay Seaway Development Committee, for the purpose of determining the economic impact of the port's various activities on the local area and the regional economy.

The methodology used in the analysis was developed by Martin O'Connell Associates, who also conducted impact assessments.

The study was coordinated by the Trade & Transportation Group, Ottawa.

The Study takes into account the port's contribution to the local, provincial and national economies by providing employment and income to individuals, taxes to all three levels of government, revenue to the federal government through customs and to local and national firms engaged in shipping, handling and receiving cargo via the Port of Thunder Bay.

The year 1987 was used as the base year for the Study. At that time, the Port of Thunder Bay ranked 4th in Canada in terms of tonnage handled. Cargoes shipped through the port during that year totalled 20,434,272 tonnes and 1,133 ship visits were recorded. That same year, cargoes shipped from the Port of Thunder Bay, represented 44.1% of the total tonnage moved through the Seaway.

Employment Impact

The number of jobs attributed to port activity at Thunder Bay is 6,208. Of this number, 3,207 are direct full-time equivalent jobs in the Province of Ontario and another 2,198 are induced jobs in Ontario. (Those created due to the purchase of goods and services by those directly dependent on port activity at Thunder Bay.) An additional 803 induced jobs were generated throughout the other Canadian provinces. It was

further determined that, of the 3,207 direct jobs, 31% are in rail and trucking and 69% are in the marine service sector.

Further, 2,103 of the direct full-time equivalent jobs are held by Thunder Bay residents (1,726 in the maritime sector, 300 in rail and 77 in the trucking industry).

Cargoes, forest products, which are classified as general cargo, rank as most labour intense creating .33 jobs per 1,000 tonnes of cargo. Grain follows at .16 jobs per 1,000 tonnes while coal creates .1 jobs per 1,000 tonnes.

Revenue Impact

An economic impact accrues to businesses in terms of increased revenue through sales of services and goods shipped or received via the port. This revenue impact of \$950 million is a measure of the total economic activity generated by the Port of Thunder Bay.

This revenue earned consists of several components, i.e. employees' salaries, government taxes, stockholder earnings, reinvestment or for use in purchase of equipment or services.

Surface transportation generates 59% of the direct revenue impact while the maritime sector is responsible for 41%.

In terms of commodities handled, grain generates the greatest direct revenue, and matches potash in terms of the highest revenue per tonne at \$47.

Income Impact

One of the elements of revenue impact is the personal income paid to employees of the firms receiving the revenue.

The direct income impact (to the 3,207 Ontario residents employed directly due to port activity at Thunder Bay) was \$122.3 million.

The respending multiplier estimated at \$1.20 for every \$1.00 earned, generates an additional \$146.6 million of earnings and consumer purchases. Further, for every \$1.00 earned in Ontario, an additional \$.50 is generated throughout the rest of Canada.

It is this respending effect, both in-province as well as out-of-province, that generates the induced 2,198 jobs in Ontario and 803 induced jobs throughout other Canadian provinces.

By sector, 76% of the income impact is allocated to the maritime sector and

24% to surface transportation. This reflects the distribution of jobs and a higher pay scale for laker operations, terminal operators and longshoremen than for railway crew and truckers.

Tax Impact

In 1987, port activity generated about \$60.9 million of tax receipts of which about \$28.8 million was received by the province of Ontario, \$22.8 million was collected by the Federal Government and \$9.2 million went to the Municipal Government.

In estimating the total federal, provincial and local tax impacts created by the Port of Thunder Bay, income taxes, both personal and corporate, sales taxes, motor fuels tax and property taxes of Ontario residents and firms were identified and used for the purposes of this study.

Capital Investment

The infrastructure at the Port of Thunder Bay has a 1988 estimated replacement value of \$1.6 billion. Another \$29.3 million is planned for improvements and expansion to that infrastructure.

The study provides an understanding of the value of the various commodities handled and their relation to the local economy.

Ultimately the study provides information to assist in port planning so that the greatest, overall net benefit to the City and region is realized.

(Transport of Thunder Bay)

Vancouver Forum for Municipal Dialogue

In recent years, the eight municipalities bordering on the Port of Vancouver have experienced a substantial "in-migration" of people and investment. The result has been unprecedented pressure to provide housing, roadways, and other urban infrastructure.

Along parallel lines, the Port of Vancouver has witnessed considerable growth in throughput spanning all cargo sectors.

It too is under pressure to provide infrastructure — equipment and terminal facilities.

While the requirements of the municipalities and the port may be parallel,

they are not always compatible. And in 1989, it became apparent that a better process for communications between jurisdictions on planning and development was essential.

As a step in that direction, the Vancouver Port Corporation established the Port-Municipal Liaison Committee and hosted its inaugural meeting December 1. Represented at the meeting December 1. Represented at the meeting were the City of Vancouver, the City and District of North Vancouver, the City of Port Moody, the Village of Belcarra, and the Municipalities of Burnaby, Delta and West Vancouver. Each was invited to be represented by the mayor, one alderman and a senior official.

What transpired was a frank, round-table discussion on issues ranging from land use and waterfront access infrastructure, to emergency preparedness. One positive outcome was the striking of a sub-committee to examine the issue of waterborne fire protection. The sub-committee has since met with municipal fire chiefs to take inventory of those Burrard Inlet

enterprises that might require waterborne fire protection.

A second meeting of the Port-Municipal Liaison Committee is slated for February when it is anticipated that municipalities will bring to the table details of planning priorities and areas where the port needs to communicate earlier and more frequently on matters of mutual concern. *(Port News)*

Port of Vancouver: Study On Tanker Traffic Risks

Port tanker traffic: what are the risks?

To answer this question, the Vancouver Port Corporation (VPC) has commissioned an independent Risk Analysis of tanker traffic through the Port of Vancouver.

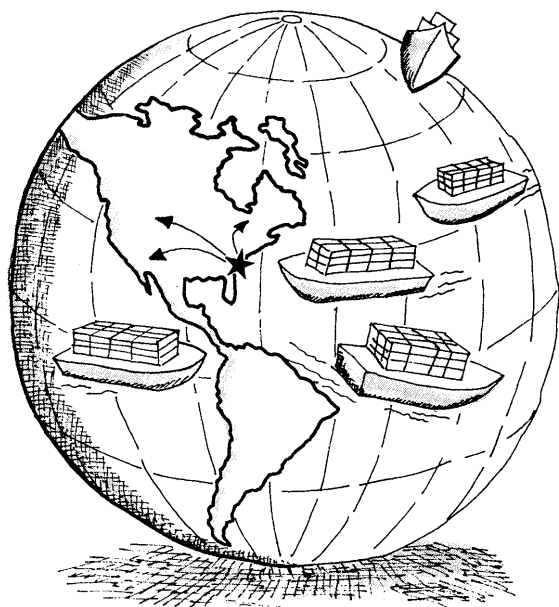
"We recognize the public's concern about tankers moving in Burrard Inlet," said Captain Norman Stark, acting Port Manager and Chief Operating Officer. "As the port grows, methodologies and procedures must be re-examined regularly. In the case of tanker traffic, we believe it's important to get a '90s fix on this cargo — and we're going to

do it now."

'Getting a fix' on tanker traffic means investigating the environmental and operational risks associated with the movement of petroleum and chemical products by tanker and tanker barge through the harbour. Methods of handling and traffic control will be evaluated, taking into account growth projections.

Sandwell Inc., a Vancouver engineering firm with recognized expertise in risk analysis will conduct the study, gathering information from companies involved in the shipment of chemical and petroleum products, and from government regulatory agencies, including the Pacific Pilotage Authority, Department of Fisheries and Oceans, Ministry of the Environment, Environment Canada, Greater Vancouver Regional District and Canadian Coast Guard.

Further, they will conduct an advertising campaign to solicit written input from groups and individuals interested in port tanker traffic. Municipal governments will be consulted directly.



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Upon the report's completion and delivery to the Port, a multi-agency panel will present the findings to the public, and receive comments.

The Risk Analysis is the second move VPC has made in 1990 regarding tanker traffic. In late January, the Port commissioned Marine Safety International, located at U.S. Merchant Marine College (King's Point), to construct a computerized model of the Second Narrows. Similar in operation to an aircraft simulator, the model will help train B.C. ships' pilots by simulating all weather, tide and operating conditions for vessels travelling through the Narrows.

"We believe that the Risk Analysis and the computer model will make significant contributions towards current knowledge of tanker traffic, and this should prove useful not only to the Port, but to governments, industry and the general public as well," Captain Stark added.

The study commenced May 1, and is targeted for completion by December 1990. (Port News)

Double-Stack Container Systems Published

Federal Railroad Administrator Gil Carmichael and Maritime Administrator Capt. Warren G. Leback recently announced the publication of a jointly-sponsored Department of Transportation report: *Double-Stack Container Systems: Implications for U.S. Railroads and Ports*.

Undertaken by the Federal Railroad Administration (FRA) and the Maritime Administration (MARAD), the study addresses the conditions under which double-stack container systems can be cost and service competitive with trucks for domestic traffic, and the form a potential double-stack network might take. The study reflects the goals of the National Transportation Policy, announced by the President and Secretary of Transportation Samuel K. Skinner in March, by emphasizing the intermodal nature of water and rail transportation.

Double-stack cars use a depressed well or platform to stack containers two-high that allows them to stay within most railroad clearance limits. Compared to other intermodal rail tech-

nologies, double-stack cars are lighter, consume less fuel and save an estimated 20-40 percent in cost on the line-hall.

To realize the potential of double-stack container carriage in domestic markets, railroads may have to increase their marketing, sales efforts, the study suggests. The alternative would be to rely on third parties or ocean carriers for such services.

For ports and ocean carriers, the results of the study are mixed. Ports must continue to deal with the growth of double-stack carriage of international cargoes. However, because a small proportion of domestic commerce is handled at the ports, ports will not be directly affected by the containerization of domestic cargoes. Intermodal affiliates of ocean carriers are expected to continue to be leaders in the containerization of domestic cargoes, while the ocean carriers will continue to concentrate on international markets.

Although about 83 percent of intercity traffic moves in hauls of under 500 miles, the study suggests that double-stack services can be fully competitive with trucks in dense traffic corridors of 725 miles or more. There are ways to substantially increase double-stack service in existing corridors, introduce service into secondary corridors and in outlying areas near major hubs, and to transport refrigerated commodities.

Double-stack container systems have grown rapidly since their introduction as an inland expansion of international service. These systems offer an efficient, competitive, and potentially profitable means of carrying large volumes of domestic traffic. In 1989, double-stack container service was available on most main line rail routes serving major cities. The fleet of double-stack cars now accounts for about 25 percent of total intermodal capacity.

The study concludes that existing market forces can bring about the development of an efficient double-stack network to serve both domestic and international traffic. There are some areas — notably problems with height restrictions and highway/rail access to ports — where public sector involvement could make a contribution to overall transportation efficiency.

The study was performed by Manalytics, Inc. and subcontractors ALK Associates, Transportation Research and Marketing, and TF Transportation

Consultants.

Copies of the Executive Summary and the final report will be available from the National Technical Information Service, Springfield, Va. 22161. For additional information concerning the study, contact Marilyn Klein, Office of Policy, FRA, 202/366-0358, or Andrew Reed, Office of Port and Intermodal Development, MARAD, 202/366-4357.

Port of Corpus Christi in Profile

The Port of Corpus Christi is a political subdivision of the State of Texas and operates as a public corporation. The port was voted into existence and supported by citizens with a million dollar bond issue for construction in 1922. It opened to waterborne commerce on September 14, 1926.

Facilities include over 40 public and private docks designed to handle everything from petroleum and petrochemicals to grain, bulk minerals and breakbulk cargo. In addition to public oil and cargo docks, the port operates a fully automated export grain elevator and a bulk terminal equipped with both a ship loader and unloader. The port is comprised of four divisions, Harbor Island, Ingleside, La Quinta and the Inner Harbor.

The Port of Corpus Christi has long been an integral part of Corpus Christi. Since its opening in 1926, the port has made a tremendous contribution to the region's economy, not only working with companies and individuals that depend directly on the port for their success, but also with other industries comprising the South Texas business community.

The port continued its commitment to the community in 1989, and in the summer of 1990 will complete the first phase of a \$20 million capital expansion program designed to better serve the needs of the port and the region. The port's Cargo Dock 1/Open Pavilion Project will provide the community with a location for public gatherings and will also be used as a docking area for visiting Navy or "goodwill" vessels.

(Port of Corpus Christi Annual Report 1989)

Barbers Point Deep Draft Harbor Open

After 33 years of planning and construction, Barbers Point Deep Draft Harbor is open to commercial business. The long-awaited Piers P-5 & P-6 at Barbers Point Deep Draft Harbor were dedicated by the State Department of Transportation, Hawaii, on Thursday, May 31.

Completion of these new piers and storage areas enables Barbers Point Harbor to receive bulk cargo, augmenting facilities at Honolulu Harbor, which currently receives 98% of all the goods imported to Hawaii from overseas.

Presently, the piers can handle two ships, one ship and two barges, or four barges at one time in the harbor. In addition to future container operations, Barbers Point Harbor will be used to unload fuel and bunkering, as well as for bulk cargo operations such as coal, sand, coral, cement products, scrap metal, cars, and lumber. The first shipment of bulk cargo into Barbers Point Harbor is expected in July.

Continued development of Barbers Point Harbor is planned, including the enlargement of the harbor, as well as the addition of sheds to the concrete paved back-up area.

Overall, Barbers Point Deep Draft Harbor plays a critical role in Hawaii's economy as the population of Oahu shifts west from Honolulu towards Kapolei. The Harbor will be a job center which will stimulate economic activity in Leeward and Central Oahu.

US-Soviet Agreement Could Affect Houston

A new US-Soviet maritime agreement designed to create cargo- and port-access opportunities may result in increased Soviet vessel traffic at the Port of Houston.

Industry sources said the principal features of the pact are a nondiscriminatory cargo-access provision, reduction of the two-week notification period required for Soviet vessels calling at U.S. ports to two days and expansion of the number of ports open to flag vessels of each country. The agreement would also end the prohibition on Soviet access to U.S.

cross-trades.

RATIFICATION: The five-year agreement is subject to ratification by the U.S. Senate and will replace several expired bilateral agreements. The pact was part of a package of economic agreements signed by President Bush and Soviet President Mikhail Gorbachev during the recent Washington Summit.

According to Mr. Jack Wojewnik, the Port of Houston Authority's Eastern sales manager, the effect of the agreement on Soviet sailings to Houston is still unclear. "Nothing much is likely to happen until Congress ratifies the agreement and the Soviets receive 'most favored nation' status."

BALTIC SHIPPING: However, a representative of Baltic Shipping Co., in an interview with the Journal of Commerce, said the Soviets' largest liner service would begin regular runs to the U.S. Gulf Coast within a few months, taking advantage of the cross-trade provisions to carry European cargo to the United States. Baltic Shipping Co. currently calls at the Port of Houston monthly on its Russia/Mexico run, and the port has served Russian gain vessels for many years.

(Port of Houston)

Long Beach Updates Port Vessel Emissions Model

The Port of Long Beach has updated the Port Vessel Emissions Model (PVEM) it developed in 1986 in cooperation with the Maritime Administration. The original PVEM was designed with the purpose of calculating air pollutant emissions from vessels in ports.

The model considered emissions from vessels in transit and in various stationary operations, such as "hotelling" or "lightering." It addressed emissions from the combustion of fuels on ships as well as evaporative hydrocarbon emissions from commodity handling operations conducted by vessels in ports. The original PVEM was available on diskette from the National Technical Information Service (NTIS).

Experience with the original model demonstrated that emissions from hotelling operations were "a significant, if not dominant, factor in the overall ship emissions inventory." However, the researchers determined that the

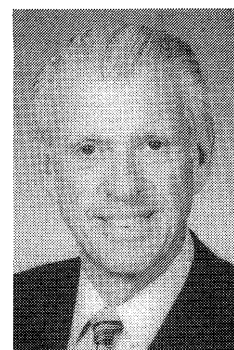
original model dealt with the hotelling emissions in only a "very cursory fashion."

The updated version focusses on hotelling emissions from ships, including those from motor ships which typically rely on ship service diesel generators (SSDG) rather than their main power systems for this function.

(AAPA Advisory)

New Long Beach Harbor Commission President

Mr. C. Robert Langslet, a member of the Long Beach Board of Harbor Commissioners for eleven years, has



Mr. Langslet

been elected to serve as Board President for fiscal year 1990-91. It is Mr. Langslet's third presidential term, having previously served as Harbor Commission President in 1983 and again in 1986.

Mr. Joel B. Friedland was elected to serve as Vice President and Mr. David L. Hauser will serve as Secretary. Other members of the Harbor Commission are Mr. George F. Talin, Sr., and Ms. Louise M. Duvall, the outgoing President.

In accepting the gavel as the incoming President, Mr. Langslet commended Ms. DuVall on an outstanding job and noted that 1989-90 was a very exciting year. "The Port began a number of important projects," Mr. Langslet said, "and we will be working hard to make certain that all of our plans come to fruition. With the help of my fellow Commissioners and the staff, 1990 will be another record-setting year."

Funds Allocated for Highway Project

The Board of Harbor Commissioners approved the transfer of \$2.96 million to help fund Phase II of the Ports

Highway Access Demonstration Improvement Projects. This federal program mandates local funds to account for 20% of the projected costs and federal funds will make up the remaining 80%.

Many of these projects will relate to the Consolidated Transportation Corridor (CTC), a truck/rail corridor which will connect the Ports of Los Angeles and Long Beach to the major rail yards east of downtown Los Angeles.

The CTC is a transportation project of national importance since it will help remove truck traffic from freeways and residential streets and funnel it onto this corridor. Increasing the amount of cargo transported by rail will remove thousands of trucks from Southland freeways each week. The CTC includes widening Alameda Street to six lanes and designating it for truck traffic. Railroad trackage that parallels Alameda Street will be improved to handle increased train traffic from the Ports. Grade separations will be built along the route so increased rail traffic will not impede street traffic.

Port of Los Angeles: 90-91 Budget Approved

The Los Angeles Board of Harbor Commissioners approved the Port of Los Angeles budget for Fiscal Year 1990-91 during its regular meeting on June 27, 1990.

The budget for FY 90-91 allocates \$85.4 million for operating expenses and \$119 million for capital expenditures. Other non-cash adjustments and balance sheet items reduce the total by \$5 million. The total proposed regular budget for FY 90-91, which begins July 1, 1990, is \$199.4 million.

WORLDPORT LA, the number one container port in the United States, does not receive any tax dollars from the City of Los Angeles' general fund. The Port generates all of its own revenues through fees and tariffs.

100,000th Chrysler to Europe Commemorated

Governor William Donald Schaefer commemorated the export of Chrysler Corporation's 100,000th European export vehicle since 1988.

At ceremonies at the Port of Baltimore, state officials, top Chrysler of-

ficials and representatives of private sector businesses watched as a Chrysler Voyage minivan was driven aboard the *NOSAC Ranger*.

The Chrysler vehicles will be sailing on the first U.S. flagged vessel in the NOSAC (Norwegian Specialized Auto Carriers) fleet. Governor Schaefer announced recently on his return from a visit to Norway that NOSAC, the automobile import-export subsidiary of Wilhelmsen Shipping Lines, will move its U.S. corporate headquarters to Baltimore in September 1990.

The minivan was driven aboard the *NOSAC Ranger* by Mr. Robert A. Scroggie, director of logistics for Chrysler Corporation. Mr. Scroggie also announced that Chrysler has signed a multi-year agreement with Baltimore-based Hobelmann Port Services, Inc., for the processing of all Chrysler export vehicles bound for European markets.

"This is a tremendous occasion. It is a real testament to the vision and foresight of businesses like Chrysler Corporation," Governor Schaefer said. "Here we have three maritime-related operations coming together at the Port of Baltimore in an exciting new endeavor."

"This milestone is an important one in our European export program," said Mr. Patrick R. Smorra, Chrysler Corporation general manager - international sales and marketing. "Since returning to Europe in 1988, we have developed a network of more than 800 dealers who are selling Chrysler and Jeep vehicles in 11 countries in Europe. Our vehicle and parts sales in Europe now total more than \$1 billion, an impressive performance after only two short years."

Maryland Secretary of Transportation and Port Commission Chairman Richard H. Trainor pointed out that Baltimore is the number one overseas export auto port in the United States.

"It is through strong private sector associations like this one with Hobelmann that we at the Port of Baltimore are able to continue the port's growth," Secretary Trainor said.

Chrysler is the largest U.S. exporter of vehicles to Europe. Chrysler exported 42,826 units through the Port of Baltimore last year. In the first six months of 1990, the export level for Chrysler products has risen 3.1 percent.

Mr. Brendan W. O'Malley, executive

director of the Maryland Port Administration, said, "We are very proud of the strong commitment to the quick and careful movement of thousands of automobiles through Baltimore each year. This is a valuable cargo and we recognize its special needs for careful handling by our ILA work force and for state-of-the art facilities."

ACES to Cover PC Export Transactions

The automated Cargo Expediting System (ACES), the New York-New Jersey Port's new system of electronic interchange of oceanborne cargo information, has successfully completed its first full year of service to the maritime community and is now being expanded to cover export transactions for personal computer users.

"ACES has been an unqualified success in its initial year of service for import transactions on both mainframe and personal computers," said Ms. Lillian Liburdi, Port Department Director for The Port Authority of New York and New Jersey. "Now we are expanding the system to cover export cargo bookings and bill of lading information."

"Eleven major ocean carriers, representing half this Port's total general cargo tonnage, and all major terminal operators in the Port are now on-line or shortly will be," she noted. "In addition, enough custom house brokers have joined the system in recent months so that we can now begin to cover the needs of the freight forwarders," Ms. Liburdi added.

ACES provides benefits to each element of the maritime industry.

Steamship lines realize faster service by providing cargo information well in advance of ship arrivals. Shippers benefit from on-time deliveries and reduced inventories. Customs house brokers have up-to-the-minute information available for clients.

With faster turnaround of containers, terminal operators achieve more efficient use of their facilities.

"ACES is meeting the needs of its customers through our Port Community Working Committee (PCWC)," said Ms. Liburdi. "We have an evolving system that is recognized to be the industry standard for communicating trade information to multiple partners

in a smooth, reliable and cost-effective manner."

Using an electronic data interchange (EDI) network operating in concert with an electronic mailbox system, ACES is meeting all port community needs, including security and cost effectiveness.

Following standards set by the Electronic Data Interchange Association (EDIA), the system exchanges nine standardized documents, or transaction sets, involved in the movement of oceanborne cargo. The EDI network makes use of the maritime industry's existing mainframe computers as well as the personal computers of the smaller firms.

Major steamship lines currently using ACES, or contracted to come on-line, include Atlantic Container Line; Columbus Line; Evergreen; Farrell Lines; Lykes Bros. Steamship Co. Inc.; Maersk Lines, Inc.; Mitsui O.S.K. Lines, Ltd.; Netumar Lines; Sea-Land Service Inc.; Trans Freight Lines, Inc.; and Zim Container Service.

Marine terminal operators include Maher Terminals, Inc.; Universal Maritime Service Corp.; Maersk Container Services Co.; and Global Terminal & Container Services, Inc.

An appealing feature of participation in ACES is the low cost of initial membership and transaction charges.

The initiation fee is \$350 plus a one-time charge of \$200 for the electronic mailbox.

"The first phase of the ACES operation, the processing of import-related communication transactions, has now been completed," said Mr. Timothy Huckbody, General Manager-EDI for Maersk Lines, Inc. and PCWC member. "The second phase, which will be completed this summer, will enable ACES personal computer users to handle export transactions, including electronic bills of lading and cargo bookings, which mainframe computer users can transmit today."

Mr. Harold Brauner, President of Brauner International and Treasurer of the National Brokers and Forwarders Association, said, "ACES affords broker members a great advantage in receiving arrival notices from ocean carriers well before the ship stands into port. The ability to transmit information on cargo bookings and bills of lading electronically will greatly benefit freight forwarders."

The ACES system had its origin in 1985, when the Port Authority recognized the need to develop a computerized export-import documentation process in order to move cargo faster through the Port. Acting as a catalyst and a facilitator, the bistate agency authorized a \$250,000 development

fund and organized the PCWC, comprised of representatives of each sector of the industry and the Port Authority.

GE Information Services (GEIS), one of the EDI industry's leading third-party networks, was selected to develop and implement the project. GEIS operates one of the world's largest commercially available teleprocessing networks, which can be accessed in 750 cities in 97 countries throughout the world.

According to Mr. Larry Sposi, the Port Authority's Manager for ACES, future expansion of the system will include intermodal links, such as railroads and motor carriers. Later phases will investigate the feasibility of incorporating transaction sets for federal agencies, such as U.S. Customs, the U.S. Department of Agriculture and the Food and Drug Administration.

Peugot's US Northeast Shipment Thru NY-NJ

Peugot Motors of America will ship its entire Northeast allotment of 1991 vehicles through the Port of New York-New Jersey, Port Authority Port Director Lillian C. Liburdi announced recently.

"Peugot's first shipment to our port was in early June," Mrs. Liburdi said. "This business to the port, representing several thousand vehicles, will be handled by Northeast Auto Marine Terminal (NEAT), a full-service vehicle handling and preparation center located at our new Auto Marine Terminal in Jersey City/Bayonne, New Jersey."

The Port Authority opened the \$63 million Auto Marine Terminal in 1989 as a major part of an effort to enhance the New York-New Jersey Port's competitive position in the import/export automobile market.

"The Auto Marine Terminal and its tenants offer high-quality, secure facilities and a broad range of value-added services such as unloading, inspection, accessorizing and repair, refinishing and delivery," Mrs. Liburdi said. "Both tenant and customer receive the many advantages of the port's strategic market location and access to a highly efficient intermodal network."

According to Mr. Bill Crosby, Peugeot's national distribution manager: "We are impressed with the New York-New Jersey Port and its auto



The 145-acre Port Authority Auto Marine Terminal in Jersey City/Bayonne, New Jersey.

handling facilities, especially the Auto Marine Terminal. These facilities offer high quality services and accessible location. NEAT's full line of services will help us get new cars to Peugeot dealers quickly and in the best possible condition. Our dealers and their customers stand to benefit."

According to Mr. David Husak, NEAT President: "Our Auto Marine Terminal facility offers a clean environment, high security, ample on-sight storage and easy port access at a competitive cost. This is in addition to a brand new world-class facility designed to minimize time and transient damage."

"Another tremendous advantage of our port is its designation as a Foreign-Trade Zone by the U.S. Department of Commerce," Mrs. Liburdi said. "The entire 2,100-acre Port Newark/Elizabeth is within FTZ No.49. The Federal government recently approved the expansion of the Zone to include the 145-acre Auto Marine Terminal. Now auto processors and handlers can benefit from the Zone's advantages of being able to defer, reduce or eliminate U.S. Customs duties on autos, parts and accessories. This full package of quality facilities and competitive business advantages makes our Auto Marine Terminal the premier auto handling facility in the nation."

NY-NJ, Tokyo Agree To Joint Marketing

Following three days of meetings, the Sister Ports of Tokyo and New York-New Jersey have agreed to an expansion of their business relationship and the pursuit of joint marketing and sales opportunities, Port Authority Port Department Director Lillian Liburdi announced recently.

Representatives of the Port of Tokyo, led by Mr. Shunryu Takahashi, Director General of the Tokyo Metropolitan Government's Bureau of Port and Harbor, joined with maritime industry leaders of the New York-New Jersey Port to mark the 10th anniversary of the "Sister Port" relationship. In addition, extensive business meetings were arranged among port representatives, steamship lines, marine terminal operators, representatives of government agencies and other maritime

management members.

"Leaders in every facet of oceanborne shipping, as well as officials of the U.S. Customs Service and the Corps of Engineers, took part in comprehensive discussions concerning the important issues facing the Port of Tokyo and the New York-New Jersey Port during the next decade and beyond," Mrs. Liburdi said.

"Communication among staff of our two port agencies will be encouraged and increased," Mrs. Liburdi said. "During the coming years, both ports will exchange information on operations and port planning, investigate joint marketing and sales opportunities, and communicate strategic plans and initiatives," she noted.

The Port of Tokyo has regularly sent staff members of training assignments to the Port Authority headquarters at the World Trade Center and its marine terminal facilities in New York and New Jersey. At the invitation of the Port of Tokyo, the Port Authority will reciprocate by sending agency staff members to Japan for training in areas of specific expertise and cross-cultural training in corporate and business practices.

As part of the "Sister Port" relationship, Mrs. Liburdi announced that four Tokyo schoolchildren, finalists in a "Ports and the Sea" composition contest sponsored by the Port of Tokyo, will be welcomed by The Port Authority of New York and New Jersey and the City of New York this year as young "ambassadors."

North Carolina FTZ — Savings, Flexibility

North Carolina Ports offer Foreign Trade Zones or "Free Trade Zones" to foreign and domestic manufacturers who want to save time and money when conducting their international transactions.

Foreign trade zones are secured areas in ports of entry that are outside U.S. Customs territory for duty purposes. By using a zone, merchandise can be imported to the United States free of duties, taxes, and formal customs entries.

Of the 164 designated Foreign Trade Zones throughout the United States, approximately half of them actually do the business. The entire Port of

Wilmington, which consists of 392 acres of warehouse space and open areas, is designated as a Foreign Trade Zone. This includes 1.5 million square feet of warehouse space.

The Foreign Trade Zone at the Port of Morehead City has two sites available. Site one is inside the port terminal. It consists of 190,374 square feet of warehouse space. Site two is an undeveloped 40 acre tract of land located four miles west of the city.

Zones 66 (Wilmington) and 67 (Morehead City) allow storage, distribution, manipulation, exhibition and unlimited manufacturing operations. Goods exported to foreign countries are exempt from payment of duties, however, goods shipped from the FTZ into the U.S. are subject to quoted U.S. customs duties.

Some of the advantages of using the Foreign Trade Zones are:

- No time restrictions on how long products may remain in the FTZ.

- Importing merchandise subject to quota and holding it in the FTZ until the next quota period.

- Importing products into the FTZ in a "privileged status." This fixes the duty rate at the same rate quoted when the products entered the Zone, preventing an increase in duty payments.

- Savings on ocean freight insurance. You pay only for the value of goods insured plus ocean freight.

"With the expansion of the zones, we hope to attract those customers who require large areas of space for their operations," said Mr. Robert Jacobi, NCSPA Director of Business Development. *(North Carolina Ports)*

Small Boat Business Big at North Carolina

Small boats have been moving through the North Carolina Ports for many years. An average of 20 to 25 a week move through the Port of Wilmington alone, according to local steamship agents. Put that at an annual figure of 1,300 pleasure boats, and small boat business means big business at the North Carolina Ports!

The North Carolina Ports can offer boat manufacturers experience and variety in boat handling, proximity to the market, timely delivery, custom export packaging and competitive rates.



PORT -ability

The primary function of any port is to ensure the fast and efficient movement of goods.

To this end, Dublin Port boasts the most modern and sophisticated facilities.

From tugs, pilotage service, stevedoring and roll on/roll off services to oil bunkering, lift on/lift off and a direct rail link to the quayside with a full range of trans-shipment and bonding facilities.

Dublin port is Ireland's premier port handling 34% of all the country's international trade.

If you're moving goods in or out of Ireland, count on the ability of Dublin Port.



DUBLIN PORT

Commercial Manager, Port Centre,
Alexandra Road, Dublin 1.
Tel: (01) 722777, 748771.
Telex: 32508. Fax: 735946.

"All of these factors add up to one big reason to consider exporting through our ports," said N.C. State Ports Authority Director of Business Development, Mr. Robert G. Jacobi.

Mr. Jacobi and the business development staff are contacting boat manufacturers directly with the specifics. "We tell them, for example, we're a lot closer to their plants in the Mid-West and Northeast than the Florida ports," Mr. Jacobi said. "And, we offer six sailings a month to Northern Europe — one of the 'hot' boat markets now. We can handle ro/ro, flat rack and containerized cargo," he added.

(North Carolina Cargo Magazine)

Court Upholds Oakland Environmental Report

The Port of Oakland's supplemental environmental report (SEIR) on using dredge material to reinforce San Joaquin river delta levees has been upheld by Contra Costa County Superior Court. The Court rejected a suit challenging the Port's SEIR filed in 1989 by the Contra Costa County Water District. The District contended the SEIR was "insufficient," and the District's board adopted a resolution saying it "would aggressively oppose the use of Port of Oakland material for delta levee stabilization purposes."

In his opinion setting aside the Water District's suit, Superior Court Judge Richard S. Flier stated, "There is substantial evidence to support (the Port's) conclusion that the water quality discharged from the project would not be detrimental to the environment." Judge Flier further stated "there is substantial evidence that the dredge material is suitable for levee reinforcement," and "the dredge material — as a building material — seems better suited than previous substances."

Oakland Port Commission president Ronald Brady said, "Judge Flier's decision vindicates our analysis, our engineering and our documentation. It also vindicates the approval of the Central Valley Regional Water Quality Control Board, which relied on the SEIR in unanimously endorsing our plan. And it removes a primary obstacle to a project which can strengthen levees and protect the 16 million Californians who depend on delta water quality."

Mr. Brady added that the Port's delta

disposal program received a 5-0 vote of confidence from the Contra Costa Board of Supervisors as well as support from farmers, reclamation districts, legislators, labor, chambers of commerce and environmentalists. Three public hearings were held in Stockton, Antioch and Sacramento, Mr. Brady pointed out, and no one testified against the project.

Mr. Nolan R. Gimpel, the Port's chief executive officer, said that Judge Flier's decision does not necessarily mean the Port now will proceed with the delta project. He said that while the Port will keep the plan as an option, it has initiated a new SEIR process to review all other potential disposal sites in the region. Expanding the scope of this review was necessary, Gimpel explained, because of the time and funds that could be consumed in complying with all of the permit requirements now associated with the project.

At issue is the plan to dredge the Oakland Inner Harbor channel from 35 feet to 38 feet at mean lower low water as the first phase of a federally approved program that eventually would deepen both the Inner and Outer Harbor channels to a depth of 42 feet, widen the channels and enlarge turning circles. The work is needed to accommodate new container ships that have a draft of 40-plus feet when fully loaded.

Oakland: Commissioners Adopt Port Budget

The Oakland Board of Port Commissioners adopted a budget for fiscal 1990-1991 that reflects a 9 percent increase in operating revenues.

The new budget, which becomes effective July 1, projects income from the Port's three revenue producing activities — aviation, maritime and commercial real estate — at \$90,020,000, an increase of \$7.7 million over this year's figure and a record for the Port of Oakland.

In large measure the increase is due to a spectacular jump in airport passenger volume — from 4.8 million to a projected 6.2 million for the year ending June 30, 1991. Air freight volume also will increase during the same period from 431 million pounds to 479 million pounds. This means an increase of \$5.4 million in airport revenues.

The higher passenger volume is reflected in an increase in parking lot and car rental fees as well as additional income from landing fees and plane storage.

The budget also projects an increase of \$2 million from the maritime division. The additional revenue derives from a projected increase in tonnage from an estimated 14.3 million revenue tons this year to 14.9 million in the next fiscal year.

"The new budget indicates that the Port of Oakland continues to be financially sound," said Port Commission President Ronald Brady. "With continued good management and conservative fiscal practices we provide a stable base for employment in the Bay Area and tax revenues for the city and county. The Port represents continued growth and economic vitality for the entire region."

Operating expenses increased by about \$6 million to \$50.2 million, due primarily to the completion of the reorganization program adopted by the Board of Port Commissioners in 1989 plus inflation. The budget document also provides an additional \$900,000 for maintenance this year.

The money will be used to maintain the Port's physical plant, keep pace with technological advances, and provide a basis for future growth and development.

The budget also provides funding for principal and interest payments on the Port's debt, funding of debt service reserves, and funding of the Port's capital replacement reserves.

Portland Well Positioned For World Auto Market

Moving into what experts call a "World Auto Market," car makers are reversing roles. Take for example the Japanese. They are building cars in the U.S. and exporting some of them across Port of Portland docks back to Japan. The Japanese are also importing auto parts to U.S. assembly plants. It is indeed becoming a world industry, a trend that benefits Portland.

Today, Portland is "America's Auto Port." More cars are distributed from the Port of Portland to more states than from any other port in the United States. Automobiles are moved from Portland to 36 states to the Midwest,

Southwest, Rocky Mountain States and the states bordering the Atlantic Seaboard.

Port Services Company, the hands on processor who began putting cars into showroom condition in the early 1960s, is now nationwide.

With Portland's leading auto customers, Toyota and Hyundai having their own auto terminals in Portland with 15-year contracts or longer — Portland is in the anchor position on the West Coast in the "World Auto Market."

Portland's geographic location and proximity to the Far East, its distribution capability, customized facilities exclusively for autos, zero-damage rate and experienced labor force (both longshore and teamster workers) and community support — underscore Portland's strengths as an auto center.

Add to all this the promising land bridge concept. The coast-to-coast rail bridge that strongly favors Portland — rather than the all water route through the Panama Canal.

As a world class auto port, Portland has come a long way since unloading its first VW Bug in 1953. (*Portside*)

Port of Redwood City: Yacht Harbor Dredging

A recently completed environmental study reviewed last May by state agencies should help the Port win approval to dredge the yacht harbor and restore it to its original depth of minus ten feet.

The yacht harbor has not been dredged since its construction in 1959. Meanwhile, the average rate of siltation is about two inches per year.

The environmental study concluded there will be no significant environmental impacts associated with the dredging. It was partially based on predredge survey and sediment testing conducted earlier this year by Sea Surveyor, Inc.

The earlier testing showed material to be dredged from the yacht harbor is "cleaner" than material at the disposal site off Alcatraz Island.

The proposed maintenance dredging is part of an ongoing program initiated by the Port to refurbish the entire facility. Other work planned includes pile replacement and new decking on the floating docks. (*Currents*)

27,000 to Study at Seattle Sea/Air School

The Port of Seattle will host more than 27,000 students from King and Pierce Counties as part of the 1990 Sea/Air School. Developed to help students gain an understanding of international trade and the vital role it plays in our regional economy, the educational program underwent a 50 percent leap in growth since last year, when 18,000 students participated.

"The Port's Sea/Air School plays an important role for the students of our area. They will be much more involved with business and finance on a global level than any generation before them," said Ms. Patricia Davis, president of the Port of Seattle Commission. "It sparks an interest in children to learn more about international trade, and will pay off for the students, our community and the Port in the long-run," she added.

The Port's Sea/Air School includes classroom discussion and on-site tours of Seattle's harbor or Seattle-Tacoma International Airport, which is owned and operated by the Port of Seattle. It teaches students from kindergarten through the 12th grade about the role that international trade and tourism play in our economy.

Students touring Sea-Tac Airport will learn about travel and trade in one of the nation's busiest international airports. The walking tour highlights passenger services and the importance of tourism and air cargo trade. A visit to the Port of Seattle Police Department is included, as well as a ride on the underground train, the Satellite Transit System. For older students, the tours can focus on careers in the aviation industry.

The maritime portion of Sea/Air school began with 1,000 students in 1986 to help celebrate the 75th anniversary of the Port. Up to 375 students a day attend a classroom lesson on international trade led by Port employees, then embark on a harbor boat tour where they can view the working waterfront up-close. On-board activities, such as a Port bingo game, help students learn terms such as ice breaker, container ship and breakbulk.

This is the first year that the maritime portion of the program and the Sea-Tac school tours have been merged into a

single program with a comprehensive learning approach. The Airport portion of Sea/Air School takes place year-round; the waterfront portion began in the third week of April, and will run until June 11. There is no charge for the program.

Port of Seattle Teleport Feasibility Study

The Port of Seattle has awarded a contract in the amount of \$160,000 to QED Management Services (QED) of Berkeley Heights, N.J., to determine the feasibility of establishing a teleport in the Puget Sound area, according to Mr. Zeger van Asch van Wijck, the Port's Executive Director.

QED, a telecommunications consulting firm specializing in teleports and fiber optic distribution networks will begin its work by conducting a marketing survey among large corporations and Port customers headquartered in Seattle, Tacoma and Bellevue.

As the Port of Seattle seeks to support its mission in its expanding global role, it will be seeking potential partners and joint ventures in various aspects of the teleport project. TELEPORT SEATTLE is the Port's innovative key to making sure information will be available for the benefit of its customers and the community.

TELEPORT SEATTLE will serve both to stimulate regional economic development and the promotion of international trade. By providing an enhanced communication infrastructure, TELEPORT SEATTLE can attract new businesses to the area, creating new jobs and overall economic advantages for the community. By enhancing transportation services, it will further integrate Seattle into the global economic community.

The consultants will conduct engineering analyses to determine the optimum location and route for the alternate access fiber and investigate possible sites for satellite earth stations involved in voice, data and videoconferencing applications.

Part of QED's assignment is to identify and make contact with potential partners who may have an interest in the total project. QED is also investigating possible joint ventures for various aspects of the project from

organizations in the private sector, such as VSAT Hub Operations, International Business Services (IBS), International Satellite Operations, and Public Videoconferencing Networks via satellite.

RKM Corporation, a Vancouver, WA consulting firm, is supporting QED in the performance of the feasibility study which is to be completed by August 17, 1990.

"The concept of a Seattle area teleport fits in well with the Port's mission," said Mr. van Asch van Wijck. "A teleport would help stimulate local economic development and international trade; and the Port is a natural catalyst for such a development, since we have always been in the forefront of computerized information technology," he added.



World Bank members discuss marketing with Port of Tacoma staff.

World Bank Team, Tacoma Talk Marketing

"Ports can no longer just sit and wait for cargo to turn up. They have to go out and market their services, and we needed to know how this is done at an efficient port like Tacoma." That is how Mr. John Lethbridge, ports and aviation advisor for the World Bank, explained one of his group's major reasons for choosing Tacoma as a major training site for his group this summer.

A 13-member World Bank study team recently visited Tacoma to learn more about the marketing, management, operations, and development strategies that have made the Port of Tacoma one of the most rapidly growing ports in the last ten years.

During the Bank's three-day visit to Tacoma, discussions were also held on a number of key topics facing not only Tacoma, but also the entire port industry. These topics included maintenance, labor productivity and the environment.

Nearly one-third of the \$2 billion that the World Bank lends each year goes to construction and multimodal transportation projects to ports in devel-

oping countries.

That's what makes visits to ports such as Tacoma so important, according to Mr. Lethbridge. "Before we are able to advise the countries that are borrowing money from the Bank on how to develop their own ports, we need to know ourselves what is the leading edge of technology."

The Port of Tacoma has proven itself to be a technology leader among ports in a number of areas. In 1981 it was the first West Coast port with an ondock intermodal rail facility, and now is the only U.S. port with two ondock intermodal railyards. It is now the sixth largest container port in North America, and the 20th largest container port in the world.

"The World Bank visit was a real education for everyone involved," said Port of Tacoma Commission President Pat O'Malley. "Not only did they learn from seeing our facilities, and meeting with our operations, and management staff, but we learned a great deal from the caliber of people that the World Bank brought to Tacoma."

Africa/Europe

Le Havre, Singapore Ink Cooperation Agreement

At the end of the visit to Le Havre by Mr. Ng Kiat Chong, General Manager of the Port of Singapore, a protocol for an agreement on port computerisation was signed.

By this a major port in the Far East, Singapore, and a major European port, Le Havre, the biggest in France for break-bulk cargo and container traffic, are combining their know-how in an area where they are both highly efficient.

The protocol lays the foundations in particular for the establishment of a computer link, to be known as "EDI," for the exchange of maritime information. This will consist of information about arrivals and departures for both ports as well as the nature of the container traffic each will handle. However, such information will in all cases remain confidential where necessary.

The Port of Singapore will pass on the information received to its users by means of its PORTNET data pro-

SC Ports Authority Officers for '91 Elected

The South Carolina State Ports Authority Board has elected its officers for the 1991 Fiscal Year.

During the regular session of the board's June meeting held in Charleston, SC, Mr. Robert V. Ryall, Jr. was re-elected to the post of chairman. Mr. Royall is vice chairman of the Citizens and Southern Corporation and chairman of Citizens and Southern National Bank of South Carolina. He was first appointed to the State Ports Authority in 1982 and reappointed in 1989. Mr. Royall has served as chairman of the Authority since 1985.

Mr. Ernest L. Willis, 3rd, of Florence, SC, was elected vice chairman. He succeeds Mr. Joseph P. Griffith who served as vice chairman until his term on the board expired in May. Mr. Willis is president of Southeastern Steel Company in Florence and was appointed to the Authority in 1987.

cessing network and the Port of Le Havre will do the same for information received from Singapore through its ADEMAR network.

The agreement was signed by Mr. Ng Kiat Chong, General Manager of the Port of Singapore, and Monsieur Jean Smagghe, General Manager of the Le Havre Port Authority, with as witnesses Messieurs Eric Leloup, President of the Union Maritime et Portuaire, and Hubert Raoul-Duval, President of the Board of Directors of the Le Havre Port Authority. Monsieur Baron, President of Société de gestion d'ADEMAR, was also present.

The flow of traffic between the ports of Le Havre and Singapore is considerable. Between 1986 and 1989 it almost doubled, rising from 182,000 tonnes to 362,000 tonnes, imports and exports being affected in almost equal proportion. Of the total for 1989, 300,000 tonnes were transported in containers, for which traffic Singapore had become the second most important partner in Asia for Le Havre, just behind Japan.

Among imports the highest tonnages are for rubber (36,000t), rice (7,500t), foodstuffs (26,300t), electrical and electronic equipment (11,000t), textiles and clothing (98,000t), and diverse industrial goods (12,300t).

Exports include wines and spirits (11,000t), foodstuffs (5,200t), flour and malt (4,800t), construction materials (14,000t), chemical products and plastics (23,800t), transport equipment, machinery and spare parts (9,300 t) and glass and pottery (4,300 t).

In all more than fifteen liner services connect Le Havre with Singapore, with 10 container vessels leaving Le Havre each week and 6 mixed (containers plus conventional cargo) vessels and 1 ro-ro container vessel per month.

Larnaca Port of Cyprus To Be Deepened to 12 m

Work is about to start at Larnaca port for deepening the southern quay to 12 meters.

This project, to be completed by the end of the current year (1990), involves the dredging of the relevant harbour area by 2 m and the use of the undergrouting technique to strengthen the quay.

To ensure continuation of operations, work on the quay, to commence immediately, will be carried out grad-



Mr. Ng Kiat Chong, left and Mr. Jean Smagghe

ually, with the first 100 m to be delivered in October, another 100 m in November and the remaining 140 m by the end of December.

Port of Rouen: Investments in Review

At Rouen, France's fourth-ranking port, 1989 traffic exceeded 20 million tonnes. Rouen is one of Europe's twenty leading ports. Its competitiveness in agri-food exports have made it Europe's leading grain-export port and the worldwide leader in wheat exports.

Rouen has become an agri-food leader on account of the way it handles this cargo and applies its expertise to other cargo: coal and oil products; forest and paper products; containers and general cargo. Ships embark at Rouen to call on ports throughout the world. But the port is not basking in its laurels and constantly seeks to improve the services it offers. Its development plan complements investments made by the private sector, the most recent of which is a 360,000-tonne capacity trituration plant at the port's agri-food terminal next to the UCA-CEL silos.

Competition among ports is intense and the imminent single European market will exacerbate this state of affairs. With a three-pronged investment programme totalling approximately one billion francs, Rouen is girding itself for 1993 and looking even

further ahead to 1998.

This programme schedules:

- * Improved access to the port by road. Construction on the maritime boulevard which will link up with the greater metropolitan Rouen west motorway, to be deviated, will reinforce the port's privileged inland location.

- * Improved maritime access will enable ships to carry heavier loads of cargo.

- * Traffic concentrated in more efficiently equipped specialised terminals. Investments related to sugar, flour, grain and liquid bulks are well underway and showing a return by lowering costs and gaining markets. This programme was accelerated in 1989 at the Grand-Couronne port zone for containers and general cargo and for agri-food and at the Rouen-Quevilly forest products terminal.

(Rouen Port)

Cutty Sark Tall Ships' Races to Visit Cork in '91

A formal announcement was made in Cork recently that, for the first time in their 35-year history, the Cutty Sark Tall Ships' Races will visit Cork in 1991. The announcement was made by Mr. Ted Crosbie, Chairman of the Port of Cork organising committee. This committee is representative of tourist, municipal, port and commercial interests and for the past 15 months have

(Continued on Page 39, Col. 2)



(Photograph: Hero Lang)

Container Terminal Extension; Bremen Ports Geared for Future

The ports of Bremen enter the nineties with complex services, customer-oriented EDP logistics and new techniques. Clear impulses are expected from the new economic strategies in Eastern Europe. The extension of the "Wilhelm Kaisen" Terminal in Bremerhaven is being planned to meet the demands of future container traffic.

At the beginning of the nineties Bremen and Bremerhaven present numerous innovations regarding handling facilities, handling techniques and also in the integration of efficient EDP logistics in transport. Currently the Neustädter Port in Bremen is being extended by two new berths for ocean-going vessels. It was only a year ago that a new foreign trade centre was taken into operation in the vicinity of this modern basin in order to satisfy the increasing demand for "distribution via seaport."

The centre was conceived especially for the European distribution of high-quality goods and is currently

utilised by electronics producers from Asia as well as by the automobile industry. The far-reaching distribution service is organised, steered and controlled by EDP and includes just-in-time deliveries.

A further extension of the Container Terminal in Bremerhaven is currently being planned. Already today the terminal is one of the world's largest and most efficient. Two additional berths for large container vessels are being planned towards the northern end of the port. Thus it will be possible to handle 12 large container vessels concurrently in Bremerhaven as of the mid-nineties. Numerous long-term jobs will be created by the extension in Bremerhaven.

The Bremer Lagerhaus-Gesellschaft, as operator of the terminal, has ordered four new gantries in order to meet the increasing demands for speedy container traffic. Two have already been delivered; the remaining two are to follow this year. By means of a larger

hoisting capacity and longer jibs the new facilities make possible the handling of extra — large container vessels of the so-called post-pan-max type which are already sailing the Pacific.

Besides, new techniques allow for faster operation. This is also valid for a number of other handling facilities. New portal fork lifts and traction engines for container transport within the terminal were ordered, and have been delivered already. Furthermore these specialised machines have been improved with regard to working and environmental aspects.

The geographic position of Bremerhaven's Container Terminal on the open North Sea and the depth of the water make it possible for even the largest container vessels to reach the terminal very quickly. This, together with the high sailing frequency of the container vessels, the excellent connection to the inland and the technical efficiency, are important factors for Bremerhaven in the competition between the large seaports on the European North Sea.

Connections via TELEPORT

The integration of efficient EDP logistics in the chain of transport is a speciality of the ports of Bremen. 15 years ago already the world's first port information system covering all sections was taken into operation in Bremen. As a result of the excellent experience and the increasing demand for information systems in the transport area, numerous other EDP logistics systems were developed in Bremen.

The complete EDP programme is at the port customers' disposal in the form of the Logistic Tele Service (LOTSE). LOTSE secures the compatibility of various hardware between customer and port computers and in this way offers smooth access to the information services of Bremen via a simple personal computer. This is especially interesting for small and medium-sized companies for whom an own EDP system would not pay off.

Bremen offers its communications services worldwide with the TELEPORT Service. The Datenbank Bremische Häfen is connected to similar partners in strategic economic centres in the world via permanent line or satellite and thus offers smooth communication in international trade.

As a special service, the Ports of Bremen offer organisation, steering and control of the complete chain of transport from the loading platform of a foreign manufacturer right down to the shopshelves or to the assembly lines of industry.

TELEPORT secures the smooth transmission of information between all partners concerned. The solution of individual problems in transport is an important competitive factor for Bremen. Here it is possible to offer a special transport concept for every single customer with any form of EDP whatsoever.

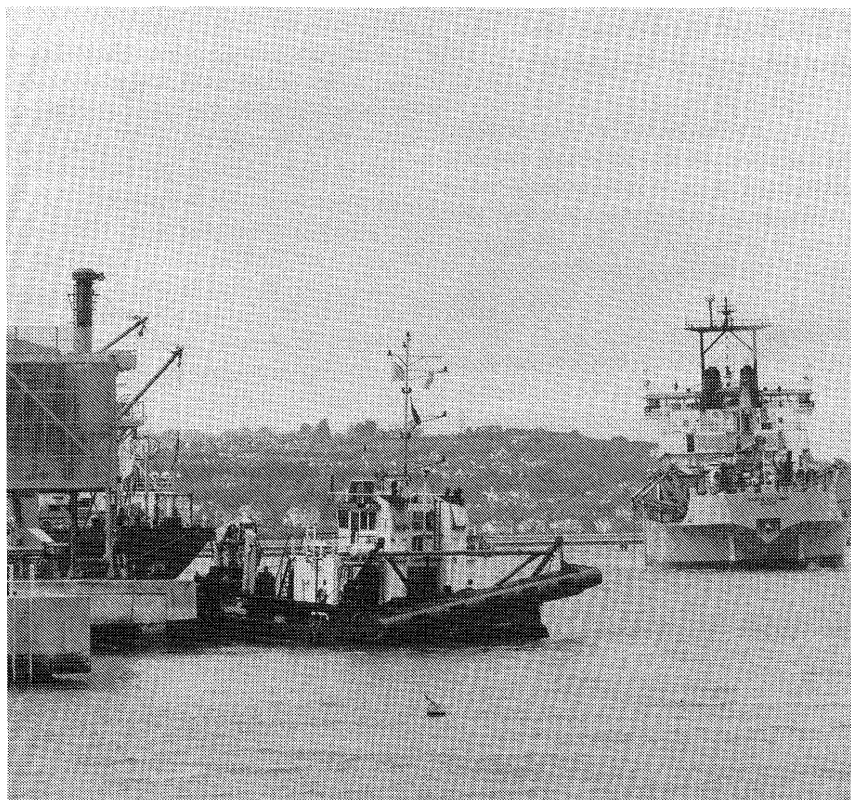
Bremen, with its various services, regards itself as optimally prepared for the competition in the European Single Market, above all, as additional growth impulses are to be expected from "Europe 93". These expectations are based on the one hand on the predicted increase in the European foreign trade volume and on the other hand on the parity of competition with foreign seaports which is offered by the Common Market.

Impulses from Eastern Europe

The Ports of Bremen also expect further impulses from the opening of the Eastern European countries. The new economic strategies of these countries will soon have an effect on the choice of the methods of transport as the traded goods will select the most economical method. No doubt, it is the German seaports on the North Sea Coast which will profit above all from container traffic as the Baltic ports are hardly frequented by large container vessels due to the high costs.

According to Harbour Senator Kunick, a branch office of the Bremen Port Agency is to be opened in Leipzig in July, in order to intensify contacts with the East and especially the GDR. Further branches in the CSFR and Hungary are being contemplated.

In Order to fully utilise the possibilities of the German North Sea ports, a fast improvement in the East-West transport network as well as an efficient road and rail network in the North German area are important pre-requisites. It is exactly this fact that is unanimously called for by the Senator for Ports in Bremen and the Bremen Port Industry.



Major Dredging Contract at Port of Cork

A major £0.5 million dredging contract involving the removal of over 400,000 cubic metres of silt was recently completed at Ringaskiddy in the Port of Cork. The deepwater berthage was restored to its design depth of 13.4 metres at low water and the roll-on roll-off berthage to 9.2 metres at low water.

The contractor was Jan de Nul (U.K.) Ltd. and the operation was completed in two weeks. The m.v. *Vasco de Gama*, one of the largest suction trailer dredgers in the world, worked around the clock in the process taking 20 minutes to load approximately 12,000 tonnes of dredged material. Each dredging cycle took three hours to complete, the remaining 2 hours 40 minutes being used in travelling to and from the designated dumping ground situated four miles south of Roches Points. This type of dredger is particularly suited to dredging near residential areas because of its low noise level, a major consideration in awarding the contract. A second vessel, the m.v. *Wizard*, a bed levelling machine, assisted the m.v. *Vasco de Gama* in the dredging operation.

Cutty Salk Races

(Continued from Page 37, Col. 3)

been engaged in preliminary planning for this prestigious event.

The 1991 Race will start in Milford Haven and the first yachts are expected to arrive in Cork on the afternoon or evening of Tuesday 16 July. For the next four days some of the most beautiful Tall Ships in the world will be berthed at the city quays. About 80 sailing ships are expected to compete including Ireland's highly successful sail training vessel ASGARD II.

The multi-national crews will bring a wonderful cosmopolitan flavour to the city. Up to 250,000 visitors are expected in Cork for the four days and they will enjoy a comprehensive programme of both organised and impromptu social events.

On Saturday 20 July all the vessels will take part in a colourful and spectacular Parade of Sail which will take them from the city quays to the Harbour's entrance at Roches Points, a distance of 13 miles. From here racing will re-commence as the yachts head for Belfast and on to Aberdeen and Delfzijl (Holland).

5 European Ports to Use Protect System

If everything goes according to plan, five European ports will be able to make use of the Protect system by mid-1991. Information and demonstrations will be given at a symposium on 29 August specifically organized for this system.

Protect is a system in which EDI technology (Electronic Data Interchange) for the registration of dangerous substances is put to the practical test. This will make the registration of ships' cargoes with dangerous substances faster and more efficient.

Protect was initiated by Antwerp, Hamburg, Rotterdam, Bremen and Felixstowe.

Standard Messages

The value of Protect is that the reporting of ships with dangerous substances runs directly from one computer to the other. This makes the relevant information more accessible to those concerned.

With the present method, a ship broker reports a vessel with dangerous substances to the port authority via a fax, by post, courier or telex. This information, often originating from a computer system, then has to be entered by the authority into its own computer system.

In the case of the new system, this data interchange moves directly from one computer to the other. Consequently the admission and control procedures concerning the ship and its cargo can be carried out better and faster. It will mean that the goods flow can be handled more reliably and in less time.

The details concerning the relevant ship and its cargo are sent via an (electronic message which complies with the Edifact standard. This is an international standard for EDI messages.

International

Interchange of the (electronic) message concerning a vessel sailing, for example, from Hamburg via Rotterdam to Antwerp means that this data will be more quickly available internationally too. It means that only a small number of additions will have to be entered in connection with supplementary information required in ac-

cordance with local regulations.

If Protect proves successful in practice, ports throughout the world will be invited to exchange data in the same way. The symposium on 29 August is partly aimed at already providing them with information at this stage.

Protect is spearheaded by representatives from the five ports. The project leader is Mr. R. H. Chaudron from the Port Management of Rotterdam. The technical implementation of Protect is the responsibility of organizations from the five cities which are concerned with the application of EDI in the message flow. Where Rotterdam is concerned, this is INTIS.

The Protect symposium will be held on Wednesday 29 August at the Doelen in Rotterdam where experts will explain the Protect project.

New VAG Import Investment at Grimsby

Associated British Ports has recently released details of the second major investment at the port of Grimsby to be announced within a month.

VAG (United Kingdom) Limited has confirmed plans for the development of a £5 million import complex on a 50-acre site at Grimsby's Alexandra Dock. The import complex will include a new office building, a de-waxing facility, eight new vehicle preparation lines and a substantial storage area. The complex will also provide facilities for Silcock Express, the vehicle transporters handling the onward transfer

of vehicles to the Volkswagen Audi dealer network.

The port has a long association with VAG (United Kingdom) Limited. For the last 15 years Grimsby has been the northern port of entry for Volkswagen and Audi cars and light commercial vehicles imported into the United Kingdom.

For its part of the development, Associated British Ports will replace the existing roll-on/roll-off berth at the West End of the dock with two new roll-on/roll-off facilities, scheduled to be ready for use in early 1991. One of the berths will also be capable of handling side-port and conventional vessels. Adjacent to these new facilities, a 30-acre site will be available for development and cargo storage.

The new complex will have excellent connections to the area's industrial hinterland, with direct access to the main trunk road network leading to the M180, M18 and M62 motorways.

Grimsby and Immingham Port Manager, Mr. Dennis Dunn, said:

"The commitment of VAG (United Kingdom) to the new Grimsby complex further strengthens our long association with this major vehicle importer and distributor. This investment, together with the recently announced new shipping terminal at Alexandra Dock, reinforces the confidence we at ABP have in the future of the port.

"The new roll-on/roll-off and side-port berths will give Grimsby a further opportunity to bring in more business and, with the benefit of adjacent land development areas, will be an added attraction to potential customers."



Port of Lisbon — Performance in 1989

In the course of 1989, in their management of the most important Portuguese port, the Authority of the Port of Lisbon (APL) laid special emphasis on strategies that would enable it to meet the challenges offered by the big single European Market as from 1993.

By introducing the new Organization Chart, the APL has made its management more dynamic, greatly improving the operation of the port, significantly improving the degree of compliance with the Plan of Activities, and has therefore improved the image of the Authority vis-a-vis the economic agents and public opinion in general.

But apart from the considerable organization activity required for the implementation of the new regulations, the introduction of shift work in the operation of the port, one should also highlight the work done in order to improve the port installations, the overall investment showing an increase of 101.1% (from \$444,965,000 in 1988 to \$895,191,000 in 1989), thus showing a considerable effort made towards the modernization of the port.

Special mention should be made of the construction of the new Ro-Ro 100-ton terminal in Alcântara, the remodelling of the Santa Apolónia Container Terminal and the introduction of new plant to handle cargo.

Turning to the future, one should stress the technical, economic and financial studies which provided the basis for the drafting of the first Strategic Plan of the Port of Lisbon for the three-year period between 1990 and 1992, the Preliminary Survey for the Partial Reconversion Plan of the river bank between Santos and Santa Apolónia, resulting from the APL's concern to increase the value and reconvert the river bank area for the leisure hours of the population, the survey covering the bar of the Port of Lisbon (including the occupation of the Bugio sandbank) by creating a platform that will be essential for the future growth of the port and, also, the survey on the "Improvement of the Conditions for Navigability in the North Channel" which is designed to implement the river navigation in an area that can serve the industries built within the area of the jurisdiction of the Port of Lisbon which

runs from Beirolas to Alhandra.

In 1989, in order to modernize the APL, the Division of Internal Auditing and Organization was created together with the Division of Marketing and Public Relations, which straight away became very active in promoting both national and international schemes of interest to the main Portuguese port.

Restructuring for Port of Hull Announced

Associated British Ports have announced a restructuring of the arrangements for cargo handling in the Port of Hull, together with the decision to reopen the 190-acre Alexandra Dock which has been lying idle since 1982.

As was predicted by ABP, abolition of the former National Dock Labour Scheme has transformed the commercial prospects of the Port of Hull. There is now increasing demand for additional port facilities.

The river approach to Alexandra Dock has already been dredged to accommodate a new marine aggregate business on Western Approach Jetty.

This new business, involving substantial capital investment by ARC Northern, was inaugurated on 29th June. Dredging will now be extended into the lockpit and the dock itself, with reopening scheduled during 1991.

At the same time, Associated British Ports are changing the arrangements for cargo handling in King George and Elizabeth Docks, to reflect the demand for diversified cargo-handling services in the port. Three members of ABP's management staff, Mr. David Parkinson, Mr. Chris Hillan and Mr. Andrew Brett are leaving ABP's employment to form a new stevedoring company to be known as Northern Cargo Services Limited.

The new arrangements will give the existing independent stevedores, Humberside Sea and Land Services Limited and the Limb Group, a wider base for their current operations at Hull. In addition, the Andrew Weir Group are negotiating with ABP for the stevedoring of some of the roll-on/roll-off services in the port.

ABP is writing to all its former Registered Dock Workers in the Port of Hull explaining the new arrangements, which inevitably involve a contraction

of ABP's stevedoring role.

Mr. Stuart Bradley, ABP's Managing Director, says:-

"These decisions demonstrate ABP's confidence in the future of the Port of Hull.

"The new stevedoring arrangements, which include an increased role for independent stevedores, reflect the demand for changes following abolition of the National Dock Labour Scheme. This strengthening of competition lays a firm foundation for a successful future for the Port of Hull.

"Alexandra Dock is a large port installation which can readily accommodate, always afloat, any vessel which can be navigated upstream from Hull. The reopening will be a significant step towards enabling the Port of Hull to realise its full potential. I look forward to the day when once again ships are berthed in Alexandra Dock."

Southampton Continues Solar Power Conversion

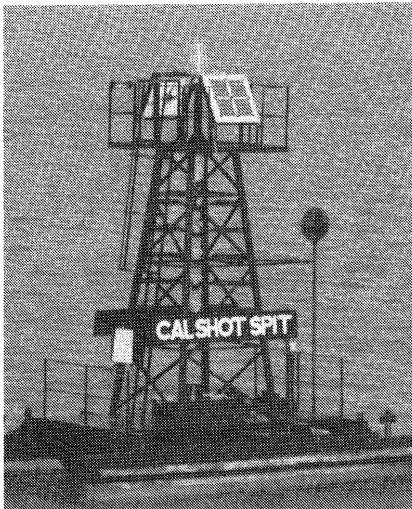
The Port of Southampton has chosen Tideland equipment to convert four more of its buoys from gas to solar power.

The new contract brings to ten the total number of buoys in the port fitted with Tideland's ML-140 lanterns and MMG900/12 solar modules. There are two modules on each buoy, charging a 12V 315 ampere/hour secondary, maintenance-free battery system mounted in a water-tight galvanised steel box.

Tideland solar modules are specially designed for harsh marine environments. They are fabricated from monocrystalline silicon cells and borosilicate glass hermetically sealed with a water-clear polymer encapsulant, which eliminates any need for a metal frame. During the day, even in very low light conditions, the solar module gathers energy and stores it in the battery, which powers the lantern at night.

The ML-140 lantern has an acrylic lens of great optical efficiency, designed for wide angle divergence of the light beam. This helps to compensate for buoy roll and ensures that the light is easily visible to vessels of all sizes.

The Solent and Southampton Water is one of the busiest waterways in the U.K. Every year there are 64,000 commercial traffic movements in the



The float at Calshot Spit is one of a series of Tideland solar-powered nav aids in the Southampton area.

Port of Southampton and many of the 40,000 recreational craft also domiciled there use Tideland navigational aids during busy summer week-ends and holiday periods.

Association of Soviet Sea Commercial Ports

The Association of Soviet Sea Commercial Ports was created and officially registered in Leningrad in March 1989. In accordance with the Charter of the Association, its principal aim is the improvement of the member ports' cooperation in solving economic, commercial, juridical and technological problems, the provision of assistance in developing foreign economic activities, and the protection of the ports' rights and interests.

The Association unites 55 Soviet sea commercial ports, as well as several scientific research institutes and training facilities for marine engineers and a shipping joint venture with West Germany.

The major ruling bodies of the Association are the Conference of the Association's members, the Council of Directors consisting of the leaders of different Soviet ports, president and vice-presidents. The executive officers comprise:

- O. Terekhov, President (General Manager, Port of Leningrad)
- B. Zhebelev, Vice-President (General Manager, Port of Vostochny)
- N. Pavlyuk, Vice-President (General Manager, Port of Pevek)
- A. Lukoshkin, Vice-President

(General Manager, Port of Tallinn)

- T. Akhmedov (General Manager, Port of Baku)
- T. Shtepa (General Manager, Port of Mariupol)
- V. Strizh (General Manager, Port of Murmansk)
- V. Bikov (General Manager, Port of Novorossysk)
- V. Evstigneev (General Manager, Port of Riga)
- G. Myasnikov (General Manager, Port of Nakhodka)
- P. Bashirov (General Manager, Port of Petropavlovsk-Kamchatsky)
- L. Vetrenko, Chairman, Scientific Technical Committee (Chairman, Leningrad Higher Nautical Engineering College) (Makarov College, named after Adm. Makarov)

Association Officials

- O. Terekhov, President (General Manager, Port of Leningrad)
- N. Kuznetsova, Secretary General
- R. Vetrenko, Director for Scientific & Technical Affairs
- D. Kozak, Director Commercial & Juridical Affairs
- I. Bravkova, Foreign Correspondent

Ports Represented in the Council of Directors:

Leningrad, Vostochny, Pevek, Tallinn, Baku, Mariupol, Murmansk, Novorossysk, Riga, Nakhodka, Petropavlovsk-Kamchatsky

Member Ports:

Aktau, Alexandrovsky-na-Sakhaline, Arkhangelsky, Anadir, Belgorod-Dnestrovsky, Berdyansky, Beringovskiy, Vanino, Ventpils, Vyborg, Vladivostok, Evpatoria, Ismail, Ilyichevsk, Kaliningrad, Kerch, Kandolakhsha, Klaipeda, Korsakov, Krasnovodsk, Magadan, Makhachkala, Naoryan-Marsky, Posyet, Providence, Reni, Sevastopol, Skadovsk, Taganrog, Termez, Tuapse, Uglevorsk, Ust-Dunaysky, Khatangsky, Khersonsky, Kholmsky, Egvekinotsky, Yuzhny

Institutional Members:

Sovmortrans (a Soviet-Western German Joint Enterprise), the All-Union Scientific Research and the Design Research Institute of the Marine Fleet, the Southern Scientific Research Institute of the Marine Fleet and the

Asia/Oceania

More Port Competition To Aid Exporters

Improving the Port of Fremantle's competitiveness — with consequent benefits for importers and exporters — was the basis for the Fremantle Port Authority's seeking a second container terminal for its North Quay.

The FPA's General Manager, Mr. Trevor Poustie, said that more container handling competition would assist the economy and lead to more commercial port operations.

"The continued development of the port's competitive infrastructure is essential to attract improved and expanded shipping services, especially between Fremantle and the hub port of Singapore," Mr. Poustie said.

"In the current Australian economic climate where exports need to be boosted, additional shipping services will help to raise export cargo volumes.

"But such shipping services will only be attracted to Fremantle if there is more container handling competition.

"Consequently, we were very pleased by National Terminals of Australia's recent announcement that they propose to establish a terminal at Fremantle to operate from July next year.

"The Port Authority believes this will benefit ship owners by giving them a degree of choice in handling their cargoes which was not previously available.

"Such a choice will help all involved in developing Australia's world trade — both to and from the eastern States — and assist our exporters to be more

Institute of Engineers of the Marine Fleet in Odessa

Contacts: The Association of Soviet Sea Commercial Ports: 5, Mezhevoy Kanal, 198035, Leningrad, USSR
Tel: 25-0238, 216-9260, Telex: 121501

(This office notes with thanks that the information was supplied by Mr. N. Kuznetsova, Secretary General of the Association — IAPH Head Office.)

competitive globally.

"Australia needs an export-led recovery which will directly and significantly impact on the country's balance of trade.

"At present, local exporters are constrained in their access to world markets through lack of variety and frequency in shipping links.

"The Fremantle Port Authority — through its promotion and facilitation of intermodalism to serve cargo to and from eastern Australia — is working to assist that export-led economic recovery.

It has received considerable recognition of these efforts, none more significant than Mr. Bill Bolitho's, Australian National Line Chairman, at the recent multimodalism conference held in Sydney.

"Mr. Bolitho stated that Fremantle was well positioned to experience

Unions' Merger Plan Welcomed by Minister

The Minister for Shipping, Senator Bob Collins, welcomed an announcement by the Secretary of the ACTU, Mr. Bill Kelty, that the seagoing and stevedoring unions were considering further amalgamations and the development of a single federation of maritime unions.

The Minister said the union proposal represented an important step forward in the rationalisation of labour in the maritime industries.

He said the plan, if adopted, would lead to a single labour organisation representing the interests of all workers in the industry and was consistent with the Hawke Government's objectives of multi-skilling, improved training and career path opportunities for seagoing and shore-based employees.

Senator Collins said these labour reforms were essential elements for improved efficiency on the waterfront and would complement the award restructuring and enterprise agreement initiatives.

"Once these proposals are in place demarcation disputes should be a thing of the past.

"These proposals indicate a determination on the part of the unions to fully implement the reform programs for the benefit of the industries and their users," Senator Collins said.

moderate growth of intermodal volumes in the coming years.

"Our aim of increasing Australian intermodal volumes through Fremantle will result in more shipping services and better world trade links for Australian exporters."

Mr. Poustie said that those to benefit from Fremantle's effective operation as the intermodal Gateway to Australia included:

- * the railways — because of the increased cargo to be carried on the national rail network

- * importers and exporters throughout Australia by the introduction of just-in-time delivery

- * Australia exporters through the improved availability of container slots for their products due to increased sailings.

Mr. Poustie said that the Port Authority's aim of getting an additional 4% to 5% of the Australian container trade through intermodal cargo to and from the eastern states would lift Fremantle's throughput to about 200,000 TEUs annually.

He said the Port Authority's research indicated that this was sufficient volume for two terminals to operate efficiently and cost effectively and be competitive nationally.

"A second terminal operator fits with our desire to have a more competitive port infrastructure," Mr. Poustie said.

"We believe such a move best serves Western Australia's economic development, the country's international trade and the interests of all Port users."

(Port of Fremantle)

Port of Geelong Strategic Planning

Central to its development will be a rationalising of the existing range of services and capital investment to broaden the base of its bulk and special cargoes.

The major review of the Authority's original 1988 strategy plan grew out of a comprehensive assessment and analysis of its operations by the chairman and chief executive, Mr. Peter Morgan.

The draft plan formed the basis for discussion at a series of joint management-workforce meetings during the first half of this year and a special

strategic planning workshop for Authority commissioners, advisors and executive management during May.

They covered in detail the areas of strategic analysis, strategic choice and strategic implementation.

Strengths, weaknesses and opportunities of the port were examined to produce a realistic and objective working plan.

Among the identified strengths are a good calibre and committed management team, a strong financial position, ample landholdings, low berth utilization, competitive charges and good productivity by current workforce standards.

The plan sets performance goals for all sections of the Authority and has determined a minimum return of four percent on the written down current cost value of assets.

Investment will be made in equipment to handle new cargoes and commodities only when the trade appears viable in the long term.

From July 1 the Authority will operate under three business units covering its commercial operations and a separate business unit covering the associated ports of Queenscliff, Barwon Heads, Lorne and Apollo Bay, in order to successfully implement the plan.

Mr. Morgan said the three interdependent objectives of the Authority under the new plan would be cost containment, quality of service and responsiveness to market conditions.

He said the plan would firmly steer the Authority down a commercial road to ensure that it maximised its competitive advantages in a period of exciting and challenging change.

He said it was directly related to the micro-economic reform taking place throughout Australia's port and waterfront industry.

"PGA is a public sector business enterprise focussing on service, teamwork and commercial performance as an integral part of the State's transport network.

"Victorian exporters and shippers need good shipping links with the rest of the world at prices they can afford."

Mr. Morgan emphasised that the plan was not a glossy public relations document, but a carefully thought-out working plan.

"A well conceived strategy is one that can be implemented, and for this reason,

implementation has been considered during the formulative stage, rather than later, when it may be too late.

"It will be reviewed annually to retain flexibility, so as to keep ahead rather than simply react to the rapid changes in the market place," he said.

Although primarily an internal working document, a public version of the business plan is expected to be released during late June. (*Portside*)

Tradegate Facilitates Efficient Info Transfer

Tradegate has been established to provide an electronic communications network for Australia's international trade community. It is an initiative aimed at facilitating more efficient document and information transfer by the use of electronic data interchange (EDI).

Tradegate is owned by a variety of organisations representing the interests

of industry groups within the trade community. It exists to provide services that benefit all those groups.

The Port of Melbourne Authority (PMA) is committed to facilitating the introduction of efficiencies on the waterfront and is keen to assist by co-operating with Tradegate by promoting the introduction of EDI into the Port Community. The PMA believes that the best way of achieving this is by providing, in conjunction with Port Users, a Port Community System with the capacity to electronically transfer documents between businesses associated with the Port.

To address this issue, the PMA has formed a Port Community Systems Project Team which has developed an enterprise model of the document flow process within the Port including an electronic model capable of demonstrating how EDI would be used within that environment.

In addition a complete Business Needs Analysis is being undertaken.

This forms the basis of a logical progression towards the establishment of an EDI based Port Community system as a value added service to Tradegate.

Port Development Board Created in Hong Kong

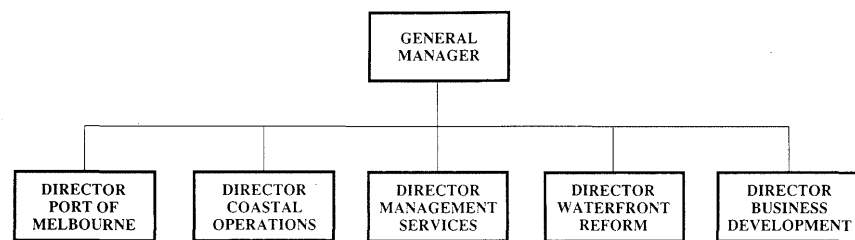
By T.J. Frawley

Planning & Local Services Division
Marine Department
Hong Kong Government

1. In conjunction with the Port and Airport Development Strategy Study the Government undertook a separate Financing and Institutional Study. This study concluded that the port involved marine, land, transport and wider economic aspects and, although different agencies within Government currently had responsibility for these elements, the extent of their coordination was considered inadequate for the future. No single body either within or outside Government represented the overall interests of the port. Similarly, no attempt was made to monitor regional charges and take appropriate action. The diverse requirements of the port call for the creation of an entity charged with the responsibility to advise the Government on the planning and development of the port, including the land, marine and transport aspects. Accordingly, a Port Development Board was established in April 1990 to fulfill these functions.

2. The Port Development Board will be advisory in nature. It will advise Government on all aspects of port planning and development. It will specifically:

- (a) assess Hong Kong's port development needs, taking account of changing demand, port capacity, productivity and performance, and the competitiveness of the port relative to major regional ports;
- (b) devise and recommend optimum creation and disposal strategies for port facilities;
- (c) coordinate the involvement of Government and private sector agencies in the planning and development of the port;
- (d) act as a focal point to collect and listen to the views of parties involved in, or affected by, Hong Kong's port;



Port of Melbourne: New Structure

To ensure that the PMA's objectives of an efficient waterfront and trade growth are properly addressed at an executive level, two new Divisions have been created within the PMA.

This has been addressed through a re-alignment of responsibilities currently carried out within the Corporate Strategy Division and elements of the Melbourne Port Division.

Since early 1988 the PMA has been publicly committed to playing a proactive leadership role in initiating positive change on the waterfront. Such a role was supported by the ISC.

The creation of a Division for Waterfront Reform reflects the PMA's commitment to facilitating change on the waterfront to improve port productivity, effectiveness and efficiency. The Division will specifically address the issues of PMA productivity and Port productivity including labour-re-

lated reforms, port operational arrangements and port community systems.

The other new Division, Business Development, will focus on trade and related issues and strategic planning in relation to the wider port community.

The previously named Melbourne Ports Division has been re-named Port of Melbourne Division to better reflect that Division's areas of responsibility.

Appointments are currently being made to the senior executive positions in the newly created Divisions.

The PMA's General Manager, Mr. Jack Firman said, "With the PMA poised to become an internationally recognised, innovative, world class port, the new structure will provide the organisation with an improved framework for managing changes and challenges before it."

(*Port of Melbourne Panorama*)

- (e) form specialist sub-groups as deemed necessary; and
- (f) undertake any other tasks relevant to the above as may be referred to it by Government.

3. The Board will comprise fifteen members, twelve of whom including the Chairman will be from the private sector. The remaining three will be from the public sector. The first formal meeting of the Board is expected to be held in early August 1990.

4. The Marine Department will continue to run largely as at present. It will remain responsible for the management, regulation, operation and efficiency of the port. It will concentrate on operational planning issues similar to other major ports.

Two Trade Centers at Osaka 'Cosmosquare'

Japan's second largest city Osaka is constructing a new urban complex on the reclaimed islands of 775 ha in total at its Port of Osaka. This project is known as "Technoport Osaka" project which will link Osaka direct to the world for 24 hours a day in trading, high-tech R&D and telecommunication, and offer cultural, sporting, recreational and residential facilities as well.

The trade and business quarter of the project is located at the area called Nanko "Cosmosquare" of 150 ha where the International Exhibition Center Osaka (INTEX OSAKA) and the

Osaka Teleport have already been completed and the head quarters and computer centers of private corporations are now being built. The main structures of "Cosmosquare" will be two trade centers: World Trade Center (WTC) and Asia and Pacific Trade Center (ATC).

At the scheduled completion of the Osaka World Trade Center Building in June 1994, the World Trade Center Osaka (WTCO) will offer sophisticated business ground to the corporations in this area of Japan and visiting businessmen by providing information and services relating trade, transportation and finance, around the clock using Osaka Teleport. For WTC, the World Trade Center Building (Osaka), Inc. has been formed by the City of Osaka and private companies, and the Japanese and US architects are jointly designing the Building.

The Building can be the Port's landmark: as tall as 252 m on the site of 20,000 m², tallest in the Western Japan (so far!), with 55 floors above ground and 3 floors underground boasting the total floor coverage of 152,000 m². Being nicknamed "Cosmotower," it is also expected to attract citizens by the observation floor at the height of 250 m and the commercial complex at the lower floor.

In 1993 when the Kansai International Airport opens and starts its 24-hour operation, ATC will also open as the international wholesale center at the site adjacent to WTC. The ATC Corporation has been established as a

semi-governmental company participated in by the City of Osaka and major economic powers in this region. ATC will cover the total floor area of 350,000 m² on the land of 70,000 m².

The purpose of ATC is to offer an opportunity of the direct sales for imported goods which currently face the closed wholesale system of Japan. ATC will provide comprehensive functions of wholesale, display, transaction, distribution and processing of imported goods. Its tenants are expected to be Japanese medium- and smaller-sized companies (40%), Asian companies (35%) and U.S. and European companies (25%). It will also offer accommodations for the visiting businessmen.

Malaysian Ports Privatisation Act 1990

The Ports (Privatisation) Act 1990 was passed by Parliament last year.

The Act enables federal port authorities to transfer their facilities and services to private port operators who will be licensed accordingly by the port authorities.

The Act also spells out the regulatory powers of the port authority and the penalties they can impose on the private operators for violation of the licensing conditions.

The following are some of the main features of the Act.

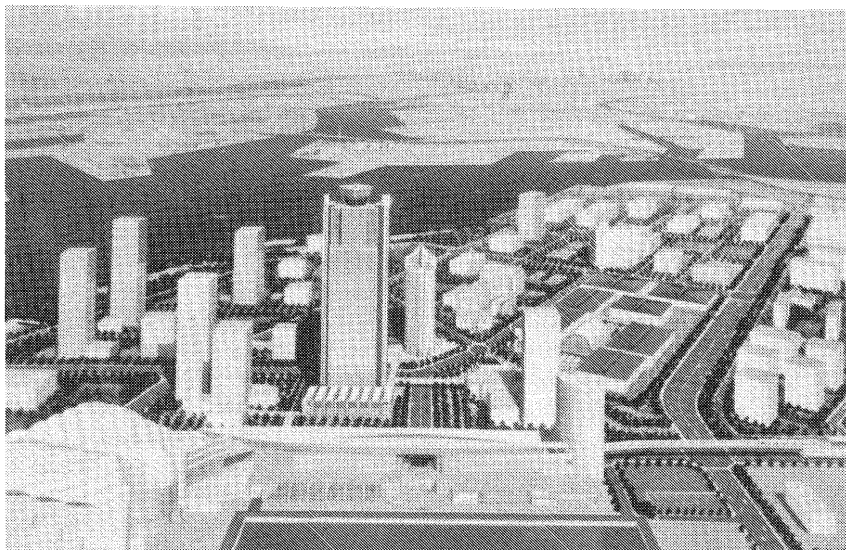
Powers and functions of port authority:

Besides other powers conferred on the respective federal port authorities by other laws — the Port Authorities Act 1963, the Penang Port Commission Act 1995 and the Bintulu Port Authority Act 1981 (collectively referred to as the 'Principal Acts') — the Privatisation Act also empowers port authorities to regulate activities in the port by private operators including the determination of their performance standards.

Suspension and revocation of licence:

The port authority may suspend or revoke any licence issued when the private operator breaches any of the conditions of the licence or failed to comply with the provisions under the Act, the Principal Act or any other by-laws or regulations.

If suspension or revocation of the



An artist's conception of "Cosmosquare."

operator's licence occurs, the port authority can temporarily take over the facility to ensure no disruption of port operations.

Transfer of port authority employee to private operator:

In accordance with a port privatisation plan, the private operator is required to employ a port authority employee if the employee has opted to join the private operator.

Submission of financial reports and other information by private operator:

The operator must submit within three months at the end of each financial year its audited annual balance sheet,

profit and loss account and any other relevant financial reports required.

It must also submit to the port authority statistical information on its operation, cargo forecast and other future development plans.

Operator must submit report on certain developments:

The operator must immediately inform the port authority on any developments such as any change in the control of the licenced operator, any industrial disputes with its employees; any theft or pilferage of cargo within its premises; and any legal proceedings of claims made against it which might affect its ability to operate the facility

licensed to it.

By-laws:

The port authority has the power to control any project for the improvement and development of facilities and services at the port. It also has regulatory powers on safety (eg. classification and control of conveyance of dangerous goods) and prevention of pollution.

Penalties:

An operator who contravenes or fails to comply with any of the conditions of the licence or any relevant legal provisions can be fined up to M\$50,000 or imprisonment of up to five years or both.

If the offence is committed by a corporate body, every director, secretary or manager of the company is deemed guilty unless he can prove that the offence was committed without his consent or connivance.

Port charges:

The private operator is empowered to levy the prescribed charges and may give discounts on charges as it thinks fit. It may also raise charges (subject to approval by the port authority) where no charges have been prescribed under any by-law.

Emergency powers of port authority:

The Prime Minister may empower the port authority to take over temporarily a privatised facility if there is an outbreak of industrial unrest, strikes, lock-out or any other event which gives rise to an emergency or which would affect public interest. (*Port Klang*)



New Pilot Boat Commissioned for Ports of Auckland

The new fast pilot boat for Ports of Auckland Ltd. has been launched, and has begun service on the Waitemata harbour.

The new boat features a new design developed in Australia, incorporating an aerohydrodynamic shaped bow, with twin 12.9 m hulls, creating an air cushion to allow the boat to plane, and to provide very little wash even at high speeds.

It is the first pilot boat in the world to be built to this design. Similar craft are operating as either small ferries or water taxis in Queensland, but the Ports of Auckland pilot boat is unique.

A \$600,000 contract was signed in January, with McMullen & Wing, on

the Tamaki River to build the Stolkraft design vessel, under licence in New Zealand.

The boat is powered by twin MAN 6-cylinder diesels, each capable of 408 hp, and the boat is designed to travel at speeds in excess of 30 knots. The drive units are Arneson surface piercing units, which completely eliminates drag from the propellor shaft and supports. The propellor ventilates the surface reducing noise and vibration in the aluminium craft.

The boat creates a distinctive "rooster tail" of spray when it is travelling at high speed, which looks quite spectacular, but in fact, produces very little wash.

New Flexibility Is Key to Efficient Performance

Waterfront reform has been directed towards improving efficiency and productivity and reducing costs on the waterfronts of New Zealand.

With the setting up of port companies in October 1988, the spotlight fell on harbour workers and new industrial agreements were negotiated with reduced numbers by 30 percent, and increased flexibility of manpower.

Almost 12 months later, October, 1989, the spotlight shifted to watersiders with the winding up of the Waterfront Industry Commission, and new agreements were reached for the em-

ployment of watersiders by Ports of Auckland Ltd., and by the individual stevedore companies.

Much has been made of the disruption which was associated with those negotiations, but very little has been highlighted on the outcome which have set new guidelines for the operation of the waterfront.

In Auckland and Onehunga, the total number of watersider workers and tally clerks reduced from 957 to 510 between October 1988 and October 1989 — a reduction of some 46 percent.

Those reductions were achieved by way of voluntary redundancy, which is being funded by a Government levy on port company shares and former harbour board property, and by the industry by way of a levy charged on a tonnage or container basis.

The negotiation of the Main Award for Watersider Workers led to the following significant changes:—

- * Permanent employment: All men now work for one of the three stevedoring companies of Ports of Auckland Ltd.

- * Work coverage is for 24 hours per day seven days per week.

- * Workers can work in Auckland and Onehunga without additional payments being necessary.

- * Workers can be cross hired between companies and between ports.

- * Nonpermanent workers can be used to "top up" work strengths, covering absences, and to supplement in the ratio of one to four.

- * Workers are available for any one of the 3 work periods each day.

- * "Sleeping days" have been abolished but an 8-hour break is required between work periods.

- * All work is "bell to bell," with no payments for walking time, travelling time or washing time.

- * Subject to safety, work continues in all weather.

- * Workers can be transferred between whips and jobs in any work period.

- * No fixed manning scales.

- * No fixed work stations.

- * Overtime is notified on one day for the next.

- * Overtime periods can be ordered for one hour or more.

- * Cargo bonus payments have ceased.

- * Sick leave is 6 days per annum.

These new flexibilities have been negotiated into the convention port

successfully, and many of them also have application in the container terminal where negotiations have now been finalised for the Composite Award also.

Whilst the disruption associated with October 1989 was far reaching, the new guidelines that were achieved have set a pattern for work and working practices that will see New Zealand well into the 21st century, and set the stage for New Zealand to have a modern and "enlightened" waterfront operation.

(Ports of Auckland)

Port of Tauranga Research Professorship

The Port of Tauranga Ltd. and Waikato University are to jointly establish a research professorship in Environmental and Coastal Science.

The Port Company's Chief Executive, Mr. John Halling, says in a few days the position will be advertised nationally in this country and overseas.

He says establishing the professorship is an extension of a long association between Port of Tauranga Ltd. and the University into harbour and coastal research.

Mr. Halling says it is important to the Port Company that its operation and development do not detract from the quality of the local harbour and coastal areas.

The establishment of the professorship with the University of Waikato will assist in maintaining that objective.

At present the Waikato University is conducting two research programmes in the Tauranga harbour for Port of Tauranga Ltd.

The first project involves monitoring the dispersion of dredged sand from the Port Company's surplus sand disposal area, northeast of the harbour entrance.

The second study is to determine whether depositing clean coarse sand near the main beach at Mount Maunganui will assist with beach renourishment and offset possible future erosion caused by rising sea levels expected from the green house effect.

Previous studies by the University resulted in the approval of programme for renourishment in the inner harbour at Pilot Bay which resulted in the formation of a new beach now extensively used by the public during the summer

months. This, with the beautification by the District Council has greatly enhanced the use of the area.

"All of our dredging and port development has been carefully backed up by scientific research with the aid of model studies, to ensure that the projects are compatible with maintaining the quality of the harbour," says Mr. Halling.

Vice Chancellor of Waikato university, Professor Wilf Malcolm says coastal and environmental science is something that is extremely important to New Zealand, and in particular the Bay of Plenty and the mid-North island region, with its long coastline.

Professor Malcolm says while the Port of Tauranga Ltd. has a very specific interest, in terms of its responsibility within the local harbour. There are wide concerns in terms of New Zealand overall.

He says establishing a professorship of Environmental and Coastal Research will be a big boost for Waikato University.

Professor Malcolm says the University's Department of Earth Science, would be the largest in New Zealand.

"We have one of the largest graduate schools, and the coastal and environmental scene is a very strong part of earth science and our department of Geography," concludes Professor Malcolm.

Port of Singapore Berth Allocation Expert System

By Sim Chear Wah

Cargo Systems Department

The Port of Singapore Authority (PSA) receives many requests to berth ships at the Tanjong Pagar Terminal. An average of 3-6 hours are spent a day in scheduling the berthing of these ships so that their waiting time is minimized. The prompt turnaround of these ships is crucial to port users. Besides, PSA also takes into consideration optimum utilization of scarce resources such as berths and quay cranes in order to service more ships at any one time, among other operational and physical constraints.

The Berth Allocation Expert System helps the Berthing Officer to work out a suggested plan based on his knowledge

and experience. In addition to the use of graphics and user-friendly interface, the Berthing Officer would be able to simulate the various alternative schedules to derive an optimal plan. It is envisaged that more accurate and better berthing schedules can be produced with the help of the system.

The system is being developed in 2 phases. Phase 1 was implemented in Apr 90. It provides the Berthing Officer with a worktool to assign berths to ships through its friendly graphical interface on a workstation. The worktool will also provide the Berthing Officer relevant vessel information to help him decide the appropriate berth for the ship.

Phase 2 will be implemented at the

end of 1990. The system will then be able to produce a berthing schedule automatically. With time saved from doing manual schedules, the Berthing Officer would be able to consider various scheduling alternatives to derive an optimum plan. With optimal allocation of berth space and quay cranes, more ships can be berthed resulting in less waiting time for shipping lines to berth their vessels. (*PSA Port View*)

7 Months in Bangkok: More Ships, Cargoes

The Port Authority of Thailand (PAT) states that during the first 7 months of the fiscal year 1990 (Oct. 1989 - Apr. 1990), the number of vessels

and cargoes handled at Bangkok Port sharply increased, compared with the same period of the previous year. Total vessel calls were 1,358 (+8%), the volume of general cargo amounted to 7.665 million tons (+10%), the number of containers were 0.548 million TEUs (+8%) and the net profit was 1,296.15 million Baht (+29%).

According to Sen. Lt. Pongsak Vongsamoot R.T.N., PAT's Director General, in spite of the growth, Bangkok Port faces no congestion as experienced in the previous year because a large number of new cargo-handling equipment such as container stackers, tractor trailers, forklift trucks, empty container shifters and towing tractors have been progressively put to operation. Meanwhile, other 50 forklift trucks, 3 gantry cranes and 4 transtainers will be delivered to PAT within this year, that will result in fast cargo handling.

The expansion of more storage area and the presenting of priority berthing right to groups of shipping lines also help enhancing maximum utility of port facilities and better flow of cargo movement.

Laem Chabang Port Construction

The Port Authority of Thailand (PAT), the management body of the Laem Chabang Commercial Port, announced that the mentioned port construction has been completed by 63%, 1.82% ahead of its schedule. Therefore, it is certain that this new deep-sea port will be completed on time. The port will firstly begin its operation at the multipurpose terminal in January 1991 and the other three container terminals will be opened in early 1992.

In accordance with the government's policy to streamline Thailand's port modernization and to encourage privatisation on port business, two of the four major berths will be operated by PAT, whereas the other two will be operated by contractors under PAT's terms and conditions. The pre-qualified firms are to submit their proposals to PAT soon.

In preparation for the operations, PAT has awarded suppliers for certain major equipment such as gantry cranes, services boats and telecommunications systems.

Philippine Ports Authority's Credo

WE ARE THE PHILIPPINE PORTS AUTHORITY, CREATED BY PRESIDENTIAL DECREE NOS. 505 AND 857 AND LATER AMENDED BY EXECUTIVE ORDER NOS. 513 AND 546.

WE ARE AWARE THAT:

The ports are an integral part of the total transport system by serving as the links between water and land transport. Therefore, they play an essential role in the movement of people and goods.

We are a national ports authority charged with the task of integrating and coordinating port planning, infrastructure development, financing and operations of ports throughout the country.

We are a major public service institution created to ensure that services in the port are delivered for the betterment of all sectors of society.

We are given a corporate personality in order to carry out our functions with greater autonomy and authority.

THEREFORE, WE ACCEPT THAT:

We must not only promote the national interest but also promote regional development through the improvement and development of ports in accordance with national policies thereby enhancing the dispersal of industries and commercial activities.

We hold the grave social responsibility of ensuring the continuity and improvement of our port services making it necessary to enhance the quality, safety and welfare of port labor.

We must adopt the common-user concept in the use of our port facilities to achieve maximum utilization of our physical resources.

We have the responsibility to generate sufficient earnings to cover developmental, operational and maintenance costs thereby assuring our financial stability and growth.

We should establish close rapport with the various port users and other port authorities and seek their participation in matters of common interest.

We are a professional organization and should project our corporate image as such.

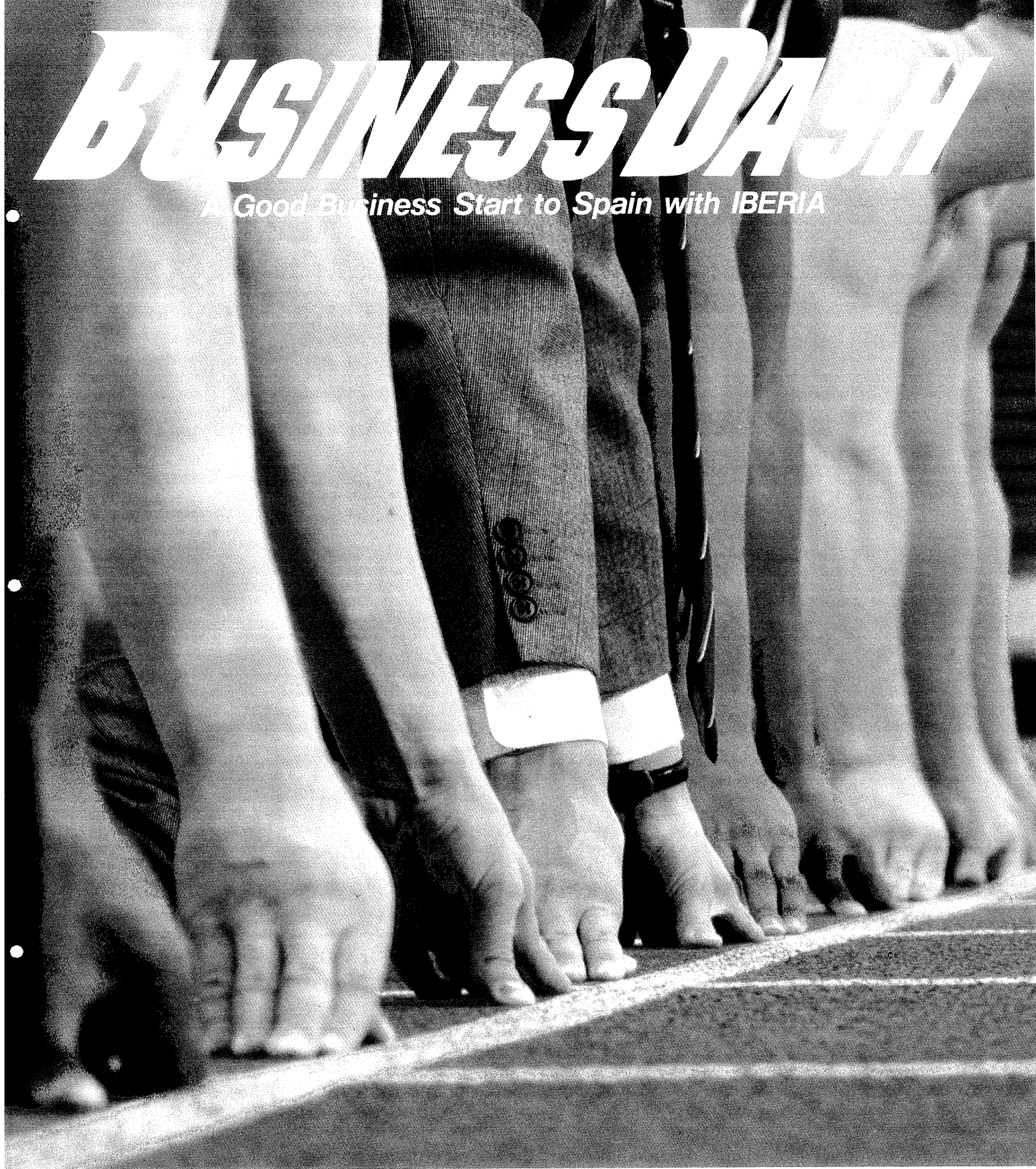
Finally, our people are the greatest assets in the organization. Consequently, it is our responsibility to provide them with adequate training incentives and benefits within corporate resources. In return, they are expected to discharge their duties efficiently, effectively and with integrity.

WITH FULL TRUST IN OUR CAPABILITIES AND WITH THE SUPPORT OF THE NATIONAL ADMINISTRATION, WE SHALL BE ABLE TO ATTAIN THE GOALS AND OBJECTIVES WE HAVE SO SET FORTH.

(*Cebu Ports, Harbors & Sea Safety Council 1989*)

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