

January-February 1991

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Ports & Harbors



The Publisher
**The International Association
of
Ports and Harbors**



Container Terminal.

General aerial view.



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BARCELONA**

**PORT OF
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PORT OF KOBE



(General View of Port of Kobe)

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DOUALA

THE GATE WAY OF CENTRAL AFRICA



Douala port is the biggest maritime outlet of the Republic of Cameroon, handling more than 95% of its total traffic. It has an annual capacity of about 7,000,000 tons and is equipped with the following facilities:

- a channel of 5.80 m;
- a fishing port of 70,000 tons annual capacity;
- a container terminal with an associated roll-on/roll-off terminal to handle 1.5 million tons of annual traffic;
- a timber port to handle 2,000,000 tons of annual traffic;
- a road (8 miles) and a railway network (15 miles);
- a petrol research area;
- short and long term stocking areas;
- nine berths for general cargo flanked with nine sheds.

These characteristics coupled with the many advantages offered by Douala, the port city, make it a real "MEGALO PORT" of Central Africa. Among these advantages, we can list the following:

- a central and easy location;
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- modern and expanding industries;
- a well established economic environment;
- well organized labour relations;
- equal treatment of all companies;
- spacious areas of offshore industries.

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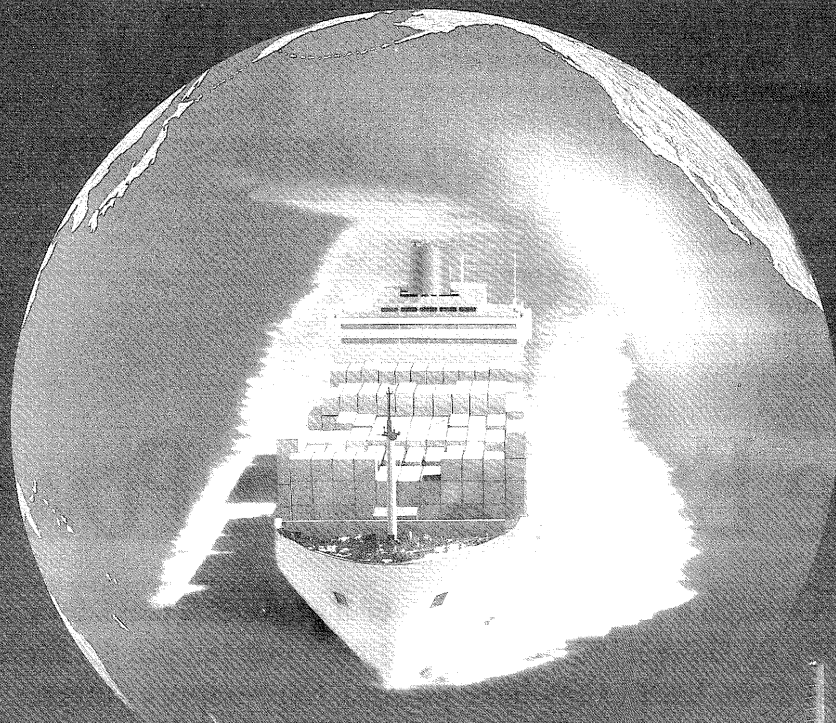
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GLOBAL PORT YOKOHAMA



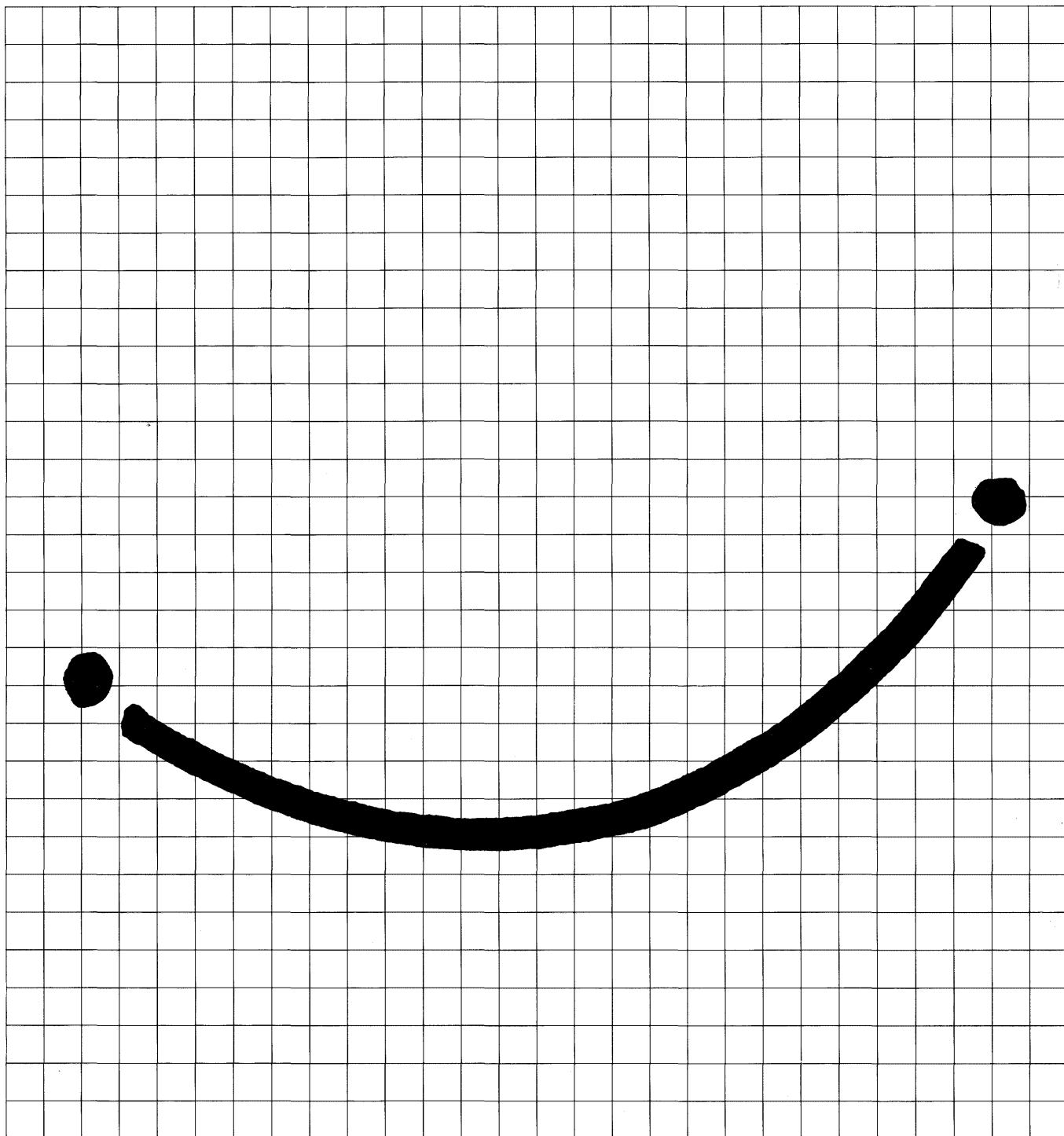
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The Singapore Port Institute, established by the Port of Singapore Authority has trained some 3000 personnel from 49 countries through its courses. For 1991, SPI will be offering the following courses for managerial and technical personnel from the port and shipping industries:

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

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



PSA

PORT OF SINGAPORE AUTHORITY

IAPH ANNOUNCEMENTS AND NEWS

New Year's Messages

James H. McJunkin
President



I wish each of you and your loved ones a very Happy and Prosperous New Year. I would like to do this in each of your native languages; however, IAPH membership is so large and varied that it would require a full page of "Ports and Harbors" to do so. Therefore, I must limit my well wishes to the English language.

The year 1991 will, of course, be highlighted by the 17th World Ports Conference of IAPH in Barcelona, Spain, in May. The Barcelona Agenda highlights the paradox of challenges facing the ports of the world. The problems and challenges are ever changing, and at the same time, never change. For example, a subject for discussion in Mexico City in 1959 was "The case for document simplification in world shipping." This May, we will be discussing "Exchange and data processing of information in ports. EDI." In other words, we will be discussing the same subject as in 1959, but utilizing entirely new tools and concepts. The computer was for the far distant future in 1959.

One thing that does not change is the need and desire of the ports of the world to work together. All ports know that a single port is useless. It requires a partner either to send or receive cargo and these partners of a given port are many and changing with the dynamics of trade. In these times of global logistics and global transportation networks, it is more and more a necessity that ports interact on a global basis. IAPH offers a unique forum where ports can literally obtain the knowledge and expertise of their counterparts to solve their own problems and challenges.

I urge all of you to become more active in IAPH. It represents a painless way to expand your knowledge and help your Port meet the challenges of today and at the same time contribute to a better world.

I hope to see you in Barcelona.

Hiroshi Kusaka
Secretary General



It is with the greatest pleasure that I send all the members of our Association my sincere wishes for a Happy New Year. I hope that the New Year will bring you and your families ever-increasing happiness and health.

As we begin the last decade of the century before turning to the 21st century, I cannot help hoping that the people of the world on board this "global ship" will be able to work closely together, forging their knowledge and efforts towards establishing peace throughout the world and the real enhancement of human wellbeing.

It is said that the 1990s are going to be characterized as the decade of "globalization". The environment surrounding world ports will alter dramatically, due to such developments as the resolve of the Soviet Union and East European countries to participate in a single world market, the final integration of the EC market and the significant progress which we can expect to take place in the GATT Uruguay Round. In these circumstances there is the clear prospect that the total volume of world trade will steadily increase. On the other hand, ports will find themselves in ever-fiercer competition and will be required to introduce innovations and to rationalize all aspects of port development and operations, reflecting the changes in the international economy and in trade patterns, the progress of intermodalism and — more significantly — the fact that the environment has become an issue of common concern for the entire human race.

Thus, 1991 will turn out to be another challenging year for us all. It is therefore appropriate that the 17th World Ports Conference of IAPH, which will convene in Spain this May under the theme "Challenges of Ports — Today and Tomorrow", is designed to thoroughly cover all the chal-

(Continued on Page 18, Col. 1)

1991 Membership Dues Invoiced

A circular from the Secretary General with an invoice for the membership dues for 1991 has been sent to all members of the Association. The documents were dated December 10, 1990.

The dues for the year are 5% up on last year, as decided by the Executive Committee at the mid-term meeting held in Fremantle last May.

The value on the invoice is shown in SDR. The term "SDR" means "Special Drawing Rights", as adopted and applied within the monetary system by the IMF (International Monetary Fund).

For payment, each member is requested to quote the exchange rate between the SDR and one of the currencies from the IMF basket listed below, as it was on December 10, 1990. According to Sec. 25 of the By-Laws, payment on or after February 1, 1991 shall be delinquent and the costs of remittance shall be paid by each member.

Deutsche mark	2.12166	} :1SDR
French franc	7.21128	
Japanese yen	188.692	
Pound sterling	0.739146	
U.S. dollar	1.44370	

The table below shows the SDR value per membership unit for Regular and all classes of Associate Members. The equivalent rates of the dues in US dollars and in Japanese yen for the respective categories are also indicated in the following table.

Regular Unit/s	SDR	Yen	US\$
1	980	184,918	1,414
2	1,960	369,836	2,829
3	2,940	554,754	4,244
4	3,920	739,672	5,659
5	4,900	924,590	7,074
6	5,880	1,109,508	8,488
7	6,860	1,294,427	9,903
8	7,840	1,479,345	11,318

Associate			
A-X-1, B & C	820	154,727	1,183
A-X-2	560	105,667	808
A-X-3	280	52,833	404
D	140	26,416	202
E	120	22,643	173

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

In order to save on bank commissionss, the Head Office would appreciate members remitting their dues to the IAPH account at one of the following two banks:

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

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

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

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

Work in Progress On IAPH Strategy

At the mid-term meeting held in Fremantle in May 1990, the Exco created an ad hoc committee to review the current IAPH position and to develop a strategic plan for the next 5 to 10 years for recommendation of its first findings to the forthcoming 17th Conference in Spain.

The committee was made up of the IAPH Vice-Presidents and the Secretary General, and was chaired by Mr. John Mather, First Vice-President.

At the IAPH Head Office, Secretary General Kusaka had begun preparations for working on some basic data using his PC, and had recently produced a series of documents, which he hopes will serve as the basis for further studies and development by the officers involved. As an approach, Mr. Kusaka has identified some major changes which IAPH and IAPH members have witnessed in the past 25 years from the political and economic points of view, as well as the major international regulations and rules affecting the world maritime and port industry. Also surveyed are the movements of world production and trade.

Next, the report reconfirms IAPH's "raison d'être" — objectives and undertakings as laid down in the Constitution and By-laws.

Thirdly, membership trends since the establishment of IAPH have been analysed.

Fourthly, the overall activities of IAPH — conferences, committees, liaison work, publications and special projects — have been highlighted.

Fifthly, financial aspects including the dues structure and burden-sharing practices have been analysed and future prospects simulated.

Based on the above data, recommendations for strategic action plans have been suggested towards the sustainable development of IAPH.

Mr. Kusaka has presented an interim report on the above studies to Mr. Mather, chairman of the Ad Hoc Committee on the Future, seeking his and other members' comments and advice, which will be incorporated in the final report that is expected to be presented to the Executive Committee in Barcelona at the 17th Conference in May, 1991.

Mr. Mather Leads Membership Campaign

A membership campaign letter jointly signed by President McJunkin, Membership Committee Chairman Mather and Secretary General Kusaka was sent out from the Tokyo Head Office to the 110 non-member ports throughout the world on December 5, 1990.

In the letter, the IAPH officers emphasized the importance of world ports working together for the overall efficiency of port management, while never losing sight of the particular circumstances within which each organization operates. They also encouraged those who are not yet IAPH members to take advantage of the chance to participate in the forthcoming World Ports Conference in Spain in May this year, where they will be able to come to grips with the

Mr. John Mather
Chairman
Membership Committee



complete array of key issues faced by world ports today.

It is expected that the ongoing campaign will succeed in bringing a large number of new members to IAPH and to the 17th Conference in Spain.

COPSSEC and CLPPI Meet in Paris

The Port of Le Havre's Paris Offices, located at 82 Boulevard Hausseman, were the venue for the two IAPH committees for the last three days of October. The meetings were of the COPSSEC (Committee on Port and Ship Safety, Environment and Construction) and the CLPPI (Committee on Legal Protection of Port Interests), which are headed by Mr. Jean Smagghe (Port of Le Havre) and Mr. Paul Valls (Port of Bordeaux) respectively. The records of the highly successful and productive discussions by the participants at both committees are introduced later in this issue on the basis of the respective chairmen's reports, which the Secretary General received following the meetings.

The IPD Fund: Contribution Report 28% of the targeted amount raised

The amount received in contributions in the past seven months from the start of the campaign totalled US\$20,096; about 28% of the targeted amount of US\$70,000. The list of donors and the amount paid or pledged are as follows.

The Secretary General again appeals for all members' increased support in helping us to achieve the goal as soon as possible.

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

Contributors Paid	Amount Paid: (US\$)
Associated British Ports, U.K.	3,000
Port of Copenhagen Authority, Denmark	1,000
Stockton Port District, U.S.A.	500
Public Port Corporation I, Indonesia	150
Nanaimo Harbour Commission, Canada	200
South Carolina State Ports Authority, U.S.A.	1,000
Port of Redwood City, U.S.A.	200
Vancouver Port Corporation, Canada	1,000
Puerto Autonomo de Valencia, Spain	1,000
Port of Quebec, Canada	250
Public Port Corporation II, Indonesia	300

Port Authority of the Cayman Islands, West Indies	100
Port of Melbourne Authority, Australia	250
Port Authority of Thailand, Thailand	100
Port of Palm Beach, U.S.A.	250
Fraser River Harbour Commission, Canada	250
Marine Department, Hong Kong	500
Bintul Port Authority, Malaysia	200
Japan Port & Harbor Association, Japan	400
Port Authority of New York & New Jersey, U.S.A.	1,000
Nagoya Container Berth Co. Ltd., Japan	554
Japan Cargo Handling Mechanization Assoc., Japan	280
Port of Montreal, Canada	500
Port of Tauranga, New Zealand	500
Osaka Prefecture, Japan	585
Port Authority of Jebel Ali, U.A.E.	500
Port Rashid Authority, U.A.E.	500
UPACCIM*	1,989
Saeki Kensetsu Kogyo Co., Ltd., Japan	250
The Japanese Shipowners' Association, Japan	438
Osaka Port Terminal Development Corp., Japan	584
Kobe Port Development Corp., Japan	584
Gambia Ports Authority, the Gambia	200
Penta-Ocean Construction Co., Ltd., Japan	502
Port Autonome de Dakar, Senegal	480
Total	US\$20,096
Pledged	
Ghana Ports & Harbours Authority, Ghana	250
Empresa Nacional de Puertos S.A., Peru	100
Total	US\$350
Grand Total	US\$20,446

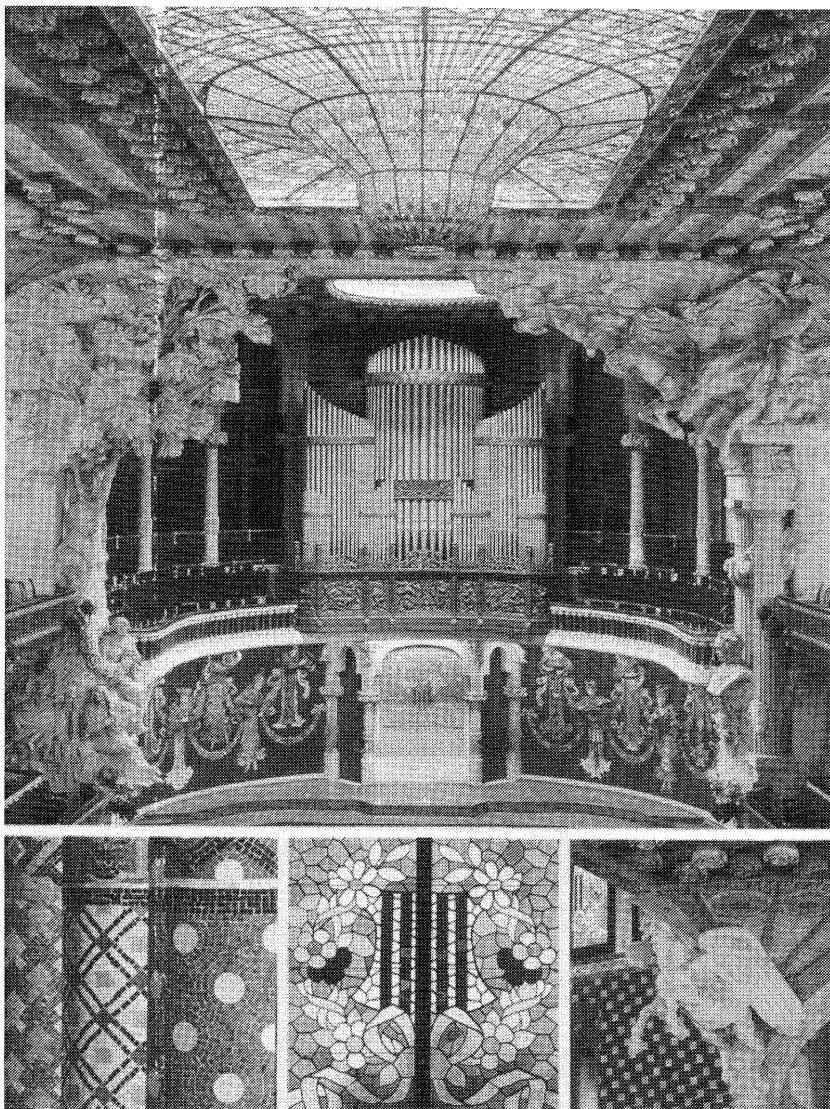
* Union of Autonomous Ports & Industrial & Maritime
Chamber of Commerce (the Association of French ports)

"Aquatic Pollution" Available to Members

Recently the IAPH Head Office was pleased to receive a copy of the book "Aquatic Pollution and Dredging in the European Community" from the publisher in the Hague. According to the publisher, DELWEL, this book was co-published with the Association of Dutch Dredging Contractors, and the Dutch Minister of Transport and Public Works Mrs. J.R.H. Maij-Weggen received the first copy during the symposium "The dredging industry and the European environment" organized to commemorate the 55th anniversary of Dutch Dredging Contractors, C.B.

Furthermore, in accordance with the publisher's offer, and at the recommendation of Mr. Herbert R. Haar, Jr., Chairman of the IAPH Dredging Task Force in New Orleans, and of Mr. Jean Smagghe, Chairman of the COPSSEC in Le Havre, the arrangement has been made for all Regular Members of IAPH to receive a free copy of the book. In this connection, the publisher says, "It is our purpose to mail this book to an international selection of scientists, decisionmakers and politicians in order to contribute to the solution of the serious problem of pollution of the international waterways."

For the benefit of our members and readers of this journal who may wish to order more copies of the book, further details are introduced later in this issue in its "New Publications" column.



* *Palacio de la Música Catalana: It was built in 1908 and is deservedly one of Barcelona's most famous Modernist buildings. This architectural masterpiece by Domènech i Montaner is lavishly adorned with sculptures and ceramics and has recently been restored and enlarged.*

17th World Ports Conference Spain 263 Cabins Reserved

The Organizing Committee, headed by Dr. Jose L. Juan-Aracil, has recently announced a revised program and timetable for the 17th Conference of IAPH to be held in Spain in May this year. By the end of 1990, 263 cabins for 488 people had been reserved. As of December 3, 1990, the number of registrants and their nationalities were reported as follows:

Spain - 142; Canada - 56; Japan - 47; USA - 35; Australia - 21; Denmark - 20; New Zealand - 17; France - 16; U.K. - 14; Ireland - 10; Portugal - 9;

The other countries from which a small number of people have so far registered are Germany, Belgium, the Netherlands, Hong Kong, the Philippines, Singapore and the Cayman Islands.

The Organizing Committee plans to send out Conference-related information to those countries, from which nobody or only a few people have applied to attend the Conference.

Conference to Open at Palacio de la Musica

As for the preparation work for the 17th Conference, the arrangements for the functions to be held in Barcelona are being made by the Port of Barcelona team headed by Mr. José Munné, Chairman and Executive President. During his visit to Japan in November, Mr. Munné and his staff visited the Tokyo Head Office where they briefed the Secretariat staff on the state of preparations at the Port of Barcelona.

The arrangements the Port of Barcelona team have been making include the provision of assistance to the arriving participants at the airport, arranging the pre-Conference meetings of the various committees which are scheduled for Saturday, May 4 and Sunday, May 5 at the Hotel Princesa Sofia in Barcelona, assisting the participants in moving to the cruise ship "Eugenio Costa" and preparing for the official Opening Ceremony to be held at the Palacio de la Musica* in Barcelona from 7:30 pm, Sunday, May 5 to be followed by the Inaugural Dinner at "Atarazanas".

The Head Office Secretariat was impressed with the arrangements which our host in Barcelona has been making for welcoming the participants in May.

PROGRAMS OF THE 17TH WORLD PORTS CONFERENCE OF IAPH

(May 3 - 11, 1991, Spain)

Friday, 3 May, Barcelona

	Hotel Princesa Sofia
	Hotel Meliá
12:00 - 20:00	Registration
	Hotel accommodation
16:00 - 18:00	Organizing Committee Meeting

Saturday, 4 May, Barcelona

09:00 - 20:00	Registration
09:00 - 11:00	Budget/Finance Committee
09:00 - 12:00	Marine Safety Sub-Committee, COPSSEC
	Dredging Task Force, COPSSEC
	Port Safety and Marine Environment Sub-Committee, COPSSEC
	Port Planning Sub-Committee, COPSSEC
	Ship Sub-Committee, COPSSEC
11:00 - 12:00	Membership Committee
12:00 - 14:00	Lunch
14:00 - 16:00	Constitution & By-Laws Committee
14:00 - 17:00	Cargo Handling Operations Committee
14:00 - 17:00	Trade Facilitation Committee
14:00 - 17:00	Legal Protection of Port Interests Committee (CLPPI)
14:00 - 17:00	International Port Development Committee (CIPD)
14:00 - 17:00	Public Affairs Committee (PACOM)
14:00 - 17:00	Port & Ship Safety, Environment and Construction Committee (COPSSEC)
16:00 - 17:00	Nominating Committee
17:00 - 18:00	Ad Hoc Committee on the Future
21:00 - 23:00	Welcome Reception and Buffet Dinner hosted by the Port of Barcelona

Sunday, 5 May, Barcelona

09:00 - 12:00	Registration
	Luggage Reception for Delegates arriving at Barcelona at the Maritime Station
09:00 - 09:45	Resolutions and Bills Committee (1st)
09:00 - 10:00	Meetings of Technical Committees (reserve)
10:00 - 12:00	PRE-CONFERENCE JOINT MEETING OF THE BOARD AND EXCO
12:00	Organizing Committee and Staff move on board. Conference material and early-arriving delegates' luggage moved on board.

ON BOARD EUGENIO COSTA

12:00 - 19:00	Reception and embarkation of delegates arriving directly on board EUGENIO C.
12:30 - 14:30	"Self service" buffet for all delegates already on board.
19:30	OFFICIAL OPENING CEREMONY at "Palacio de la Musica" in Barcelona
20:30	Inaugural Dinner at "Atarazanas"
23:45	Last Registration

24:00 EUGENIO C. sails to Mahon.
Midnight Buffet

Monday, 6 May, Morning, Port of Mahon

(minutes)

07:30 Breakfast
08:30 - 09:00 Resolutions and Bills Committee (2nd)
09:00 Arrival in Mahon
09:00 - 11:00 FIRST PLENARY SESSION
11:15 - 13:15 Visit to Mahon City

Monday, 6 May, Afternoon cruising Mahon - Palma de Mallorca

13:30 - 15:30 Lunch
13:30 EUGENIO C. sails to Palma de Mallorca
15:45 - 17:45 Working Session No. 2 TECHNICAL COMMITTEE FORUM

Chairman: Mr. McJunkin, IAPH President, Long Beach

- | | | |
|---|---------------------|-----|
| 1) Introduction | Mr. McJunkin | 5' |
| 2) Presentation of Technical Committees | | |
| COPSSEC, CHO, TF, CLPPI, CIPD and PACOM | | |
| | Respective Chairmen | 90' |
| 3) Questions & Discussions | All Members | 25' |

17:45 - 18:00 Coffee Break

18:00 - 20:00 Working Sessions No. 3 ELECTRONIC DATA INTERCHANGE

Chairman: Dr. Palao Fusaroli, Trieste

- | | | |
|---|---|-----|
| 1) Introduction | Dr. Fusaroli | 5' |
| 2) Interchange of Information | Mr. Eric Lui, Singapore | 30' |
| 3) Interchange of Information between Ports | Mr. Peter M. Brown, Australian Ports & Marine Association | 30' |
| 4) Electronic Data Interchange | Mr. Chaudron & Mr. Dekkers, Rotterdam | 30' |
| 5) Questions & Discussions | All Members | 20' |

20:00 Welcome Cocktail offered by COSTA CROCIERE

20:30 Welcome Gala Dinner

21:30 Arrival at Palma de Mallorca

Tuesday, 7 May, Port of Palma de Mallorca

07:30 Breakfast
08:30 - 09:00 Honorary Membership Committee
09:00 - 10:30 Working Session No. 4 EUROPEAN INTEGRATION

Chairman: Mr. John Mather, IAPH First Vice-President, Clyde Port

- | | | |
|--|--------------------------|-----|
| 1) Introduction | Mr. Mather | 10' |
| 2) Incidence of the process of change in Eastern countries | Mr. Dieter Noll, Rostock | 30' |
| 3) Repercussions of European Integration on Foreign Trade | Mr. Combeau, Bordeaux | 30' |
| 4) Questions and Discussions | All Members | 20' |

10:45 - 12:45 Working Session No.5 TRENDS OF PASSENGER SHIPS AND CRUISE INDUSTRY

Chairman: Mr. C. Lunetta, IAPH 3rd Vice President, Miami

- | | | |
|---|--|-----|
| 1) Introduction | Mr. Lunetta | 10' |
| 2) Marine-oriented Tourism in Mediterranean Sea | Mr. L. Sardi, Costa Crociere Italian Lines | 30' |
| 3) Ports and Trade Impediments | Mr. P.J. Falvey, New York/New Jersey | 30' |
| 4) Questions & Discussions | All Members | 20' |

12:45 - 14:45 Lunch

14:45 - 18:45 Visit to Manacor

18:45 Spanish Wine and Folk Dances in Bellver Castle offered by Ayuntamiento de Palma de Mallorca

20:00 Dinner on board

Wednesday, 8 May, Port of Palma de Mallorca

07:30 Breakfast
08:30 - 10:00 Working Session No. 6 ENVIRONMENT
Part One: Ports and Their Environments

Chairman: Mr. J. Smagghe, Le Havre

- | | | |
|--|---|-----|
| 1) General Presentation | Mr. Smagghe | 5' |
| 2) Water Pollution | Mr. Van der Kluit, Rotterdam | 25' |
| | Mr. Gerard Velter, Le Havre | |
| 3) Transport and Handling of Dangerous Goods | Mr. J. Jenkin, Dep. Mar. & Harbours, W. Australia | 25' |
| 4) Dredging Problems | Mr. H. Haar, New Orleans | 25' |
| 5) Questions & Discussions | All Members | 10' |

10:00 - 10:15 Coffee Break

10:15 - 12:15 Working Session No. 6 ENVIRONMENT
Part Two: Environmental Problems in Ports in Developing Countries

Chairman: Mr. J.M. Moulod, Abidjan

- | | | |
|--|---|-----|
| 1) African Ports Facing Environmental Problems | Mr. Moulod | 25' |
| 2) North-South Cooperation on Environmental Problems | Mr. C.B. Kruk, Chairman, IAPH CIPD, Rotterdam | 25' |
| 3) Consequences of IMO MARPOL Convention for African Ports | Mr. J.R. Lethbridge, World Bank | 25' |
| 4) Questions & Discussions | All Members | 15' |

12:30 - 14:30 Lunch

15:00 - 16:30 Working Session No. 6 ENVIRONMENT
Part Three: Port-City Relations

Chairman: Mr. Michael Sze, Hong Kong

- | | | |
|---|---|-----|
| 1) Introduction | Mr. Michael Sze | 5' |
| 2) Development of a City and a Port | Mr. T. Ashimi, Osaka | 25' |
| 3) A Canadian Example of Port-City Relationship | Mr. J.M. Tessier, Canada Port Corporation | 25' |
| 4) Port-City Relations in Korea | Dr. Jun Il-Soo, Korea Maritime Institute | 25' |
| 5) Questions & Discussions | All Members | 15' |

16:30 - 16:45 Coffee Break

16:45 - 18:45 Working Session No. 7 PORT MANAGEMENT
Part One: Institutional Characteristics of Ports

Chairman: Mr. H. Molenaar, Rotterdam

- | | | |
|-----------------------------------|-----------------------------|-----|
| 1) General Presentation | Mr. H. Molenaar | 5' |
| 2) Municipal Ports in N.W. Europe | Mr. F.L.H. Suykens, Antwerp | 25' |
| 3) Ports as Private Entity | Mr. John Mather, Clyde Port | 25' |
| 4) Public and Semi-public Ports | Mr. M. Pechere, Marseille | 25' |
| 5) Privatization of Ports | Mr. N. Gould, Wellington | 25' |
| 6) Questions and Discussion | All Members | 15' |

18:45 Exhibition closing

20:00 EUGENIO C. Captain's Gala Dinner

Thursday, 9th May, Port of Ibiza

02:30 Everybody on board
 03:00 EUGENIO C. sails to Ibiza
 07:30 Breakfast
 08:30 Arrival at Ibiza

09:00 - 10:30 Working Session No. 7 PORT MANAGEMENT
Part Two: Organization Models of Port Management

Chairman: Mr. Ng Kiat Chong, Singapore

- | | | |
|-------------------------|-------------------|----|
| 1) General Presentation | Mr. Ng Kiat Chong | 5' |
|-------------------------|-------------------|----|

2) Administrative Competencies Clash in Port Management	Mr. Perez del Solar, ENAPU, Peru	25'
3) Corporatization and Changes in New Zealand Ports	Mr. R. Cooper, Auckland	25'
4) Ports of the Future — Interdisciplinary Facets	Mrs. L. Liburdi, New York/New Jersey	25'
5) Questions & Discussions	All Members	10'

10:30 - 10:45 Coffee Break

**10:45 - 11:45 Working Session No. 7 PORT MANAGEMENT
Part Three: The Role of the Port Authority**

Chairman: Mr. D.N. Morrison, Transport Canada

1) Introduction	Mr. Morrison	5'
2) Port Competencies in Portugal	Mr. A.L. Rodorigues, Lisbon	25'
3) National Politics Ports Administration	Mr. Y. Adeku, Nigeria	25'
4) Questions & Discussions	All Members	5'

12:00 - 14:00 Lunch

15:00 - 18:00 Visit to Ibiza

19:30 - 21:00 Dinner on board

Friday, 10th May, Port of Valencia

01:30	Last boat to board EUGENIO C.
02:00	EUGENIO C. sails to Valencia
07:00	Arrival in Valencia
07:30	Breakfast
08:30 - 09:00	Resolutions and Bills Committee (3rd)

09:30 - 11:15 Working Session No. 8 HUMAN RESOURCES

Chairman: Mr. D. Taddeo, Montreal

1) Introduction	Mr. D. Taddeo	15'
2) Formation and professionalism in Port Works	Mr. Rijsenbrij, E.C.T. Rotterdam	25'
3) Reform of Labour Regime for Ports	Mr. J. Sharples, British Ports Federation	25'
4) Questions & Discussions	All Members	15'

11:30 - 13:00 SECOND PLENARY SESSION

13:00	Port of Valencia Visit
13:30	Popular Music and Typical Lunch on Port Premises

16:00 - 17:00 Post-Conference Joint Meeting of the Board and EXCO
16:30 Port of Valencia Optional visit

17:00 - 18:00 Post-Conference EXCO meeting

18:30 - 20:00 CLOSING CEREMONY at "Palacio de la Musica" in Valencia

21:00 - 22:30	Farewell Dinner on board
23:00	Farewell Gala between stacks
	Typical Valencia Fireworks from wharf
24:00	EUGENIO C. sails to Barcelona

Saturday, 11th May, Barcelona

10:30	Disembarkation in Port of Barcelona
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END OF 17TH IAPH CONFERENCE

Visitors to Head Office

On November 6, 1990, **Mr. Paul Niegle, Director, Through Transport Mutual Services (TT Club)**, visited the Head Office where he met with **Mr. R. Kondoh, Dy. Secretary General**, to exchange views on the current situation of shipping and trade.

On November 12, 1990, **Mr. R. Kondoh, Dy. Secretary General**, met **Mr. Bengt Carlsson, Exective Vice President, Port of Gothenburg AB**, **Mr. Leif Johansson, General Manager, Construction & Real Estate, HT-BYGG**, a division of the Port company, and **Mr. Claes Manganas, Executive Director, Swedish Ports Association and Swedish Master Stevedores' Association**, and exchanged views with them on the current situation of shipping and ports. The visitors were on a study mission to Australia and New Zealand.

On November 16, 1990, **Mr. Cho, Man-Il, Director, Port Development Division, Port Construction & Development Bureau, Korea Maritime and Port Administration**, visited the Head Office and was received by **Mr. Hiroshi Kusaka, Secretary General**, to exchange views on the current situation of ports and shipping in the region. **Mr. Cho**, with **Dr. Il-Soo, Jun, Senior Research Fellow & Research Director, Port Research Division, Korea Maritime Institute**, **Mr. Roh, Young-Sik, Director, Development, Korea Container Terminal Authority**, a newly established institution, and **Mr. J.J.**

Cheong, Senior Engineer and Consultant for the 4th Phase Busan Port Development, was on a study mission to Japan, Taiwan and Singapore.

On November 19, 1990, **Mr. Jose Munne, President, Port of Barcelona**, met **Mr. Hiroshi Kusaka** and his staff to discuss the state of preparation for the forthcoming 17th World Ports Conference, during his trade development mission tour to Japan, Hong Kong and Singapore. While in Japan, he visited the Port of Kobe on November 22. He was leading a mission comprising **Mr. Luis Montero, Port Director**, **Mr. Santiago Bassols, Staffer**, **Mr. Jose-Luis Rodrigues, Commercial Manager**, and **Ms. Isabel Genis**.

On November 29, 1990, **Mr. William S. Ansley, Jr., Vice-President, National Customs Brokers and Forwarders Association of America** (President, **WG Carroll, Atlanta**), **Mr. Graham A. Murphy, Chairman, International Freight Forwarders' Association of Australia** (Executive Chairman, **Unimodal, Melbourne**), and **Mr. Andrew J. Robertson, CEO, Tradegate Australia Limited**, met **Mr. R. Kondoh, Dy. Secretary General**, to exchange views on the current situation of EDI systems in ports. Also present at the evening function hosted by **Mr. Kondoh** was **Mr. K. Hirano, Executive Director, Japan Shippers' Council**. The three experts, at a seminar organized by **Japan International Freight Forwarders' Association** on the same day in Tokyo, gave lectures on the current state of EDI systems.

Membership Notes:

New Member

Temporary Member

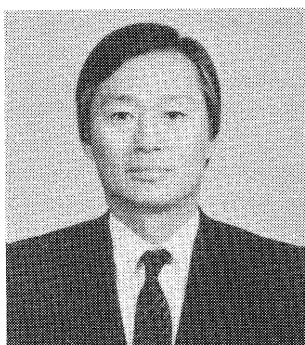
Korea Container Terminal Authority (Korea)

Address: 825-3, Nulwon Bldg., Bumil- 5
Dong Dong-Gu, Pusan
Mailing Addressee: Mr. Kyu-Jin Hwang
President
Tel: (051) 647-1007
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President: Mr. Kyu-Jin Hwang

Mr. Kyu-Jin Hwang

President

KCTA



Vice-President, Planning and Management:

Mr. Sun-Bae Youn

Vice-President, Operation and Finance:

Mr. Ja-Wan Koo

Vice-President, Construction:

Mr. Yoon-Hwa Cheon

Auditor: Mr. Choong-Ho Min
Director, Planning Department:
Mr. Young-Hyu Choi
Director, Administration Department:
Mr. Dae-Sik An
Director, Operation Department:
Mr. Hong-Ju Nah
Director, Finance Department:
Mr. Yong-Wook Kim
Director, Development Department:
Mr. Young-Sic Roh
Director, Technical Department:
Mr. Yun-Kil Han

Changes

Gladstone Port Authority [Regular] (Australia)

Chairman: Mr. L.M. Zussino
Deputy Chairman: Cr. R.F. Maynard
Members: Mr. L.J. Bates
Ald. C.F. Brown
Mr. D.J. Muir
Mr. P.M. O'Callaghan
Mr. S.W.R. Robertson

Maritime Communications and Safety Unit [Class D]

(U.K.) (Formerly called the Seaspeak Project) The new fax number: (0752) 604164.

IAPH Head Office

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

Report of the IAPH Observer Upon Attendance at LDC 13 International Maritime Organization

(29 October – 2 November, 1990)

By Herbert R. Haar, Jr.
Special Assistant to the President
Port of New Orleans
Chairman, IAPH Dredging Task Force

During the week of 29 October – 2 November, 1990, I attended the Thirteenth Consultative Meeting of Contracting Parties to the London Dumping Convention (LDC) as the IAPH observer. The IAPH delegation included Dwayne Lee, Deputy Executive Director of Development, Port of Los Angeles, who will succeed me as head of the IAPH Dredging Task Force and IAPH observer to the LDC in May, 1991, and Joseph E. LeBlanc, Jr. of Nesser, King & LeBlanc in New Orleans, who has served as legal counsel for IAPH at consultative meetings of the LDC. The meeting was attended by 40 Contracting Parties, 6 observer countries, 3 United Nations agencies, 2 governmental organizations, and 10 non-governmental organizations. This report will summarize the discussions at the meeting upon agenda items of concern to IAPH ports.



Mr. Haar

1. IAPH Submission to LDC 13

IAPH presented a written submission to the Thirteenth Meeting (LDC/13/3/4) addressing certain significant agenda items, including the draft New Assessment Procedure (NAP) for the evaluation of substances for dumping at sea and the role of the "precautionary principle" under the Convention. A copy of the IAPH submission is enclosed. In presenting the paper, I expressed IAPH's support for the draft NAP and IAPH's view that use of the NAP, in conjunction with the Special Guidelines for Dredged Material adopted at LDC (LDC Resolution 23(10)), is consistent with the precautionary principle and with the goals and purposes of the Convention. The decisions reached at the meeting upon these and other issues were generally consistent with the positions taken by IAPH.

2. The Draft New Assessment Procedure

The Scientific Group recommended implementation of the draft NAP on a trial basis for one year. A number of delegations supported the trial use of this procedure. Other delegations were opposed to any use of the NAP — even on a trial basis — for substances other than dredged material. This reflected the view that the precautionary principle required a phase-out and eventual cessation of all dumping of waste at sea (with the possible exception of dredged material). These delegations felt that any use of

the NAP would only encourage dumping activities that should be halted. Despite this divergence of views, the Meeting gave clear approval to the trial use of the NAP for dredged material.

3. The Nordic Resolution to Ban Ocean Dumping of Industrial Waste

A major issue at the Meeting was the resolution presented by the Nordic countries, Spain, and Brazil to phase out all dumping of industrial waste at sea. After discussion of the resolution and unsuccessful efforts by a working group to achieve consensus, a vote was taken and the resolution passed by a vote of 29-4, with 4 abstentions. The resolution dealt only with industrial waste and did not directly affect dredged material. Although language was originally contained in the preamble to the resolution which suggested a need for further measures to control the disposal of dredged material, this language was removed. As finally passed, the resolution does not restrict the continued disposal of dredged material at sea.

4. The Long Range Strategy for the LDC

Another major subject of debate was the report of the Steering Group on the Long Range Strategy for the Convention. (LDC/STRAT 1/8/1). A principal point of contention had to do with the differing views as to the role of the precautionary principle under the LDC. Some delegations support use of the "impact hypothesis" under which suitability for disposal at sea is determined based on the "effects" of the dumping. This takes into account the assimilative capacity of the oceans. Other delegations take the position that, because it is not possible to establish with scientific certainty that no harm will occur, all dumping at sea should cease (with the possible exception of dredged material).

IAPH has a major interest in how this issue is resolved. Decisions reached at recent consultation meetings indicate that the LDC may be on the verge of becoming a "dredging convention." With the passage of the Nordic resolution, the dumping of industrial waste will be phased out by 1995. At LDC 13, the Association of Maritime Incinerators (AMI), appearing as an observer, announced that by the end of 1990, all vessels used for the incineration of wastes at sea will be removed from service. The dumping of high level and low level radioactive waste has also been suspended under resolutions adopted at earlier meetings. When these restrictions are fully implemented, there will be essentially no disposal at sea other than dredged material (and, to a lesser extent, sewage sludge). This will result in an increasing focus upon dredged material. In the face of this added attention, it will be important for IAPH to be alert to any effort to define or apply the precautionary principle in a way that will result in increasing limitations upon the disposal of dredged material at sea. The Contracting Parties post-

poned any attempt to adopt a definition of the "precautionary principle" at LDC 13. It was decided that the matter would be studied further intersessionally, with a view to taking action at LDC 14.

Another area of concern involved the increasing interest in controlling land based sources of pollution and concern as to whether the LDC should become part of a larger global treaty dealing with all sources of pollution of the marine environment. This goes to the fundamental structure of the LDC and could well affect its future viability and existence. From IAPH's standpoint, the interest in land based sources of pollution is important because of the implication which this has for requiring ports to control upstream sources of pollution. As pointed out in the IAPH paper, many ports are not in a position to undertake such action for legal, political, administrative, and economic reasons. However, in accordance with the decision reached at the IAPH meeting in Fremantle, when a port is uniquely situated to exercise such control, IAPH encourages it to do so. The IAPH delegation reiterated this position in a special session on 28 October — prior to the start of LDC 13 — with the Chairman of the Meeting, the head of the Scientific Group on Dumping, and representatives of environmental observer organizations. This clarification of the IAPH position was well-received.

5. Future Work Programs Under the LDC

There are a number of issues on the agendas for future meetings of the Scientific Group and Contracting Parties that will affect port operations.

(a) **Waste Management Issues.** This remains on the agenda of the Scientific Group for continuing consideration at future meetings, with particular emphasis upon beneficial uses of dredged material and alternative methods of disposal of dredged material.

(b) **Monitoring Disposal Activities at Sea.** There is an ongoing interest in monitoring waste disposal activities, and this remains on the agenda of the Scientific Group for future consideration. IAPH must be prepared to resist efforts to establish unreasonable or unfeasible monitoring requirements that could adversely impact port operations.

(c) **Field Verification of Laboratory Tests.** This remains an agenda item for the Scientific Group. It is important for IAPH to maintain its position that field verification should be required to avoid undue reliance upon laboratory tests that may not accurately represent disposal conditions and effects in the field.

(d) **Reduction of Contaminants in Dredged Material.** The Thirteenth Meeting noted that dredged material and sewage sludge are the largest quantities of wastes dumped at sea. The Meeting expressed support for the reduction of contaminants in these materials and directed that the issue be discussed more extensively at future meetings.

(e) **The Precautionary Principle.** There was considerable debate at the Thirteenth Meeting as to whether the LDC already embodies the precautionary principle or whether a clear definition of this concept is needed. The Meeting agreed that a definition is needed, and this task was given to the Long-Term Strategy Group with a view to final discussion at LDC 14 next year. Because of the importance of this decision to the future application of the Convention — which will be increasingly limited to dredged material — it is imperative that IAPH be involved in these discussions.

The Meeting also decided that there was no need for further discussion of the subject by the Scientific Group. Discussions during the intersessional period will now be based primarily upon policy and political grounds and less on a technical basis. This is a development that must be carefully watched in view of IAPH's reliance and emphasis upon the technical evaluation of dredged material for disposal at sea. IAPH has taken the position that any decision relating to the use of the precautionary principle should be based on sound technical grounds such as reflected in the Dredged Material Guidelines. IAPH should oppose any effort to develop a definition of the precautionary principle that would ignore the technical basis set forth in these guidelines for the evaluation of dredged material. The Secretariat will prepare a detailed working paper on this subject for review during the intersessional period. IAPH should carefully review this paper and prepare appropriate comments.

(f) **Numerical Sediment Criteria.** With the increasing attention on dredged material, there will be a growing interest on the part of many delegations — and among such non-governmental organizations as Greenpeace and Friends of the Earth — for the establishment of numerical sediment criteria to be used in the assessment of dredged material. IAPH has taken the position that, while numerical sediment criteria may be useful in some contexts as a guide, there are sufficient differences among sediment and dump site characteristics that such criteria cannot be applied as a fixed standard. IAPH must continue to support application of the Dredged Material Guidelines as the preferable assessment tool.

(g) **Trial Use of the NAP.** The Thirteenth Meeting approved use of the draft NAP on a trial basis, particularly with reference to dredged material. The results of this trial use will be reported to the Fourteenth Meeting. IAPH must closely follow the experience of Contracting Parties in the use of this procedure and support its continued applicability in the future in conjunction with the Dredged Material Guidelines.

6. 1992 United Nations Conference on Environment and Development (UNCED)

There was also extensive discussion of a number of meetings to be held during the next two years that will directly relate to the future of the LDC:

(a) **The United Nations Conference on Environment and Development (UNCED)** will meet in Brazil in 1992. A Preparatory Committee for the 1992 UNCED has been formed and held an initial meeting in Nairobi during 6-11 August 1990. The second meeting of the Preparatory Committee will be held in Geneva, Switzerland in March, 1991, with a third meeting planned for September, 1991.

(b) Canada will also host a meeting of intergovernmental experts to develop principles for the protection of the marine environment from land based sources of pollution and to report the results of the conference to the Third Meeting of the Preparatory Committee for the 1992 UNCED. This meeting will be held in Montreal, Canada on 6-10 May 1991.

The 1992 UNCED, and the work of the Preparatory Committee leading up to the conference, will have significant impact upon the LDC and future operations.

The observer from the United Nations Environment Programme (UNEP) presented a statement at LDC 13 which called for increasing control over all sources of disposal of

wastes at sea, including land based sources. The observer noted UNEP's extensive experience in this area through the Regional Seas Programme and expressed UNEP's willingness to examine the feasibility and possible scope of a new international agreement providing a global framework for the protection of the oceans and a mechanism through which such protection could be effectively achieved. In UNEP's view, this could take the form of a global convention on the comprehensive protection of the marine environment from all sources of pollution, including land based sources, along the lines of UNEP's eight regional seas conventions. The UNEP observer said that such an examination could lead to a decision by governments, possibly at the 1992 UNCED, as to whether to proceed with the negotiation and adoption of such an instrument. UNEP also advised that it is prepared to serve as the Secretariat for such a Convention provided appropriate resources are made available.

The statement by the UNEP observer highlights the importance of the 1992 UNCED in Brazil. It raises major questions as to whether the LDC should continue as an independent Convention or become part of a new international arrangement which would be administered by UNEP rather than by IMO. Considering the progress that has been made in obtaining a reasonable regulation of dredged material disposal under the LDC, IAPH must closely follow these developments and be prepared to express port views at the second and third Preparatory Meetings for the 1992 UNCED, which will be held in March and in the fall of 1991.

IMO is giving serious consideration to these proposals by UNEP. The Secretary General of IMO has recognized the growing international awareness of the need to protect and conserve the environment, with particular emphasis on land based sources of pollution. The Secretary General has been in touch with the Executive Director of UNEP to

establish UNEP focal points for any future consideration of the subject at consultative meetings of the LDC.

The first substantive meeting of the Preparatory Committee for the 1992 UNCED specifically invited IMO and Contracting Parties to consider initiating work to strengthen the regime curbing dumping at sea. The Secretary General advised the Thirteenth Meeting that IMO would fully reflect the interests of the LDC in the preparatory activities for the 1992 UNCED. This again highlights the need for IAPH to be involved in this process to assure that appropriate consideration is given to the IAPH position, as it has been recognized and accepted by Contracting Parties at past meetings of the LDC.

The Thirteenth Meeting also noted the recommendations of the First Meeting of the Preparatory Committee regarding the preparation of a number of documents for the second and third Preparatory Committee meetings. These include a document addressing marine pollution controls and strategies, including pollution control approaches and port infrastructures. This document is to be submitted to the Second Meeting of the Preparatory Committee in March of 1991. With regard to these and other issues, the Thirteenth Meeting was invited by UNEP to consider ways and means on how to arrange its preparatory work for the 1992 UNCED.

The recommendations of the First Meeting of the Preparatory Committee also called for promotion and application of the precautionary approach, as appropriate, and the use of incentives and disincentives to promote clean production methods to combat marine pollution. This is a growing issue which will require IAPH's participation.

The work of the Preparatory Committee will also draw heavily upon the report of the Bergen Conference (Bergen, Norway, 8-16 May 1990), entitled "Action for A Common

New Year's Message—

(Continued from Page 7, Col. 2)

lenging issues which await us in the years ahead. I am convinced that this Conference in Spain will provide all the participants with a valuable forum from which, through the exchange of expertise and ideas, they will be able to gain some ideas on the course to be followed by each of them.

At the same time, I sincerely hope that our Conference in Spain will also provide all the Association's members with the perfect opportunity to freely discuss which direction IAPH should take in the 90s.

In fact the course IAPH has followed since its inception 35 years ago has never been easy. Nonetheless, IAPH has succeeded in growing to its present important position among the world maritime organizations whereby it is recognized as an international body which represents the world port community. Our organization has overcome many difficulties and owes a debt of gratitude for the wise guidance shown to us by our predecessors and the generous cooperation and the great support of former and present members of our Association. I wholeheartedly hope that, in order to maintain this important position of IAPH and to protect the common interests of world ports, we will be able to continue our efforts to develop an "IAPH of members and for members."

I feel most gratified to be able to report to all of you that, thanks to the dedicated cooperation and the active

participation of all the Association's members, we have been able to make some notable achievements since the 1989 Miami Conference. In particular, it is with my sincere thanks and appreciation that I recall those most important decisions concerning our future policy resulting from the midterm meetings of EXCO and the other committees, which were jointly hosted by the Port of Fremantle and the Department of Marine and Harbours, Western Australia, last year. I would like to renew our profound thanks to our hosts and all the staff who worked so hard for our meetings to proceed smoothly.

Through its various activities, IAPH has been endeavoring to give all possible assistance towards the growth of developing ports. These efforts have been continued by our Association from the standpoint of IAPH's ideal of contributing towards the overall efficiency of world ports, both developed and developing. I would like to thank profoundly all who have made contributions to the IPD Fund in response to the campaign call. I wish to urge all members' increased support of the project so that we can achieve the targeted amount.

As for our forthcoming Conference in Spain, which I believe will be the most important event of this year for our Association, our hosts in Spain's Public Works Ministry and the various Spanish ports, are in the midst of preparations for welcoming us there. On behalf of everyone at IAPH, I would like to express my sincere appreciation to all our friends in Spain for their strenuous efforts.

I hope to see you in Spain in May!

Future." In recommending new priorities for cooperation at regional and global levels, the Bergen Report recommends that national and international policies be based on the precautionary principle and that disposal of waste at sea be phased out as soon as possible in accordance with the LDC unless the disposal poses no threat to the marine environment. The Bergen Report calls for "sustainable development" and the restructuring of economic conditions to recognize the true worth of the environmental values to be protected. The report states that future economic development should not be based on increases in consumption of energy and raw materials, but instead must stress greater efficiency and reduced inputs; economic incentives are recommended to encourage investment in the design of products and industrial processes that are energy and resource efficient and that reduce waste in the generation of pollutants; the "polluter pays principle" should be implemented to provide correct market signals; and the "user pays principle" should be considered for the use of some scarce natural resources currently subsidized by governments.

The concepts of "sustainable development" and "precautionary principle" advanced in the Bergen Report have become firmly rooted in the agenda of the matters to be considered at the 1992 UNCED.

These are issues that IAPH must be prepared to address both in the preparatory work of Contracting Parties under the LDC and through direct involvement by IAPH in the preparatory work for the UNCED Conference.

Conclusion

IAPH has reached a significant point in the regulation of dredged material disposal at sea. Crucial decisions will be made over the next several years as to the future of the LDC, the role of the precautionary principle, and whether there will be increasing restrictions upon the sea disposal of dredged material. IAPH has made great progress in achieving a reasonable regulation of dredged material under the LDC through the presentation of a sound technical basis for the IAPH positions. It is essential that IAPH continue its support for these positions and be prepared to attend the 1992 UNCED, and participate in the preparatory work for that conference, in order to influence decisions which may radically affect port operations and have a major impact upon the continued disposal at sea of dredged material. It is my strong recommendation that IAPH attend the second and third meetings of the Preparatory Committee in 1991 and consider attendance at the meeting of inter-governmental experts to be held in Montreal, Canada on 6-10 May 1991.

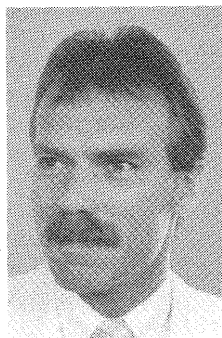
Report on the Meeting of the 'Ad Hoc Intergovernmental Group of Port Experts' at UNCTAD, Geneva (24 to 28 September 1990)

By C. Bert Kruk
Chairman, Committee on International Port Development (CIPD), IAPH
Director, Technical & Managerial Port Assistance Office (TEMPO)
Rotterdam Municipal Port Management

From 24 to 29 September, the Meeting of the 'Ad Hoc Intergovernmental Group of Port Experts' took place in Geneva, Switzerland.

The purpose of the Meeting is to review and discuss the activities undertaken by UNCTAD Ports Section since the previous meeting (which took place from 25 February to 5 March 1986), and to decide on the issues and activities the UNCTAD Ports Section should undertake in the coming period of (at least) another two years.

In my capacity of Chairman of the Committee on



Mr. Kruk

International Port Development (CIPD) of the International Association of Ports and Harbors (IAPH) I have also officially been appointed as the Liaison Officer between the IAPH and UNCTAD.

The CIPD is carrying out various Schemes aiming at the improvement of the situation in developing IAPH member ports, in particular through information, training and assistance by the developed IAPH member ports to their developing counterparts.

Several of these Schemes are carried out in close co-operation with the UNCTAD Ports Section.

The meeting took place in one of the main Assembly Halls of the Palais des Nations in Geneva.

Mr. Jean Michel Moulod, Director-General of the Port of Abidjan in the Ivory Coast (and Executive Committee Member of the IAPH) was elected Chairman of this 5-day meeting. He executed his task (as expected) very ably. Mr. A.Y. Shutka (USSR) was elected Vice-Chairman and Mr. A. de Wilde (Belgium) was elected Rapporteur of the meeting.

In total 110 participants from 42 countries, 2 Special Agencies, 3 Intergovernmental Organisations and 3 Non-Governmental Organisations (among which the IAPH) were

officially represented at the meeting.

The fact that not more countries did attend the meeting is to be regretted, since this meeting is very important, both to the developing and the developed ports of the world.

Its aim is:

'to review the practical problems which arise in respect of the development, improvement and operation of ports, and in the light of this review:

A To examine the Secretariat's work in relation to the three highest priority studies requested at the first session of the Group, namely:

- Problems arising in setting up trans-shipment facilities in developing countries (taking account of the interests of both ports and ship operators),*
- Data processing in the domain of port operation and documentation,*
- Maintenance of port equipment,*
and to study
- The possibilities for regional co-operation in developing countries in the field of ports, with a view to ensuring the best use of scarce resources, and to propose follow-up action appropriate for local, national and intergovernmental consideration.*

B To review and monitor the work carried out by UNCTAD in the field of Port Management Training and Advisory Services and to make suggestions for future activities.

C To prepare a report with recommendations for the future work of the Secretariat for submission to the Committee on Shipping at its fourteenth session'.

The first two days were devoted to the review of the work undertaken by the Ports Section in recent years.

The items of discussion, comments and questions were all noted so as to be reflected in the Report of the meeting.

With respect to items such as Training, Regional Port Co-operation, Technical Assistance, and the JOBMAR and Monograph Projects, all being areas where the CIPD and UNCTAD co-operate, I voiced the opinion of the IAPH and particularly pointed to the good understanding and the necessity of co-operation between both Organisations.

When examining the study on the co-operation among ports, the meeting endorsed the recommendation of the Port Section to concentrate on the fields of training, participation in regional/international port associations and exchange of technical expertise. In particular the second item is of interest and encouraging for the IAPH Membership.

It was suggested by the meeting that the useful yearly UNCTAD publication 'PORTS NEWSLETTER', which describes the various activities undertaken by UNCTAD (in the sphere of Port and Multimodal Transport), will be forwarded to the IAPH Head Office for integral publication in the IAPH journal. I agreed to convey this useful suggestion to the Head Office.

In other fields of activities of the Ports Section of UNCTAD, wherever applicable, I pointed to the work which is carried out by other Technical Committees of the IAPH.

On the third day the future programme of work was discussed.

It was agreed that in the next period of approximately two years the Ports Section of UNCTAD will concentrate on the following items:

- The principles of modern port management and organisation

- Development of the commercial function, promotion of the port area and of the concept of the port as a service centre
- Development of human resources
- The legal and regulatory aspects of port activities, and
- Strategic planning

Each of these items was described in the supporting documents as follows:

The principles of modern port management and organisation

This is a subject of current interest to many ports, as was shown by the comments received on the study dealing with the Moroccan experience and on the article published by the Chief of the Ports Section on some guiding principles of port organisation, operation and development. This work could be continued and used as the basis for a specific publication, because it is clear that while each port has its own particular characteristics, there are a number of basic principles in this field which are applicable to all ports. The experience gained in technical assistance projects, particularly a study of institutional aspects and human resources development in African ports, could be made use of.

Development of the commercial function, promotion of the port area and of the concept of the port as a service centre

Modern ports are important development nuclei for the economies of their regions and countries. The port area is a place with special advantages, since the principal agents involved in transport and even international trade are to be found there. Every port thus has a natural vocation to help attract new traffic and open up new markets. Trade takes place in an atmosphere of intense competition, and through their dynamism, their performance, ports can help in gaining or losing a market. The development of intermodal and integrated transport can reinforce this tendency and this need to have one of the links in the transport chain — in this case, the port — working for the improvement and development of trade.

Development of human resources

This is also a typical scheme, but is often not properly understood. Its importance for the future of any port is very great. By human resources development is meant the functional activities of planning, producing, managing and evaluating an organization's staff. By 'producing' is meant recruiting and training. The term 'management' covers the activities traditionally undertaken by supervisory staff. To this should be added a review of the organisation to make sure that the staff have a proper framework to operate in. It is more than ever evident that the future quality of ports will be directly dependent on the quality of the staff and their ability to adapt themselves and their port to traffic requirements — hence the importance of this subject.

The legal and regulatory aspects of port activities

Too often ignored, sometimes mishandled, these aspects of port activities might be worth giving

special study. The field is a vast one, and the influence of national legislation and regulations, of local practices, might limit the range of a study intended for all ports. The Group may wish to look into this question and decide whether or not it is desirable to make a study of the subject, limiting it perhaps to the general principles that ought to be included in regulations on port operation, or in any document, regulations or codes concerning the organisation and operation of ports.

Strategic planning

This is a new idea, and one which very much meets the need, since it enables planners to make better preparation for the future while allowing for the uncertainty besetting any forecast of port traffic. Traditional port planning had many advantages, but it was perhaps too rigid, often doing no more than take high and low estimates of future traffic in order to introduce the idea of uncertainty. Strategic port planning brings in this idea of uncertainty, or risk, from the outset and uses it to redirect port development in such a way that new factors can be turned to advantage, rather than simply gone along with.

If time and resources permit, the Ports Section was requested also to devote attention to the following subjects:

- Port tariffs and finance
- The relationship between cities and ports, and
- Case studies of trans-shipment.

The last two days of the meeting were devoted to the drafting and discussion of the Report and the final Conclusions and Recommendations of the meeting.

This report will be published as Document TD/B/C.4/337.

General conclusion

The co-operation between UNCTAD Ports Section and the IAPH is of interest to the world ports community; not only from the point of view of being able through these contacts to avoid duplication of activities and thereby wasting the limited resources of finance and manpower, but also to inform all ports concerned of the activities of both Organisations.

I also had the opportunity to discuss various items of mutual interest with several UNCTAD Staff Members and with many of the Delegates present.

The co-operation and information exchange between UNCTAD and the IAPH already has a long history of fruitfulness and should be continued in the coming years.

Report by the Chairman of the Committee on International Port Development (CIPD) concerning the UNCTAD Monograph Scheme

The CIPD works closely together with the Shipping Division and the Ports Section of UNCTAD in the Monograph Scheme.

This report serves the purpose of bringing the Scheme once more to the attention of the IAPH Members, thereby not only pointing to the existence of the project, but also requesting the Members to seriously consider active support.

Monograph Scheme

The aim of the Monograph Scheme is to produce a series

18th IAPH Conference April 17-24, 1993

Mr. M. Moore-Wilton, Chief Executive, Maritime Services Board of New South Wales, Sydney, has recently indicated that the dates of the 18th Conference of IAPH which his Board is hosting in Sydney will be from **17-24 April, 1993**. The host is preparing to propose the dates and other arrangements for the 1993 Conference to the Board for its approval during the 17th Conference at Barcelona.

Mr. Moore-Wilton has indicated that the major portion of the Conference will take place at the Sydney Hilton Hotel where accommodation and business requirements can be combined under the one roof.

of Monographs or handbooks of limited size and concentrating on one specific subject only.

Upon receipt of an outline, a small committee carefully examines the content and, if necessary, requests the author to make additions or alterations.

To date, in total 7 Monographs have been published in all the United Nations languages, viz.

- 1 Changing from daywork plus overtime to two-shift working
- 2 Planning land use in port areas: getting the most out of port infrastructure
- 3 Steps to effective equipment maintenance
- 4 Operations planning in ports
- 5 Container Terminal Pavement Management and Supplement
- 6 Measuring and evaluating port performance and productivity
- 7 Steps to effective shed management

Furthermore, Monograph No.8 'Economic approach to equipment selection and replacement' has recently been published in English and is being translated into the other United Nations languages.

During the recent Meeting of Port Experts in Geneva in September 1990, UNCTAD announced that a draft for a new Monograph on Multipurpose Terminal Operations had been received for consideration.

Considering the number of requests UNCTAD receives for copies to be sent, one may conclude that the Monographs indeed serve a good purpose and that the project is successful.

On the other hand, it is also my personal experience that many IAPH Members are not yet aware of the existence of this very useful series of documents.

I hereby strongly request all Members to seriously consider the possibilities of writing a Monograph and to send it to the UNCTAD Ports Section of the United Nations in Geneva.

The Monograph should cover a topic of interest to many ports, particularly those located in developing countries. It should be based on the practical experience gained by the author and/or the port where he is working.

If you wish to order copies of the Monograph series, please write your request to: United Nations, Sales Section, Palais des Nations, CH-1211 Geneva 10, Switzerland.

For representatives of developing countries the publications can be obtained free of charge. Representatives of developed countries are charged US\$10 per copy.

Report of the COPSSEC Meeting

By Jean Smagghe, Chairman

**October 29, 30 and 31:
Three days for IAPH in Paris**

The COPSSEC has traditionally held its annual meeting in October in Le Havre. Last May, in Fremantle, however, it was decided that the 1990 meeting would take place in Paris.

Paris is an attractive city, more famous for its museums, monuments, shopping and entertainment places than for its ports, even though it is the biggest French river port. Anyway, Paris was mainly chosen both for its convenience in terms of its central location (this saving a two-hour trip to Le Havre) and because many members of the COPSSEC are also members of the CLPPI. Thus, it was decided to hold the COPSSEC Sub-Committees' meetings in the Port of Le Havre's office in the centre of Paris on October 29, and a full COPSSEC meeting at the UPACCIM's attractive 19th century office on October 30. (The UPACCIM is the Association of French Ports and Chambers of Commerce.) October 31st was devoted to the CLPPI meeting in the Port of Le Havre's office. The attendance at the COPSSEC meeting, which was most impressive, as follows:



Mr. Smagghe

Messrs: Jean Smagghe, Chairman (Port of Le Havre)
Alex J. Smith, Vice-Chairman (BPF)
Josè Perrot, Assistant to the Chairman (Port of Le Havre)
O. Blydt-Hansen (INTERTANKO)
Bordeaux (Port of Le Havre)
C. Brossard (Port of Nants - St. Nazaire)
B. Coloby Port of Le Havre)
N. Diop (Port of Dakar)
P. Fraenkel (Peter Fraenkel BMT)
T.J. Frawley (Marine Department, Hong Kong)
A. Graillot (Port of Nants - St. Nazaire)
Y.F. Guessunnd (Port of Abdjan)
A.B. Jallow (Gambia Port Authority)
K. Jurriens (Port of Rotterdam)
Lopinot (IMPA)
D.B. McMurray (Clyde Port Authority)
N. Matthews (IALA)
L. Montero (Port of Barcelona)
J.A. Mulock Houwer (IADC)
K. Okubo (Japan Port and Harbor Association)
A. Pages, CLPPI (Port of Bordeaux)
A. Priso (Port of Cameroon)

M. Ridge (ABP)
P. Struijs (Port of Rotterdam)
P.C. van der Kluit (Port of Rotterdam)
C. van Krimpen (Port Management Consultant)
G.C. van Malland (Smit International)
van Meel (Port of Antwerp)
G. Velter (Port of Le Havre)
L. Visser (DHV Consultants)
W.A.M. Vlemmix (Port of Amsterdam)
J.J. Watson (Dundee Port Authority)
F.F. Weeks (Maritime Communications and Safety Unit)

Moreover, the influence of Paris did not disturb the quality of the work performed !

The Agenda was as follows:

- 1) Presentation of the conclusion of the Fremantle Mid-Term Conference
- 2) Membership
- 3) Presentation of the work completed by the Sub-Committees (Ship Sub-Committee, Marine Safety Sub-Committee, Dredging Task Force, Port Safety and Environment Sub-Committee, Port Planning Sub-Committee)
- 4) Presentation on the 17th IAPH Conference in Barcelona
Updating the guidelines
Papers to be issued for the 17th Conference
- 5) Relations with the different international organizations
- 6) Other matters

1) Mid-Term Conference in Fremantle:

J. Smagghe presented the main points of the meetings held in Fremantle.

* Comments on the results of the questionnaire on the environment: 183 answers and 3 main topics:

- dangerous goods
- water pollution
- dredging-disposal of waste materials

2 other important topics:

- 1) relations between the port and the city
- 2) air pollution

* The Coordination Group in Fremantle grouping together the Chairmen of the Technical Committees (COPSSEC, CLPPI, CIPD, CHOC and PACOM) decided to set up a strategy in terms of the environment. Many different points of view were raised ("Ports and Harbors")

July-August 1990) but most people agreed that IAPH should go step by step on environmental issues and be represented within the international organizations. Sustainable port development could be accepted provided each port remained responsible for its development according to its own economic and political circumstances.

* In Fremantle, it was decided to establish an ad hoc group with the Vice-Presidents and the Secretary General, to suggest to the next conference a suitable structure to allow the progression of an approach to the future directions to be followed by IAPH.

J. Smagge also suggested proposing to John Mather that the topic of EDI and interport exchange of data be included in the terms of reference of the new committee to be set up. He asked the participants to propose items that could be studied in this new Committee.

2) Membership:

Many changes and new members.

Marine Safety Sub-Committee:

- Mr. C. van Krimpen (Port Management Consultants in Rotterdam)
- Mr. K.Q. Chen (the Association of Ports and Harbors, Taipei)
- Capt. J.J. Watson (Dundee Port Authority)
- Capt. Baird (Port Hedland Port Authority)
- Capt. J. Lems (Port of Rotterdam, to act as Liaison Officer with the EHMA)
- Mr. P. Struijs (Port of Rotterdam, who also joined the Ship's Sub-Committee)

Port Planning Sub-Committee:

- Mr. T. Frawley (Marine Department, Hong Kong)
- Mr. A. Diabate (Port of Abidjan)
- Mr. Combeau (Port of Bordeaux)

Port Safety and Environment Sub-Committee:

- Mr. van Malland (Smit International)
- Mr. van Meel (Port of Antwerp)
- Mr. J. Velter (Port of Le Havre)

Dredging Task Force:

- Mr. Lee (Port of Los Angeles)

3) Presentation of the work completed by the different Sub-Committees

Ship Sub-Committee

Further to the new terms of reference, the updating of the report presented during the 16th Conference on trends in container vessel sizes and the study on two other types of vessel — solid bulk carriers and passenger ships — are under way. The Chairman, J.M. Moulod, expects members' comments on the draft report distributed during the meeting so that the final version can be completed by the end of January 1991.

The problem of tankers presented by O. Blydt-Hansen (INTERTANKO) concerned S.B.T. vessels and the heavy port dues charged by port authorities on this type of ship. J. Smagge asked J.M. Moulod to study this matter and see if the COPSSEC can put it to the Executive Committee with a view to it being discussed in Barcelona.

Marine Safety Sub-Committee

A. Smith reported as the interim Chairman. Reference was made to 4 documents agreed in Fremantle for submission to IMO:

- Harmonization of procedures for VTS Communi-

cation

- Recruitment, qualifications and training of VTS operators
- Identification and tracking in VTS areas
- Coordination within and between VTS

These information papers were sent to IMO which will study the one about qualifications of VTS operators over one year. Thus the Sub-Committee cannot incorporate it into IAPH's guidance to port authorities.

A. Smith pointed out the importance of the cooperation of the Marine Safety Sub-Committee with the different technical associations (IHA, EHMA, etc) and reported on the various tasks carried out in liaison with the EHMA.

M. Ridge talked about the problem of recreational craft in port access channels as they represent a great danger and the number of craft is increasing very quickly. The EHMA and the Marine Safety Sub-Committee are jointly presenting a paper looking at recommendations concerning 1) registration, 2) licensing and 3) insurance.

World VTS guide (IALA-IMPA-IAPH): Capt. Weeks reported on the current situation. The guide is on board 1492 ships of 78 flag-states. The demand from shipmasters is extraordinary. However, some port authorities and nations are reluctant to participate in this system. C. van Krimpen proposed setting up a marketing plan. N. Matthews emphasized that this guide was a very valuable safety tool and that the cost of the guide for the port could not be far different from what would be spent on the publicity for VTS. J. Smagge suggested writing a letter to try and convince member port authorities to utilize and support the guide.

Dredging Task Force

H. Haar made apologies for not coming as he was attending the LDC meeting in London at that time. It was essential that he be in London as LDC was still talking about prohibiting all disposals at sea.

J. Mulock Houwer presented the report prepared by the DTF's Chairman. The first point was that the Sub-Committee needed COPSSEC's financial support for the next two years (US\$15,000). The second point was that H. Haar had advised people to acquire from the National Research Council in the US the pamphlet "Managing Troubled Waters", which contained a discussion about monitoring objectives and designs relating to specific dump sites and the general condition of the seas. The third point was that, further to Fremantle, the new FIDIC conditions of contract for civil engineering construction work had been sent to the COPSSEC members. The possibility of developing a computer diskette to enable users to work out FIDIC on their own computers was under consideration.

As regards the booklet "Dredging for Development" (circulated in Seoul), the section on environmental matters needed updating and that would be ready for Barcelona, with the addition of one chapter about the sequences of the whole process of dredging and a chapter on contract conditions.

Port Safety and Environment Sub-Committee

P. van der Kluit stressed that the Sub-Committee was working on two main concerns: water pollution and dangerous goods. Practical guidelines for ports on environmental issues should be drawn up and the final draft about water pollution had been circulated for comments. (These comments were requested in 4 to 5 weeks' time, at the latest.) This document will have to be reviewed by an expert to put

it into good English. A special budget will have to be made available in this respect. The basic structure for a document to be prepared on dangerous goods was adopted. It is intended that both documents be ready for Barcelona.

Amendments proposed by ICS to the ISGOTT Guide ("International Safety Guide for Tankers and Terminals"): the COPSSEC gave authority to this Sub-Committee to deal with the matter.

Strategy for the Environment

J. Smaghe proposed a discussion on the strategy for the environment in Barcelona.

A. Pages presented two papers, one summarizing the IAPH work in terms of the environment and the second one dealing with the preparation for the UN Conference which will take place in Brazil in 1992. He stressed that the CLPPI was trying to study what certain ports could expect to contribute to the protection of their environment. For example, ports can demand adequate compensation when their waters are polluted or their structures damaged (because so far insurance coverage has maintained very low limitation amounts). Another example is the issue of wrecks — which are a nuisance to ports and the environment — and that of sub-standard vessels. The CLPPI has several resolutions to submit to the general assembly in Barcelona. Ports have to explain their position and what they are expecting, having in mind the 1992 UN Conference in Brazil. Two international organizations in Geneva are organizing the 1992 Conference in Brazil, so A. Pages suggested inviting them to the Conference in Barcelona and asked for COPSSEC's comments in this regard.

A. Smith stated that the agenda for the 1992 Conference was in embryonic form. IAPH had been asked by IMO to contribute to the meeting for preparation of this agenda, which will be held in Geneva in September 1991. J. Mulock Houwer stressed the United Nations was interested in the environment and not in ports. He pointed out that IMO was more aware and understanding of port problems. Y.F. Guessennnd said that the environment was a worldwide problem. But, as the level of industrialization was low in developing countries, the first problem remained the economy, the environment being ranked second or third. K. Jurriens said that if IAPH should participate, one had to know what to say and to decide.

J. Smaghe thought it was necessary to complete technical studies to define and work out IAPH's policy. A strategy should be established in Barcelona by the EXCO. He stressed that IAPH should participate in the UN Conference in 1992 and attend the preparation meetings.

Port Planning Sub-Committee

In accordance with its terms of reference, the Sub-Committee was continuing the updating of the guidelines on port safety and protection of the environment. New sections were being drafted (on port zoning, port engineering standards, fishing ports, passengers and cruise vessels, lighterage, hazardous cargo, shoreside fire protection, the environment, the use of derelict land, port and city relations, etc). They will be ready for submission to the Barcelona Conference. P. Fraenkel proposed that the new sections be issued as an addendum. He suggested that, during the next biennium, the terms of reference of the Sub-Committee involve a full review of the guidelines with a view to re-issuing them. This point will have to be discussed in Barcelona, as other Sub-Committees also wish to make significant

changes in the presentation of the chapters they are in charge of updating.

* Updating of the data relating to Channel depth and width in cooperation with PIANC. P. Fraenkel suggested creating a working group within this Sub-Committee as the PIANC working group no. 20 did not have the relevant terms of reference and were not prepared to change them. Then PIANC could be asked to join, as this is a subject requiring urgent action. K. Okubo (Vice-Chairman of PIANC) will explain the problem to the PIANC Secretary General next month.

* The executive summary of the environmental guidelines has to be incorporated into the general document and circulated by Tokyo before Barcelona. As previously discussed, this document will have to be sent to governments, different port authorities and international organizations all over the world. That means 1,000 copies and a special budget for mailing.

4) Preparation of the 17th Conference in Barcelona

The Conference is to be held from May 5th (Sunday) to 11th, 1991 on board the ship "EUGENIO COSTA." L. Montero gave all practical details about the organization of the Conference. (See bulletin no. 1 circulated to all members.) He reminded us that there were 150 cabins reserved so far and recommended that registrations be completed as soon as possible. Main topics of the Conference:

- Challenges for ports: today and tomorrow
- Electronic Data Interchange (EDI)
- The port and its environmental framework
- Port management
- Human resources and port management
- Ports' perspectives for the next century

All the technical committees will meet in the Hotel Princesa Sofia, on May 4th. The COPSSEC meeting will be on Saturday, May 4th in the afternoon.

In order to organize the presentation of the COPSSEC during Working Session no. 2, J. Smaghe will send a draft scenario to each Sub-Committee's Chairman for comments on what topics they want to stress.

5) Relations with the different international organizations presented by A. Smith

The relations with inter-governmental organizations (IMO, UNCTAD, UNEP [United Nations Environmental Program]) are good. The general purpose is to carry on this cooperation policy to the mutual benefit of IAPH and these international organizations, especially as regards technical organizations like ICS, IALA, EHMA, IMPA, etc. He stressed that IALA plays a fundamental part in this situation. As proof of this, N. Matthews is indeed very much part of this COPSSEC Group.

6) Other Matters

Lopinot from the IMPA reported on the paper "Recruitment and Training of Maritime Pilots", circulated to all members, and asked them for comments. A. Smith stressed that the Marine Safety Sub-Committee had to cooperate with the IMPA on this particular subject for Barcelona.

The Chairman expressed his thanks to the participants for all the work carried out and was particularly grateful to the Chairmen of the Sub-Committees for their deep involvement in the work completed.

Minutes of the CLPPI Meeting

**held at the Port of Le Havre Authority's Office in Paris
82 Boulevard Hausseman, Paris 75008
starting at 9.00 a.m. on Wednesday, 31 October 1990**

Present: Chairman Paul Valls
Messrs. T. Hirota, K. Jurriens, J-M Moulod,
A. Pages
A. J. Smith and C. Veng

Also attending: M. André Combeau, Director of the Port
of Bordeaux,
Mr. Hugh H. Welsh, Assistant General
Counsel of the Port Authority of New
York and New Jersey, replacing Mr. P.
Falvey,
Mr. Guessennd Ya Flairen, from the Port
of Abidjan,
Mr. J. Perrot from the Port of Le Havre
and
Mrs. P. Le Garrec (Port of Bordeaux).

Apologies for absence were received with written contributions from:

Vice-Chairman Patrick Keenan, and
Messrs. Frederic DeVos and Jim Stewart.

The Chairman opened the meeting by expressing his thanks to the Port of Le Havre Authority for having agreed to host the CLPPI meeting and thanked the members for coming, particularly those who had travelled a long way.

He went on to introduce André Combeau, who had succeeded him as Director of the Port of Bordeaux Authority and who had expressed an interest in following CLPPI's work and in joining the Committee.



1. Minutes of the Last Meeting

The minutes of the last meeting, held in Fremantle in May 1990, had been circulated and were accepted by the Committee as a true account and duly signed by the Chairman, in the absence of Patrick Keenan who had chaired that meeting.

2. Matters Arising from the Minutes

There were no matters arising from the minutes.

3. Environmental Matters

3A. André Pages' Paper

The Chairman thanked André Pages for his hard work in having produced an excellent paper on environmental matters together with an Annex following the decisions of the meeting in Fremantle, and opened the subject for debate by asking for a brief resume of the discussions of the COPSSEC Meeting, held the previous day and attended by, amongst others, Mr. Perrot and Mr. Smith.

The principle points were resumed as follows:

The conclusions of the COPSSEC questionnaire gave priority to a) Water Pollution, b) Dangerous Goods and c) Dredging.

The CLPPI were informed that COPSSEC would be preparing a paper relating to water pollution for initial circulation among its own members pending subsequent decisions of them.

The Committee also noted that COPSSEC felt that IAPH should be represented as observers at the 1992 Conference on the Environment in Brazil in 1992.

Suggesting that the Committee bear these conclusions in mind, the Chairman opened the subject to a debate centred around André Pages' paper.

Alex Smith felt that it would be wrong to be complacent. There was a need to influence decisions and André's paper clearly set out the points which in his view called for attention.

The next substantive (or preparatory) meeting was due to be held in March 1991, which meant that the Barcelona Conference would be too late for an initial reaction.

Mr. Moulod explained that he would be putting forward the point of view of the West African Ports at the Barcelona Conference, but already he could say that this reflected a step by step approach. While the environment may not be the first priority for them, there was a need for very close monitoring and it was essential to gather all useful information. It was felt that the environment was a world problem that must be followed by Africa, even if African ports did not feel they could give it top priority as a subject at the moment.

Measures were being taken, for example, to include environmental impact assessment studies as a prerequisite for loans from the World Bank for development.

Alex Smith also pointed out that an Environmental Fund was being set up, from which developing countries could obtain money for introducing environmental measures.

Mr. Moulod agreed that this was an example of the need to know what was available and, therefore, for the careful monitoring of this matter.

Mr. Hugh Welsh explained that environmental considerations were being integrated into the American way of life and instanced examples of these.

A summary of the U.S.A. laws relating to the environment was being made and could eventually be circulated to members. (The Chairman accepted with thanks.)

Hugh Welsh felt that ports needed to be sensitive to all these problems since, as had been pointed out in Mr. Pages' paper, ports were also sometimes the victims.

For example, Dioxins had been found in the dredging product of the Port of New York and New Jersey. The question then becomes: who pays? Using the "Polluter Pays" policy, the Port Authority is considering suing to get its money back.

He felt that these were all reasons why IAPH needs to

be in the broader international discussions at an early stage, otherwise ports would find themselves with laws which they have not influenced.

Mr. Welsh concluded, for these reasons, that he felt CLPPI and IAPH must be active and not passive.

Mr. Jurriens pointed out that there was a need to cover a whole range of subjects. He felt therefore that it was essential to produce an environmental policy or charter that would cover all the aspects.

IAPH, he stressed, was a worldwide association and therefore must have a worldwide vision. It was not possible to treat only those considerations specific to one's own port. He felt that while this level may seem vague, it was vital for ports to attain it, so that IAPH knew what it had to say.

He continued by saying that much had already been achieved, such as the acceptance, on the whole, of:

- the need for impact studies before development,
- the concept of sustainable development,
- the polluter pays principle

and, equally, that the principle that preventing pollution also pays.

IMO had introduced and would introduce conventions/recommendations that made ports do certain things. For example, ports need to participate and influence their evolution.

The general laws, such as those on sustainable development, would be drawn up prior to and be formulated by the U.N. Conference in 1992. Therefore the U.N. Conference Meetings needed to be attended now, while they were in the drafting stage.

For his part, Mr. Hirota explained that the Water Pollution Campaign in Japan had successfully made the point that ports were no longer regarded as being responsible for polluting water. Pollution came from industries and measures were progressively being introduced to stop it.

He had understood that one of the concerns of the 1992 U.N. Conference would be air pollution, especially the carbon dioxide (CO₂) content and the problems of global warming.

He felt that it was important too, therefore, to actively inform people that water transportation represented a 40% energy saving compared with other forms of transport and thus considerably reduced air pollution.

Mr. Hirota also endorsed Mr. Jurriens' statement that IAPH needed to know what it had to say.

Carl Veng, while agreeing with what had been stated, cautioned that CLPPI should remember that its duty was to act as legal advisors and not as politicians.

Legal people, he stated, execute in the form of laws the political or economic decisions of political bodies. He felt that all policy must be forwarded and endorsed by the Executive Committee, before it could be used. (The Chairman and members were in full agreement.)

Carl Veng also stressed that ports, although sometimes victims, could also be polluters, so legislation would cover both aspects.

There were two facets and ports also had to put their house in order.

Kick Jurriens endorsed this point of view, but stressed the urgent need for ports to make legislation to prevent their customers from destroying port assets. From an economic point of view, putting one's own house in order made sense too. It was the acceptance of the principle of sustainable development.

André Pages had gathered from his visit to Geneva this

summer the impression that there would be a series of meetings culminating in the 1992 UN Conference. Thus, he stated, if we are simply observers at that Conference, our action will be nil.

He proposed that, at this stage, it would still be possible to be cautiously active by making contact, for example, with Jacques Cambon at UNCTAD and, through Alex Smith, with the IMO, to at least ensure an awareness of our existence and preoccupations in this respect.

He went on to stress that while dredging was, for example, a problem specific to ports, others were not and that ports could not take responsibility for them all. But, if it is evident that ports have a responsibility for some of the problems, it is also true that they have rights concerning others and these they ought actively to be claiming.

André Pages concluded that he felt that informal contacts, at least, could be made immediately with the U.N. agencies, pending a policy decision from the IAPH Executive.

From the written contribution from Fred DeVos, the Committee learnt that he was in favour of a concept of Strategic Planning for the Association and for IAPH to be active. He felt it important that a Charter on Environmental Obligations and Rights (stressing our rights) be drawn up for approval by the IAPH Executive, and is aware of the need to prepare it well in advance of the 1992 U.N. Conference.

From Jim Stewart's letter, the Committee learnt that he felt that IAPH should, on balance and so far as practicable, participate in the meetings leading up to the 1992 U.N. Conference in Brazil. While the dangers of such a course are fairly put in André Pages' paper, he feels they are capable of being avoided.

The dangers for ports of not participating, Jim Stewart concluded, have been demonstrated often enough in the past — most notably, for example, in the case of the 1963 Tonnage Convention, when the interests of shipowners in the guise of safety overrode other legitimate interests; and in the case of the London Dumping Convention, which has made clear the absurd consequences of exclusive attention to environmental matters.

In summing up, the Chairman felt a consensus could be reached by the Committee on the following goals:

1. to develop research to obtain all useful information concerning the evolution of U.N. thinking and policies on environmental matters;
2. to make informal contacts with the U.N. agencies, while an IAPH Executive decision on a recommendation that IAPH observers be sent to the preparatory meetings leading up to the U.N. 1992 Conference is still pending; and
3. given that these observers will rapidly need to have a clear position defined that is applicable for all ports, to try and draw up a position on carefully chosen points which could, once approved by the CLPPI, be submitted at the earliest opportunity via Head Office for urgent approval or amendment.

The Committee voted, point by point, unanimously in favour of this course of action.

3B. Paper to the Barcelona Conference

André Pages and Pamela Le Garrec will forward ideas for an approach to the CLPPI expose in Barcelona, based on the discussions above.

4. Vessel Traffic Services – Legal Considerations

André Pages' paper for the Committee served to analyse the remarks made by Dr. Corbet. However, it was not felt that an open debate would serve a useful purpose at this stage.

Alex Smith explained that he is chairing a joint IALA/IAPH/IMPA Working Group to study the legal implications of VTS.

On page 3 André made reference to the possibility of an enquiry being set in motion, and this would be most helpful to the Working Group's activities and provide a useful input from IAPH.

The chairman put the request to the Committee, who were in favour. A draft questionnaire will be circulated to the CLPPI members as soon as possible. It was noted that, among the CLPPI members, there were already disparities relating to whether ports were able to limit liability or not.

5. Draft Convention on Hazardous & Noxious Substances

The work of the IMO Legal Committee on the HNS Convention, continued during its 63rd Session, which was covered by André Pages. The Chairman informed the Committee that André Pages had written a report on the 63rd Session, which would be circulated and sent to members and to Tokyo as soon as the translation was complete.

André Pages explained briefly that a group of experts had been appointed to work on the questions still to be resolved.

Packaged HNS were to be covered by the convention and there was a project to create a fund to cover these. The problem of the identification of the person liable also needed attention.

The Committee noted that the Revision of the 1976 Convention on Maritime Claims would only take place after work on the HNS Convention had been completed.

(Other subjects involved in the work of the 63rd Session were discussed, but for the sake of convenience these have been included in the minutes under their appropriate agenda item.)

6. Wreck Removal

The Committee took note that at the 63rd session it was decided to retain this subject on IMO's long term work programme.

7. Draft Convention on the Liability of Operators of Transport Terminals

The Committee noted that Alex Smith was to be the official IAPH representative at the Diplomatic Conference convened in November in Vienna. Patrick Falvey would also be present as part of the U.S. delegation.

It was noted that, from an IAPH point of view, there were two points still pending:

- i) the need to make a definition that made a distinction between a Port Authority and a Terminal Operator; and
- ii) the problem of strikes, where ports should not be subject to liability.

An amendment on the last issue was not certain and IAPH should press for this amendment.

8. IMO Work Programme – Subjects to Be Monitored by CLPPI

The Chairman had included a copy of the IMO Work Programme for information, since the CLPPI was trying to align its own work with matters pending at IMO.

9. Legal Aspects of EDI

The Chairman explained that, following the Committee's decision to procure the book "EDI and the Law", André Pages had provided them with a brief resume of its contents, for information.

It was noted that technology moves faster than law enforcement and with respect to EDI problems arose through paperless trading – with lorry weights and the security of dangerous goods in transport, for example.

The Committee felt that a uniform commercial code could be adapted to paperless trading, but the subject still required monitoring.

CMI was working on a study document. André Pages would try to obtain a copy of the full conclusions on this matter, following the CMI Paris Conference in June.

These can be resumed briefly as being:

- EDI is a very useful means for communication of mutual information.
- However, its role, as a means of expression of commitments or of contractual engagement or as a proof of ownership, still remains to be solved.

10. Date and Venue of the Next CLPPI Meeting

A tentative date for the next CLPPI meeting was fixed for Wednesday 23rd January 1991.

The offer made by the Port of Le Havre Authority, that it should be held in their Paris Offices, was gratefully accepted by the Chairman and members.

11. Any Other Business

11A. Hazardous and Noxious Substances and Port Management Liability

Following the Bremen Conference, Secretary General Kusaka had written asking if CLPPI would endorse the publication of the above titled paper presented by Marcel-Yves Le Garrec, in the "Ports and Harbors" magazine.

It was noted that the paper gave a personal opinion and did not necessarily reflect the views of the Port of Bordeaux Authority, for example.

Alex Smith and André Pages, who had already read the paper, felt it to be a very useful personal reflection on the subject, which should be published. Copies were given to the members present for comments, as rapidly as possible, prior to a decision being taken by the Chairman as to whether the CLPPI could endorse the views expressed.

11B. Maritime Liens and Mortgages

André Pages informed the CLPPI that this subject had once again been raised at the 63rd Session of the IMO Legal Committee.

He explained that, although no date had yet been fixed for the convening of a Diplomatic Conference, should IAPH wish to submit a position paper to that Conference, preparation would be necessary since papers had to be submitted at least six months in advance. He asked the Chairman if

(Continued on Page 28, Col. 2)

OPEN FORUM

The Present & Future Prospects of Spanish Ports

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

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

Thank you very much President Asada, ladies and gentlemen.

It is a great honor for me to have the opportunity to address those attending the 2nd IAPH Japan Seminar organized by the IAPH Foundation, and I do it modestly keeping in mind that this country has a developed port and maritime sector and highly advanced coastal engineering. In fact, Japan is probably one of the most important countries in the world in these fields.

The names of Professors Sada, Orikawa and Sawaragi are already familiar to many Spanish engineers, and most of the Spanish port managers are in touch with the Japanese port scene.

Recently, some of them attended the PIANC Conference which took place in Osaka where His Royal Highness, the Crown Prince, delivered a speech. On that occasions they learned many interesting things about Japanese port businesses and coastal engineering.

It is well known that there is an almost general consensus referring to the advantage of an autonomous management within those entities which administer the ports, whether they are public or private. However, there are different standards referring to their ownership.

Different countries have assigned the ownership and management of their ports to different entities depending on their political history, criteria of power and the distribution of competence within the different institutions.

There are cases whereby port entities have a statal character, being linked to the Department of Defence, Finance (through the Customs Administration), Public Works, Transport or Sea.

In other cases, the port management entities are linked to Regional Governments or Federal States, generally by means of their Public Works or Transport Departments.

The municipal entail is strongly established in those

countries where the City has gained economic and political importance due to historical reasons — for example, those central European cities which were formerly entailed to the Hanseatic League.

There are also private dependency cases of almost general application in specific terminals aimed at traffic linked to industrial facilities (refineries, iron and steel industries, mining companies, railroad companies, shipping companies, etc.), as well as trading ports for public use.

All of these cases and their corresponding standards are being applied in different ports all over the world and it is not easy to define which is the best. They all have advantages and disadvantages, and they can all provide efficient management frameworks for the ports as long as the following conditions are guaranteed to the port entities:

- Own legal identity.
- Sufficient management autonomy.
- Absence of excessive bureaucracy in management, and established management controls.
- Entrepreneurial management criteria.

On the other hand, the role which is assigned to the



Mr. Palao

CLPPI Meeting—

(Continued from Page 27, Col. 2)

the CLPPI members could work on this project in their offices in order to examine the positions that should be taken by IAPH, so as to have a paper prepared well in advance.

Members had been circulated a paper (2.2CLPPI90 dated 27/3/90) setting out the current situation. Ports still have a relatively high priority in most instances. It was hoped to have a position paper prepared by January to submit to IAPH.

11C. The Fall in the SDR Value

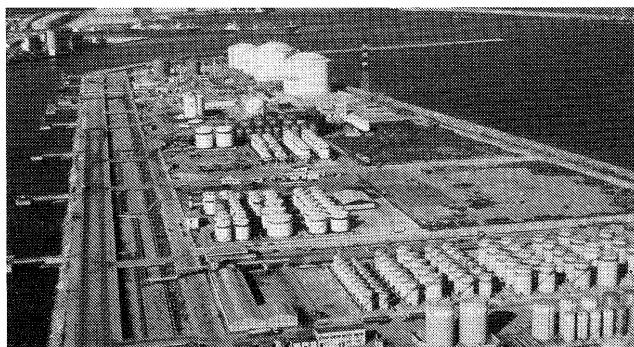
Mr. Pages requested that members enquire into the value of the SDR for their own currencies to find the values on:

- 1 November 1976,
- 1 December 1986, and
- 1 December 1990

so as to be able to produce a chart showing the steep fall in the SDR's value, for use in the CLPPI presentation.

(Mr. Pages is preparing a note to this end.)

There being no further business, the Chairman again expressed his thanks to the Port of Le Havre Authority for the use of their offices and to all those participating in the meeting, which he felt had been most productive, before closing the session at 12.00 noon.



The Port of Barcelona — Oil Terminal

different port entities can vary considerably in each case.

In some cases, they are assigned with practically the entire direct management of all port services involving the development of the ports and the building of their infrastructures (breakwaters, dredging, buoys, quays, berthing and land areas, pavements and roads, railroad infrastructure within the port, technical networks, etc), their equipment (multipurpose heavy equipment, specialized heavy equipment, lightweight equipment, etc.), their general or specialized warehouses (silos, refrigeration plants, etc.), and their direct exploitation including all of the following services: buoying, pilotage, towing and mooring, stevedoring, handling of merchandise on land and even those services applied to the vessels such as dockyards, etc.

As opposed to the above, we can find landlord ports which rent land and water and which order the legal proceedings of different companies within a framework of port planning.

There is a varied casuistry between the two extremes: the port entity which provides all necessary services within the port in a direct manner and that which only rents space and organizes the port's activities.

The judicial tradition and roots of each state also define other differential aspects between the ports — for example, the different modalities referring to the character or conditions of the port area.

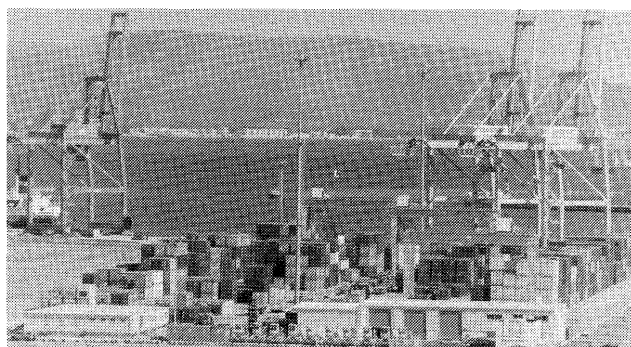
In certain cases, ports are deemed as private space, or space that can be freely transferred from hereditary government property. In other cases, they are subjected to certain restrictions of use or ownership. There is also a strong judicial aspect which considers the port area as untransferable government property for public use which can only be leased by means of a temporary concession.

Another example might be the status of port managers as public servants within the public entities, as opposed to their being in a simple employer-employee relationship with the ports.

The commercial ports of Spain, framed in a Roman juridical tradition, depend on the State, and the fishing ports and marinas — generally speaking, the non commercial ports — depend on the Regional Governments. There are no municipal ports in Spain unless, if acting as a private company, they should build a port under a state concession.

The relationship of the port with the City Council manifests itself by means of the presence of the city's Mayor within the port's board of directors, and by means of the institutional relationships within the framework of the urban planning competence of the municipalities.

The dependence of the ports' central state administration is maintained by means of the Ministry of Public Works and Urban Planning, through the General Direction for



The Port of Algeciras



The Port of Tarragona

Ports and Coasts within this Ministry.

Each commercial port is managed by an autonomous body with its own legal entity, distinguishing it from the State. There are autonomous bodies which manage various nearby ports. The General Direction for Ports and Coasts acts as a holding company for corporation or public port companies.

Each port management body has, as just said, its own legal entity, its budget, its accounting system, its Board of Directors and technical management team. The State assigns Government property for public port use, especially land and areas of water, so that they can provide those public services which they have been assigned to provide.

By means of the General Direction for Ports and Coasts, the Ministry of Public Works and Urban Planning consolidates the balances and accounting systems of those ports which depend on this body. It approves the programme of investments of each port entity. It distributes government grants for port investment within the general state budgets. It collects and distributes the economic contributions which the ports render as compensation for the capital which they have been given. It establishes technical and management norms whereby the management and legal proceedings of the ports can be coordinated. It establishes minimum tariff rate levels. It employs and dismisses those in charge of port management and it controls the correct functioning of the ports.

Spain has a total area of 505,000 km², and a population of 39.5 million inhabitants, with a Gross National Product (GNP) of 45 trillion pesetas. In other words, Spain is a country with a medium to high level of development, having one third more surface area than Japan, a population which is one-third that of Japan and a Gross National Product equivalent to one-eighth that of Japan.

The external port traffic in Spain was equivalent to 162.9 million tons in 1989, accounting for 87.7% of imports and

78.2% of exports. Cabotage, bunkering, fishing and local traffic are not included in these figures.

The cabotage traffic is not very developed and it has a total volume of 72.7 million tons, being especially focused on traffic within the Spanish archipelagoes of Baleares and the Canary Islands and on fuel distribution from the refineries.

The Spanish port entities finance their current and maintenance expenses by means of their budgets, and they also finance their investment expenses in:

- Large infrastructures: breakwaters and dredging facilities.
- Quays for public use, including those finally exploited by private entities.
- Cranes and heavy equipment for non-specialized public use.
- Pavements for quays, roads and railroad infrastructure within the port area.
- Non-specialized warehouses.
- Technical networks.

Private investors participate in port activities by investing in the following sectors:

- Specific terminals for certain industries — refineries, iron and steel firms, etc. — for their own traffic.
- Specialized heavy equipment for private use.
- Lightweight or horizontal ground handling equipment for private use or for leasing.
- Warehouses for their own or specialized traffic.

The intensive or exclusive use of the port area by private enterprise is carried out under a concession regime as well as for the development of economic activities within it. The deadline for these concessions should not surpass 30 years and the total levy to be paid per year is divided into two addends:

- 6% of the port land's commercial value, calculated on the basis of the price of industrial land.
- A yearly quantity depending on the business to be foreseen.

The Spanish ports generally handle traffic whose destination is focused toward their respective areas of influence. The only ports which operate with transit traffic are those of Algeciras, Valencia and Barcelona, such traffic being mainly of the container type. The ports of Las Palmas and Santa Cruz de Tenerife in the Canary Islands and those of Ceuta and Algeciras in the Channel of Gibraltar also have an important bunkering service.

The external traffic of the regular shipping lines is concentrated on Barcelona, Valencia and Algeciras within the Mediterranean, and Bilbao and Santander in the North. Regular cabotage lines link the island ports with the continent. The other ports generally operate with tramp traffic.

The most important Spanish ports in the Mediterranean in 1989 were as follows:

- General cargo and containers (millions of tons per year)

Barcelona	(6.87 million tons)
Valencia	(6.56 million tons)
Algeciras	(5.70 million tons)

- Liquid and solid bulk cargo (millions of tons per year)

	Liquid Bulk	Solid Bulk
Tarragona	18.9	6.56
Algeciras	16.5	1.6
Cartagena	8.5	1.6
Barcelona	7.2	4.1

- Passenger traffic (thousands of passengers)

Algeciras	3,843
Ceuta	2,913
Palma de Mallorca	761
Barcelona	698

- Traffic involving foreign tourist cruises (cruiser-ships per year)

Palma de Mallorca	254
Barcelona	184
Malaga	123

The Mediterranean ports have an important future as entry ports to Europe, especially for the merchandise of the Middle and Far East countries due to their privileged geographical locations for such traffic. At present, Spain is carrying out an important investment effort in its land transport systems — specifically in highways and railroads, which will favor the future use of these ports for traffic destined for Europe.

The most important ports in the Atlantic are:

- General cargo and containers (millions of tons per year)

Bilbao	4.2
Las Palmas (Canary Islands)	3.8
Santa Cruz de Tenerife (Canary Islands)	3.5
Vigo	1.4

- Bulk (Millions of tons per year)

	Liquid Bulk	Solid Bulk
Bilbao	16.0	6.7
Gijon	1.2	10.7
La Coruna	10.0	2.4
Huelva	6.0	3.8
Sta. Cruz de Tfe. (Canary Isl.)	7.6	1.1

- Fishing (millions of tons per year)

Las Palmas (Canary Islands)	330
Vigo	191
La Coruna	83
Pontevedra	62
Vilagarcia	54

- Passengers: (thousands per year)

Las Palmas (C.I.)	695
Los Cristianos (C.I.)	558
San Sebastian (C.I.)	522
Sta. Cruz de Tfe. (C.I.)	511

The role of these Atlantic island ports (Canary Islands) can be very important in the future as distribution centers geared to the Western African countries, in view of their current rate of development.

The continental Atlantic ports will play an important role as regular liner ports with Europe, and as industrial ports. Fishing is also an important activity for the North East Spanish ports as well as in those of the Canary Islands.

Today we wished to present a general image of the Spanish ports, their organization, characteristics and traffic, and their importance and future. We are dedicating all of our enthusiasm and management efforts to the future of these ports, and we are entirely convinced that they will play an important role as points of entry to Europe and as transportation and distribution centers for import/export to and from Europe.

Thank you very much.

Establishing A National EDI Trade Network

The text of a paper delivered to the Second CCC Seminar on Electronic Data Interchange (EDI), Australia, October 1990

By Peter Watson
Australian Customs Service

Introduction

I am pleased to be here today to attend this symposium and to present a paper on behalf of the Australian Customs Service. Within the Australian Customs Service I have responsibility for providing for the information technology requirements of the Service. I have responsibility for some 240 staff and an annual budget of around \$A22 million.

I have not been long in Customs, in fact I have only been there a little over 12 months but I do have an earlier association with Australian Customs. For four years in the early 1960s I worked with Customs as a junior officer at the beginning of my working life. In between I have worked in a number of Australian Government organisations, mainly in the information technology area. So you can see in a sense I am a recycled Customs Officer.



Mr. Watson

My talk will concentrate on establishing a national EDI trade network and the role of the Australian Customs in its establishment.

I will mention on the way some of the Australian Customs' EDI initiatives. This may introduce some complications as the first Australian Customs EDI application was installed on and is still running on a network other than the National Network. I will try to keep it all in perspective.

My talk has been structured into four sections:

Establishing a National EDI Trade Network

- * the concept
- * the implementation
- * the reality
- * the future

The concept deals with the recognition of the need for a national EDI trade network and the vision of how such a network might be brought into operation.

The Implementation deals with the establishment of the network and the value added services available on it.

The reality provides commentary on the issues that have emerged since establishing the network.

Finally, the future suggests the way forward to arrive at a practical and truly National EDI Trade Network.

The Concept

Beset by inefficiencies in the Australian waterfront

industry and the consequential impact on the Australian economy in the mid 1980's, the Australian Government commissioned an investigation into Waterfront Reform. The investigation was wide-ranging, but of interest to us as EDI practitioners is the role played by the Communications Working Party on Cargo Movements, a body set up under the investigation.

The National Communications Working Party issued a report in August 1988. The report recommended the establishment of a national communications network allowing electronic interchange of documents and other information. The report did not limit the application of the network to waterfront activities alone but saw application across the whole transport and cargo handling trade community.

The Working Party recommended that the network should be viewed in two parts: a backbone network providing a common communications infrastructure; and value-added services tailored for specific applications such as entry of customs export documentation, cargo tracking and news services.

The Working Party proposed that the backbone network provider be neutral; that is, free from the dominant influence of any one sector or interest. The backbone network should provide non-discriminatory access for value-added service suppliers, creating a competitive environment for the provision of these services. The control and administration of the community network should be in the hands of the industry (including relevant public agencies).

The Working Party further proposed that EDIFACT standards should be used.

Tradegate

A company, Tradegate Australia Ltd., was formed as a result of the Working Party's recommendations. Its charter is to establish "the most efficient and cost effective data exchange and information services for Australia's trade participants".

Tradegate's founding members are:

MAJOR PROMOTERS:

- Australian Customs Service (ACS)
- The Association of Australian Port and Marine Authorities (AAPMA)
- Qantas (the national flag carrier representing IATA)

MEMBERS:

- Austrade (Australian Trade Commission)
- Customs Agents Federation of Australia (CAFA)
- the Australian National Maritime Association (ANMA)
- the Australian Road Transport Federation (ARTF)
- the International Forwarders Association of Australia (IFFAA)
- the Australian Federation of Air Freight Forwarders (AFAFF)
- the Australian Chamber of Shipping (ACOS)
- Railways of Australia

Each founding member has provided capital for the formation and operation of Tradegate. Our Secretary General, in his former role of Comptroller-General of Australian Customs, played a major part in bringing about

the concept and giving substance to its implementation. Customs is seen by the trade community as being a major drawcard in guaranteeing the implementation of a national network. Indeed it is doubtful that the concept would be viable if Customs were not involved.

The broad objective embodied in the concept was to increase efficiency and reduce costs by improving communications between carriers, ports, terminals, sea, air, road and rail modes and the operations of the import/export community by using EDI and to do it on a national basis. Given that a move to EDI sometime in the future was inevitable it was seen as a unique opportunity to create a national network undistorted by narrow commercial interests and therefore avoid some of the problems that have been associated with port based systems.

The Implementation

Tradegate Australia was formed in October 1989 as a non profit company owned and operated by public and private industry organisations involved in the transport handling and clearance chain of Australia trade. All founding members have a seat on the Tradegate board and I represent Australian Customs on that board.

In November 1989 Tradegate engaged a company named PAXUS as its backbone network supplier, following an assessment of proposals from PAXUS and other network suppliers.

Customs Involvement

The trade community in these early days in Australia is almost entirely dependent on Customs to show the way in the use of EDI. Australian Customs has introduced three EDI services on the PAXUS network under Tradegate.

- * Air Cargo Automation
- * Exit Phase 2 (in trial mode)
- * Interim Edifice

The purpose of each of these EDI services is set out below.

Air Cargo Automation

Cargo Automation for air cargo was introduced at Sydney Airport in March 1990. Sydney is Australia's busiest airport and handles one half of imported air cargo. Cargo Automation will be phased in at other Australian airports progressively.

Cargo importation information is transmitted electronically to Australian Customs by cargo handlers and processed by Cargo Automation against known risk parameters.

In addition, Customs Officers are able to select information for display and assess the potential risk of consignments not identified by automated profiles.

Provided Customs receives early information from the cargo handler, the risk assessment process will be completed before the goods arrive. The ACS will then notify the appropriate private sector organisation of the Customs status of the goods.

Exit Phase 2

Exports Integration or EXIT is the Australian Customs electronic clearance and reporting system for exports. Under Phase 2, international carriers will be required to report export manifests electronically. Using information generated by EXIT Phase 1 (described below) EXIT will automatically check consignment details and

notify discrepancies. EXIT Phase 2 has been trialled with QANTAS and will soon be trialled with selected shipping companies.

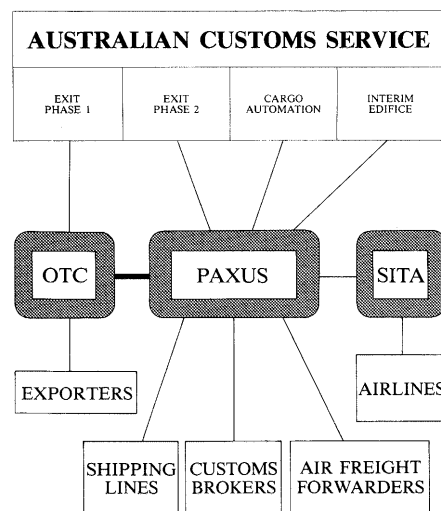
Interim Edifice

Interim EDI for Input of Customs Entries or EDIFICE is a "software robot" package which allows an importer or Customs Broker to interface their computer to the Australian Customs Service COMPILE system. COMPILE is a customs interactive declaration processing system based on Australian Customs' own dedicated network.

In line with its commitment to the Tradegate concept, Australian Customs has announced that EDI access to all future trade industry systems provided by Customs would be available only through the Tradegate network. This has posed a problem for the ACS in that Customs implemented its first EDI system before Tradegate had been formed.

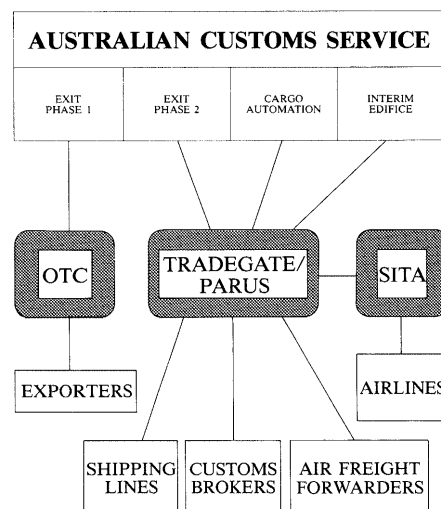
Current Network Situation

The current EDI network connection situation is best illustrated by the following diagram.



Planned Migration Strategy

The planned migration strategy for EXIT Phase 1 including interworking is illustrated below.



This is the Exit Phase 1 system.

Exit Phase 1

EXIT at this stage is Australian Customs main EDI application. It has approximately 1000 users. It currently handles about half of Australia's export trade. EXIT when fully implemented in all of its phases is designed to

- automate procedures for the reporting of exports; and
- streamline ACS export permit requirements;
- eliminate the need for the presentation of permits with manifests;
- accelerate and simplify the clearance of outward sea and air cargo manifests;
- enhance the ability of the ACS to monitor high risk exports without impeding the majority of exports;
- ensure the accuracy of trade statistics.

The network carrier for EXIT 1 is the Australian Government's Overseas Telecommunications Corporation (OTC). Customs is working on a migration plan to move the EDI mail box from the OTC network to the PAXUS network.

The move to concentrate EDI traffic through one network connection was made because Customs saw internal support advantages in this over maintaining multi network connections for external users. This has caused some concern amongst the other value added network suppliers. Our answer to this criticism has been that the networks should interwork. In that way, users have a choice of either communicating directly to the PAXUS network or going via another network if they already have a direct connection to the other network. Conversely, the ACS, as a user of EDI services on networks other than PAXUS, will access those services via PAXUS and its interworking arrangements with the service provider.

Apart from an electronic mail service, some pilot messages and the ACS systems, there are no other value added services available through Tradegate at present.

THE REALITY

EDI Applications Development

Progress in implementing EDI systems on Tradegate is slow, yet expectations in the trade community are high. Participation is largely a voluntary process and many potential users of EDI services are holding back waiting for a commercial advantage. While commercial pressure rather than legislation should be the driving force, some coercion is needed where users are reluctant to become involved. For example, the biggest difficulty Australian Customs faces with EXIT is that over half of the export cargo is not reported through EXIT. Current Customs law still provides the opportunity for exporters to rely on a paper-based processing system, reporting after the goods have left the country. While that law remains, it is not possible to achieve greater market use for EXIT. It is proposed to make changes to the Customs law by abolishing the paper-based system and making the use of EXIT mandatory for exports in 1991.

Air cargo automation has Qantas as its major user. Qantas is the major carrier of air freight to Australia and being a member of Tradegate has ensured that most air freight flows through that system. Other airlines are gradually coming on to the system. Despite evidence to support faster clearance, freight forwarders have been slow to use the cargo

automation system. They are a vital part of the system. They hold the details of House Airway bill information needed to compile complete manifest details for each flight. Delays in the development of software to enable some freight forwarders to use the system are another inhibitor.

At this stage there are no other national EDI services available on Tradegate. Customs is looking to implement its future import entry processing and clearance services over time on EDI services available through Tradegate. Additional services covering tariff classification advice and recorded decisions are also under development and are candidates for access as EDI services. Australian Government Permit issuing authorities such as the Quarantine Inspection Service who issue export permits for foodstuffs are not yet part of the Tradegate network.

General Observations

As a general observation, all players in the trade industry are still low on the EDI learning curve. In my view implementation of EDI in Australia is still at the immature stage of development. A short term view is often taken by some players. There have also been difficulties in setting the overall direction for the implementation of EDI on a national trade industry basis. Some players have formed their own sub-industry groups and appear intent on using networks other than Tradegate's for the majority of their EDI business.

There has been constant friction between value added network (VAN) providers striving for competitive advantage and thus to increase their market share. There has also been a reluctance by VAN suppliers at this stage to commit themselves to full network interworking.

It is unrealistic to expect that one physical network will cover all trade community activities. We have seen the emergence of an EDI Club formed by major shipping lines. Indications are that they do not wish to be part of a trade community network but rather use an alternative value added network, Telecom Plus.

There is a growing tendency to have a number of VAN providers to cater for different sectors of the trade community. If there is not some coordination of these activities the concepts embodied in Tradegate will not be implemented. The unique opportunity to have a national EDI network covering the trade community will be missed.

There is a reliance on Customs to ensure that coordination and cooperation are achieved.

In my view Tradegate should take the role of encouraging trade community participants to use the EDI services that are available. Tradegate needs to work with the EDI Council of Australia (EDICA) in fostering EDI in Australia and to channel energy in the correct direction.

THE FUTURE

What does the future hold?

In the preceding sections of this paper I have painted the picture of where Australia is in establishing a national EDI trade network. In doing so I have identified some of the difficulties we face in bringing the concept to reality.

From developments taking place in the trade community it is now clear that a single physical network to satisfy all of the trade community EDI needs is not possible. The question is: Will the concept of a national EDI trade network as envisaged by the National Communications Working Party and vested in Tradegate to carry out be preserved?

I believe it can, but there are a number of preconditions

that will have to be met for it to occur.

Tradegate has no regulatory power over the development of EDI services. Some EDI services will be developed by regulatory agencies such as Customs and strong links between these regulatory agencies and Tradegate will help. The development of EDI services in the commercial world will be dictated by expectations of a reasonable return on investment. There is a need to ensure that the pursuit of short-term commercial gains by some does not work against the achievement of a national network concept. EDI developments within the trade community must be undertaken with a view to the national interest.

Tradegate will need to exert a strong "watchdog" role on developments. It should provide guidance and advice to all participants in the trade community to ensure that all are working towards a common goal. That goal is the ready availability of EDI services that will improve efficiency and effectiveness in the trade community.

The concept of a national EDI trade network will not succeed unless it is supported by members of the trade community. There are indications that the support exists. The Australian trade community is aware that, given Australia's large geographic area and relatively small population, they cannot afford to get it wrong and therefore waste scarce resources. There is a strong feeling in the trade community that a national approach must be taken. Many in the trade community look to Customs to take a leading role. Australian Customs is committed to a national EDI trade network concept and will continue to push for its implementation.

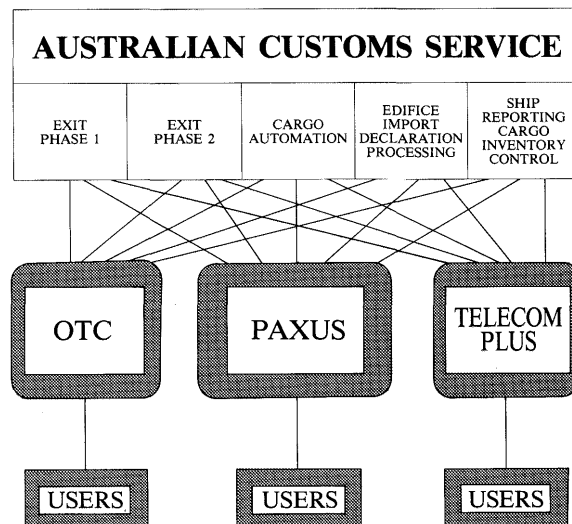
On a broader front, the Australian Government is looking to accelerate the pace of reform overall in the trade community. There are indications that the government will continue to provide support and encouragement for a national EDI trade network. The Port of Melbourne Authority, manager of Australia's second largest port, on behalf of other Port Authorities around Australia have taken an initiative to produce a port industry EDI requirements study. This study is aimed at identifying the EDI requirements of the participants in the movement of goods through ports. The Port of Melbourne Authority have the support of the other ports and have liaised extensively with those ports during the study. A report on the study is due to be released soon. There is recognition that any solutions flowing from the requirements study must be national and not port based.

Interworking Between Networks

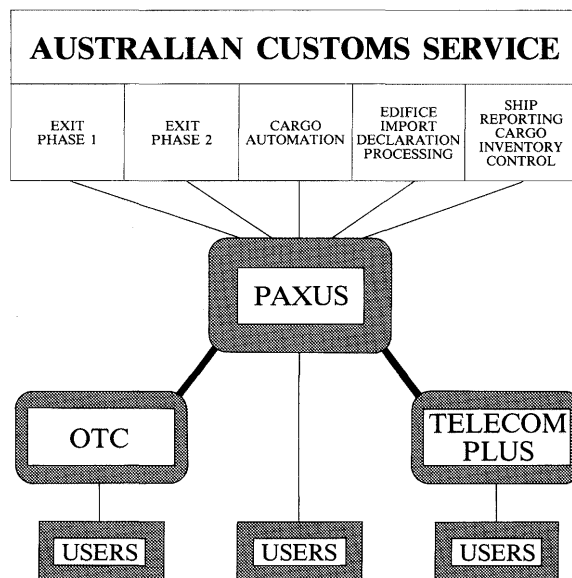
I have mentioned previously that some sectors of the trade industry wish to use networks other than PAXUS. It is not unrealistic to expect that those members of the trade community, because of strong associations with networks other than PAXUS, would wish to continue EDI developments on those networks. I see nothing wrong with this provided those developments fit in with the overall trade community concept.

From the trends emerging today, it is inevitable that there will be a number of physical networks operating under the Tradegate concept, each delivering a different set of EDI services. There will be strong pressure for those networks to provide interworking facilities so that users of EDI services need only join one network to access services on other networks rather than having to join all networks. It is imperative that these future interworking facilities comply with international standards. Using Customs as an example, the following illustrations show the impact of

Connection to Customs from all Networks



Connection to Customs — Interworking through PAXUS Network



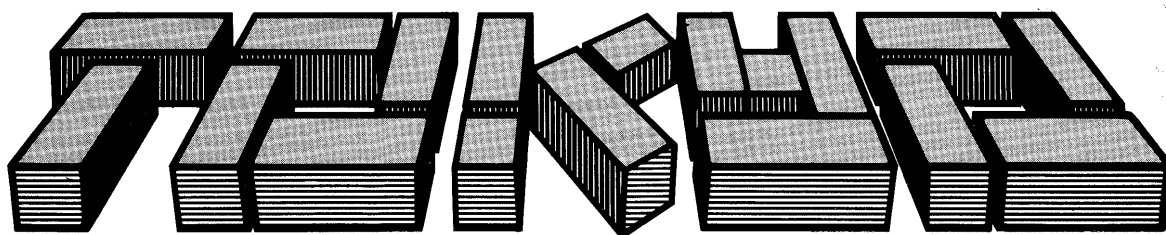
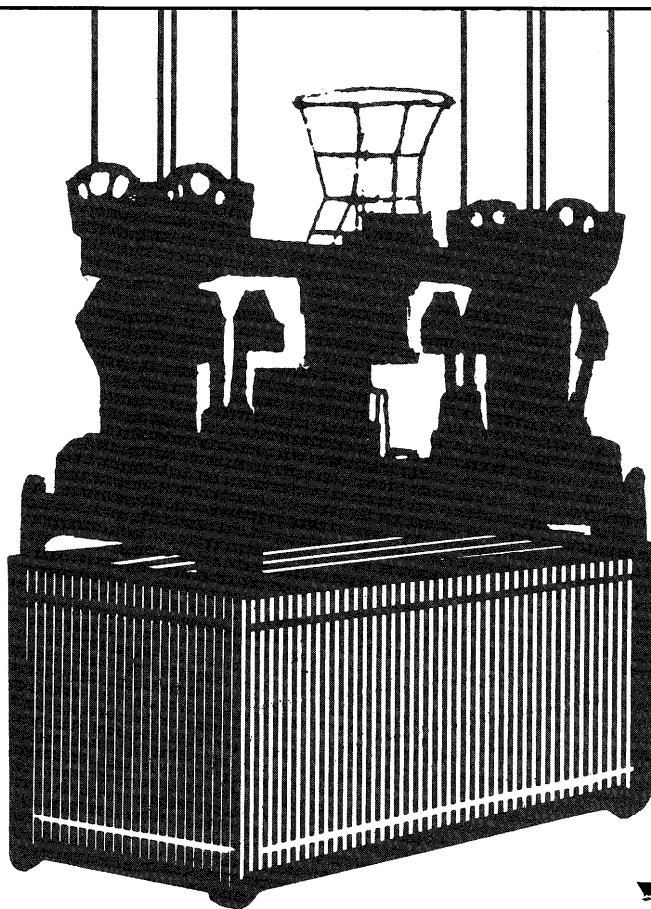
interworking between networks.

The above diagrams are illustrative only. The block representing Australian Customs could equally be replaced by any other Value Added Service provider. The point being made is that a user should need only to connect to one network to have access to all value added services available on all networks providing facilities to the trade community.

The task ahead

The task ahead for Australia is to ensure that all parties to the trade community work together in the national interest to reap the benefits of increased efficiency that will flow from a national EDI trade network. This will not be an easy task but it is achievable. It will require much co-operation and goodwill between members of the trade community. The challenge for Tradegate, the body charged with implementing the concept of a national EDI trade network, is to take on the role of co-ordinator and to watch over the transition from concept to reality.

Thank you for your interest and attention.



IT'S ON THE WAY, THE 21ST CENTURY PORT

Port of Tokyo with a competitive edge on containerization, is moving ahead to fulfill the needs of the future. As an important gateway to Tokyo, it is sparing no effort in creating the image of a 21st century port with advanced integrated facilities.

This will help Tokyo become more internationalized, working hand in hand with the communications industry.



BUREAU OF PORT AND HARBOR
TOKYO METROPOLITAN GOVERNMENT

8-1, Marunouchi 3-chome, Chiyoda-ku Tokyo, Japan
Phone: (03) 3211-7949 Telex: J33346 PORTOKYO
Fax: (03) 3212-3539

International Maritime Information

WORLD PORT NEWS

IPER Programme 1991

News from IPER

The year 1990 has seen a further consolidation of IPER's international reputation, thanks to the organization of innovative port training programmes (such as the seminars on "the evolution of the role and of the activities of port," on "multimodal transport" and on "fishing ports and marinas").

For 1991 IPER proposes some 38 training programmes, in association with its traditional partners:

- the United Nations Conference on Trade and Development (UNCTAD),
- the International Maritime Organization (IMO),
- l'Ecole Nationale des Ponts et Chaussees (ENPC, Paris),
- l'Association pour le Developpement de la Formation Professionnelle dans les Transports (AFT).

In 1990 the contracts with the World Bank in Washington were strengthened. This led to the joint organization of the seminar on "the evolution of the role and of the activities of ports." In the programme for 1991, the new seminar on port equipment maintenance, will again be run in close cooperation with the World Bank. Not only will this mean the participation as lecturers of World Bank staff members or of World Bank consultants, but it also signifies the use of training materials specially designed by the World Bank for training port staff on equipment maintenance issues.

Other highlights of 1990 were undoubtedly the seminar on "surveillance, maintenance and repair of port infrastructure," which took place in Dakar in March, and the seminar on "running a container shipping line" which was organized in Casablanca in June for the benefit of high level commercial staff of the Compagnie Marocaine de Navigation (COMA-

NAV).

We are convinced that ports and port related organizations will find in the new IPER 1991 programme the reinforcement to their in-house professional training programmes, they are looking for, and we trust IPER will be welcoming their staff members at one of the scheduled activities for 1991.

IPER's training programmes for English speaking participants

Maritime and port structures 1

1.6 Selection, design, surveillance and maintenance of dams, dykes, embankments and breakwaters

Le Havre from 27 to 31 May 1991

Conditions for participation:

Inscription fee and lunches: 6300 F

Inscription deadline: 03 May 1991

Management and maintenance of port facilities 2

2.3 Surveillance, maintenance and repair of port infrastructures

Le Havre from 22 to 26 April 1991

Conditions for participation:

Inscription fee and lunches: 6300 F

Inscription deadline: 05 April 1991

2.6 Port equipment maintenance

Le Havre from 02 to 06 December 1991

Conditions for participation:

Inscription fee and lunches: 6300 F

Inscription deadline: 15 November 1991

Ports operations 3

3.2 The challenge of increased port competition

Organised in association with UNCTAD

Le Havre from 03 to 07 June 1991

Conditions for participation:

Inscription fee and lunches: 6300 F

Inscription deadline: 10 May 1991

3.3

Design and operation of port terminals for general cargoes

Le Havre from 18 to 27 November 1991

Conditions for participation:

Inscription fee and lunches: 6300 F

Inscription deadline: 25 October 1991

Administrative, financial and human resources management 4

4.4

Port finance

Organised in association with UNCTAD

Le Havre from 21 to 31 May 1991

Conditions for participation:

Inscription fee and lunches: 11 340 F

Inscription deadline: 26 April 1991

4.8

Computerization of port management and operations

Le Havre from 25 to 29 November 1991

Conditions for participation:

Inscription fee and lunches: 6300 F

Inscription deadline: 01 November 1991

Ports and their environment 6

6.2

Multimodal transport: present and future

Organised in association with UNCTAD

Le Havre from 30 September to 04 October 1991

Conditions for participation:

Inscription fee and lunches: 7500 F

Inscription deadline: 23 August 1991

Programme of IMO-IPER seminars 7

7.1

Port operations and management

Le Havre from 09 September to 10 October 1991

Conditions for participation:

Financial assistance

Course fees, accommodation, meals and local transportation will be covered by the French Government. In addition each student will be provided with US\$20.00 per day to cover out-of-pocket expenses.

Nominations should be made by responsible government agencies using the United Nations Fellowship Nomination Forms with more detailed information on the following points (1) Previous port experience of the candidate (2) Personal and institutional objectives for attending this course (3) Particular problems in which the candidate is interested. Candidates should hold senior port management positions and be fluent in either English or French.

7.3

Port operations seminar

Le Havre from 04 to 22 November 1991

For further information, please contact:

INSTITUT PORTUAIRE
D'ENSEIGNEMENT ET DE RE-
CHERCHE
DU HAVRE
9 Rue Emile Zola,
76087 LE HAVRE CEDEX
(FRANCE)

TELEX: CHAMCOM 190091 F

TELEFAX:

(33)-35-41-25-79/(33)-35-21-32-96

Singapore Port Institute Training Course 1991

The port of Singapore Authority (PSA) has been training local and overseas port and shipping personnel through a wide range of courses since 1975. Some 3,000 personnel from 49 countries have attended PSA's courses.

PSA has upgraded its training facilities by establishing the Singapore Port Institute (SPI). Operational since January 1990, SPI's objective is to increase training opportunities for personnel from the local and overseas port and shipping industries.

SPI will be offering 15 courses on port management, operations, engineering, safety and related subjects during 1991. In addition, SPI has the expertise and capacity to organise customised training programmes to meet the specific needs of personnel from other developing ports.

One of the 15 courses for next year is comprehensive diploma programme in shipping and port management, jointly organised with the University of Delaware, USA. The programme

will be conducted by a team of lecturers selected by the University. The other 14 courses will be conducted with teaching resources from SPI, PSA and local institutions of learning.

COURSE	DATE	DURATION	FEE (\$S)
Diploma in Shipping & Port Management	4 Mar - 13 Jul	5 months	\$5,200
Management & Operations of a Break-bulk Terminal	22 Jul - 2 Aug	2 weeks	\$1,800
Management of Port Marine Services	13 May - 24 May	2 weeks	\$1,800
Practical Pilotage Attachment	On request	2 weeks	\$2,500
Management of a Warehousing & Distribution Centre	27 May - 31 May	1 week	\$1,100
Port Management & Operations	3 Jun - 14 Jun	2 weeks	\$1,800
Management of Container Operations	8 Jul - 19 Jul	2 weeks	\$1,800
Port Infrastructure - Development & Maintenance Management	15 Jul - 26 Jul	2 weeks	\$1,800
Handling, Storage & Transportation of Dangerous Goods	11 Nov - 22 Nov	2 weeks	\$1,800
Port Finance Management	13 Aug - 18 Aug	1 week	\$1,100
Oil, Chemical & Gas Tanker Safety	16 Sep - 27 Sep	2 weeks	\$1,800
Management & Maintenance of Port Equipment	16 Sep - 27 Sep	2 weeks	\$1,800
Marine, Fire & Oil Spill Control	30 Sep - 27 Sep	2 weeks	\$1,800
Management of Port Security	14 Oct - 25 Oct	2 weeks	\$1,800
An Overview of Hydrographic Surveying	11 Nov - 22 Nov	2 weeks	\$1,800

Rescue at Sea: A Clear Conscience

The following article has been provided by the Public Information Service Office, the United Nations High Commissioner for Refugees (UNHCR), Geneva, Switzerland, and was published in the recent edition of UNHCR's Refugees Magazine.

UNHCR's Rescue-at-sea Programme has saved the lives of many thousands of Vietnamese boat people over the past 15 years. UNHCR was pleased to receive the following letter from Captain Elias L. Lee, Master of the M.V. *General Jacinto*, who was responsible for rescuing 14 boat people earlier in 1990.

"It was about 10.10 on 23 August 1990. I was on duty on the bridge when I saw a small boat about three metres in length with people on board. I was afraid that I might collide with them, so I kept clear. But still they kept on coming to the bow of the vessel. As I passed them I saw women and children waving and kneeling and making the sign of the cross. At first I thought they were just stranded, but when I looked closer I realized they were Vietnamese refugees."

For further information, please contact:

Training Manager
Singapore Port Institute
SPI Building
2, Maritime Square
Singapore 0409, Republic of Singapore

"First I was hesitant to stop the engine and pick them up because I was very sure they would not be permitted to disembark at my next port call. But in my conscience I felt that these poor souls needed help badly and I was the only one they had. So I decided to rescue them. It took me only an hour to put them all on deck. I immediately informed my owners and agents."

"I don't regret picking them up, even though I encountered some problems in all the ports of call I docked at. For my conscience is clear. I feel that it is very rare to be given a chance to save 14 lives at one time. I hope they will be happy and have better lives wherever they may be."

It should be noted that, with the intervention of UNHCR, the boat people were subsequently disembarked in Port Moresby. This is in accordance with UNHCR's policy not only to arrange disembarkation but to reimburse shipowners for costs incurred as a direct result of the rescue operation.

New Publications

Aquatic Pollution and Dredging in the European Community

Certain serious environmental problems, such as the pollution of the major international rivers, air pollution and nuclear precipitation do not end at national borders but demand a unanimous approach at the European or even the worldwide level. The University of Delft (the Netherlands) has investigated the pollution of the main waterways in the European Community. This investigation was done at the request of the Association of Dutch Dredging Contractors which wants to contribute to tackling this serious environmental problem. This book contains the results of the investigation.

Over the years very large amounts of potentially toxic chemicals have accumulated in the sediments of rivers, lakes, estuaries, and seas. Contaminants go on leaking back into surface water from this large storage reservoir, long after the source of contamination has been stopped. Where this release of chemicals by the sediment is unacceptable, as is increasingly the case, a dredging operation is a definite answer.

The book gives an overview of the current state of and knowledge about pollution in sediments of the main waterways in as well as waters around the countries of the European Community. Many aspects of the environment and its management are touched on. Applications of dredging techniques to environmental problems, and environmental concerns for the maintenance of waterways and ports are also included.

This book is a collection of illustrations, analyses and reviews and offers an introduction to the matter of pollution and dredging in the European Community.

Table of contents

Preface by Carlo Ripa di Meana
Chapter 1: Aquatic Systems
Chapter 2: Contaminants in sediment
Chapter 3: Some general aspects of environmental management
Chapter 4: Process in lakes
Chapter 5: Sediment pollution in rivers

Chapter 6: Estuaries
Chapter 7: Coastal seas
Chapter 8: Sediment pollution in canals
Chapter 9: Sediment pollution in harbours
Chapter 10: Dredging and the environment

About the authors

Leading author Marcel Donze, born 9 April 1943 in Middelburg, the Netherlands, is Professor of Limnology at the University of Delft. He is also active in researching the effects of the production of energy on the environment. He has published many articles in scientific magazines, amongst others in 'Nature'. The other authors are Cees Nieuwendijk and Angelien van Boxtel, both Sanitary Engineers at the University of Delft, and Marinus Quaak, and Environmental Specialist employed by Volker Stevin Dredging, Rotterdam.

This unique book is written for professionals involved in the task of cleaning up and maintaining of waters and waterways. It is a must for governmental and local authorities, decision makers, engineers, consultants, dredgers, scientists and even environmental organisations. Above all, it serves a worldwide goal: Shaping the Environment.

184 pages, hard cover, illustrated

ISBN 90 6155 430 6

Price Dfl 145

Published by DELWEL Publishers on the occasion of the 55th anniversary of the Association of Dutch Dredging Contractors, the Hague.

The Management of Port Equipment Maintenance

In January 1988 the World Bank instituted a research program concerning port maintenance since the problems, especially equipment maintenance, had reached crisis proportions in several less developed countries. The objective was to create a set of World Bank guidelines which would help port managers overcome the poor equipment availability, reduce costs and increase the port's efficiency.

This research program commenced with a survey of a number of selected ports both in industrialised countries and in developing countries. The selected ports were very cooperative and responded enthusiastically to working with the survey team. Based on the

findings of this survey and using the most up-to-date maintenance management principles and techniques a set of guidelines has now been completed and published. We enclose a set of the final publications for your information and interest. You will note that there are three volumes all entitled "The Management of Port Equipment Maintenance" but with different aims. These are:

- An "Executive Summary" which explains the problem and how it can be resolved but is kept deliberately to a few pages and is intended for senior government officials, port board members, and other decision makers responsible for transportation.

- The main report of 157 pages intended for those port officials who are directly involved in port management and the maintenance activities.

- A detailed description of the "UNCTAD Policy Seminar - Code IPP-3" which has been developed by UNCTAD using the same background materials and which was validated and has subsequently been run in developing countries. The seminar has been very well received everywhere.

Where the World Bank has ongoing or proposed lending operations for ports it is now hoped that the guidelines will prove to be a valuable management tool. In particular we would like to see the UNCTAD Policy Seminar being run in as many ports as possible. Although it is only available in English at present there are plans to translate it into Spanish, Arabic and French.

World Transport Data

IRU's Group of Statistician Experts has just issued the fifth edition in English and French of its collection of World Transport Data. This publication (375 pages) covers 166 countries and compiles the most recent available official statistical data on:

- * road and railway networks
- * railway rolling stock and number of motor road vehicles
- * employment and structure of road transport enterprises
- * freight and passenger traffics by road, railways, inland waterways, sea and air.

Price: 115 Swiss Francs To be paid by cheque or transfer to the IRU account No. 760.824.0 by the Société de

Banque Suisse, 87, rue de Montbrillant, 1202 Geneva, Switzerland.

International Road Transport Union (I.R.U.)

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CH - 1211 Genève 20, Switzerland

Fax: 733 06 60

Tel.: 734 13 30

Telex: 27 107

Shipmanagers' Register

The 1990 edition of the *Shipmanagers' Register* has now been published featuring the most up-to-date information on...

- Over 350 mainstream shipmanagement companies specialising in third-party management services to ship-owners.

- A special review of the world's one hundred most prominent ports and harbours.

Price: £20.00

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Telefax: 071-581 7696

The Americas

Canadian Coast Guard User Fee Proposal

Transport Canada is proposing a user scheme to recover a proportion of the costs for the marine navigation services provided by the Canadian Coast Guard. According to Transport Canada, the proposal "may be changed in response to public comments, and is contingent on prior Government proposal of the proposed new cost recovery policy, and of the proposed fee itself."

The agency states that the charge would take effect in early 1991 and would yield C\$25 million in annual fees. This includes C\$21 million from vessels carrying international cargo, C\$3.5 million from vessels carrying domestic cargo and C\$500,000 from vessels carrying international passengers. **It would also apply to cargo transported to and from U.S. ports on the Great Lakes and not loaded or unloaded in Canada.** The Coast Guard's total annual budget for all services is around

C\$700 million. The proposed charge would apply only to commercial shipping (to vessels exceeding 15 net registered tons (NRT)). Exempted would be commercial fishermen, pleasure boaters, ferries, tugs, and government or military vessels.

International Cargo

The charge would be based on the weight of the cargo and the distance traveled in Canadian waters to a maximum distance, inbound and outbound, of 300 nautical miles (NM). The rates would be as follows:

Cargo Category	Charge per Metric Tons/NM (Cents)
Bulk	0.04
General	0.08
Containerized	0.16

A table showing standard chargeable distances to and from various Canadian ports appears in the **ivory attachment**.

The agency states that **"to ensure that the 300 NM maximum is not exceeded in the case of grain transshipped at ports in Eastern Canada, the charge would not be applied to vessels loading grain at a Canadian port east of Lake Ontario."**

Domestic Cargo/Passengers

The charge for cargo and passenger vessels registered in Canada would be 40 cents per NRT per month. This charge would be waived for all months in which a vessel did not load any domestic cargo or passengers, or in which it loaded or unloaded domestic cargo at a port north of 50 degrees latitude, in Hudson, James and Ungava Bays, or in Lake Athabasca. It would be reduced by any amounts payable in respect of international cargo loaded or unloaded at a Canadian port, or international passenger services calling at a Canadian port, in that month.

Non-Canadian-flag vessels licensed to carry domestic cargo would be subject to the applicable domestic charge for each month in which such cargo is loaded.

International Passengers

Cruise vessels would be subject to a separate charge of C\$1.25 for each passenger on board a vessel when it enters and leaves Canadian waters. The charge would not include a distance element "because of the administrative complexities which could result from

the multiple stops of many cruise vessels."

Canadian Coast Guard User Fee

Proposal:

Example One-way Chargeable Distances for Vessels

Engaged in Overseas Trade to/from Major Canadian Ports

Canadian Port	One-Way Chargeable Distance (1) (Nautical Miles)
Vancouver, B.C.	110
Prince Rupert, B.C.	36
Kitimat, B.C.	86
Thunder Bay, Ont.	300
Hamilton, Ont.	300
Montreal, P.Q.	300
Québec, P.Q.	300
Port Cartier, P.Q.	300
Sept-Iles, P.Q.	300
Dalhousie, N.B.	287
Saint John, N.B.	59
Sydney, N.S.	22
Halifax, N.S.	21
St. John's, Nfld.	15

(1) Maximum chargeable distance of 300 nautical miles.

SOURCE: Transport Canada

(AAPA Advisory)

Mr. Terpstra Named New Chair of AAPA

Mr. John Terpstra, executive director of the Port of Tacoma, has been named the new chairman of the American Association of Port Authorities

(AAPA) for 1990-1991. He was installed as AAPA Chairman at the recently concluded 79th annual AAPA convention, held in Nassau.



Mr. Terpstra

Mr. Terpstra, who succeeds Port of Montreal general manager and chief executive officer Dominic Taddeo in the post, said that environmental issues such as dredging and wetlands will be among the toughest challenges that ports will face in the coming years. "We must consider development of proactive programs for overcoming these significant impacts, while retaining our stewardship of the land. Environmental preservation and port development must be able to go hand in hand. Balance

is the key."

According to Mr. Terpstra, "These environmental issues are not just challenges to ports in the United States, they are equally important to our AAPA members in Latin America and Canada," he said. "It is my hope that the common challenges we all face in operating efficient ports in an environmentally safe manner will provide a common tie between all three delegations in making AAPA a stronger organization."

Mr. Bellefontaine New AAPA Vice-Chairman

Mr. David Bellefontaine, President & Chief Executive Officer, Halifax Port Corporation, has been elected Vice-Chairman, Canadian Delegation of the American Association of Port Authorities (AAPA).

Mr. Bellefontaine has been a Board Member of the AAPA for the past five years.



Mr. Bellefontaine

The Halifax Port Corporation is hosting the AAPA's 82nd annual convention in September 1993. The Halifax Port Corporation is a Canadian Crown Corporation responsible for the administration of Halifax harbour.

Capt. Stark Named Vancouver Port Manager

Captain Norman C. Stark has been named Port Manager and Chief Executive Officer of the Vancouver Port Corporation (VPC). The announcement was made on November 19, 1990 by Captain Hector D. Perry, VPC's Chairman of the Board.

In making the announcement, Captain Perry cited Captain Stark's global experience and worldwide shipping and port industry contacts as valuable assets to the Port of Vancouver, and a driving factor behind the Board's decision.

"As our 'second-in-command' since 1985, and as acting Port Manager since April, Norman Stark has demonstrated the vision and practical flexibility so vital to this job," said Captain Perry. "We have every confidence that his experience will continue to provide

leadership as the port grows in importance to Canadian trade."

FOR SALE

Four 30-ton Gantry Hoists. Presently located at the Port of Thunder Bay. All in excellent condition. Originally designed to accommodate side loading vessels. Maximum ramp travel is 3.65 meters (12 feet). Offers on any number of hoists will be considered. Units will be dismantled for receipt at Keefer Terminal, Thunder Bay. For more information please contact: Jim Hill, Manager of Property & Planning, Thunder Bay Harbour Commission, P.O. Box 2266, THUNDER BAY, Ontario. Telephone: (807) 345-6400 or Fax: (807) 345-9058

Intermodal Container Services for Wilmington

CSL Intermodal now offers intermodal container service for the Port of Wilmington. The railroad will provide through bill of lading service between the Wilmington Terminal and points on its intermodal system, including the Midwest, Gulf and West coasts.

This new service now gives the Port of Wilmington easy access to markets outside the port's traditional strong regional market. When added to the Port of Wilmington's existing advantages of high productivity, low operating costs and available space, intermodal container service provided by the railroad makes use of the Port of Wilmington more attractive than ever for steamship lines, shippers and receivers. *(North Carolina Ports)*

Dredging Advisory Body Formed at Oakland

The Port of Oakland has appointed a committee to facilitate the exchange of information with tenants and others sharing an interest in the Port's channel improvement projects. The committee, which will meet bimonthly, also may play an advocacy role.

The committee will be chaired by Ms. Eileen Daly, executive director for

planning and development. Attending the panel's first meeting in September were ocean carriers American President Lines, Hyundai Merchant Marine, Maersk Line and Sea-Land Service. Terminal operators included Matson Terminals, Transpacific Container Service Corp. and Yusen Terminals. The Santa Fe, Southern Pacific and Union Pacific railroads were represented, as were the Teamster's union, the International Longshoremen's and Warehousemen's Union and the Alameda County Central Labor Council.

The Port of Oakland is currently involved in three major dredging programs: maintenance dredging, interim deepening of the Inner Harbor channel and permanent deepening of both the Inner and Outer Harbor channels.

The Port maintains the depth of its 19 deepwater berths, while the Army Corps of Engineers maintains the entrance and navigational channels. The Port completed 175,000 cubic yards of dredging this year, covering nine of its berths.

An environmental impact report is being prepared for interim deepening of the Inner Harbor Channel (Phase I), bringing it from its present minimum depth of -35 feet to -38 feet. It is anticipated that permits for this project will be issued in late 1991 and dredging will be completed in the Spring of 1992. The dredging will involve removal of about 550,000 cubic yards.

The third major dredging project is the permanent deepening of Inner and Outer Harbors, called Phase II. That project will bring both the Inner and Outer Harbor channels down to a minimum depth -42 feet, widen the Outer Harbor channel and expand turning basins in both the Inner and Outer Harbors.

Sediment testing for this project has begun. Regulatory agencies have set a target date of mid-1995 for designating permanent dredge disposal sites to accommodate the 6.5 million cubic yards to be dredged in Phase II. However, the Port hopes to expedite the site selection process and complete the project in 1993.

Maintenance dredge material can be disposed of at a site off Alcatraz Island, but new project dredging to deepen channels or expand turning basins has resulted in controversy. The

San Francisco Bay Regional Water Quality Control Board and the Bay Conservation and Development Commission, both of which have permit jurisdiction within the Bay, favor limiting Alcatraz disposal, even though an alternate location has not yet been designated.

The Port, in its Phase I Environmental Impact Report (EIR) is looking at several alternate sites in addition to considering Alcatraz. These include using dredge material to create new wetlands in Solano and Sonoma counties; using the material to create landfill cells in Marin County; using it to reinforce levees in San Joaquin, Sacramento and Solano counties; disposing of it on land owned by the Port in Alameda County, and ocean disposal.

To date the Port has spent more than \$2 million testing the dredge material to determine its environmental impact. Nearly all of the material tested for Phase I has been found to be suitable both for unconfined aquatic disposal and for land disposal. Additional testing will be performed for the new supplemental EIR.

In the dredge samples, there was evidence of various chemicals, including arsenic, zinc, lead, chromium, cadmium, copper, petroleum hydrocarbons, PCB's, selenium and mercury. However, in testing to date, only 27,000 cubic yards out of 440,000 cubic yards has been found to have these chemicals in more than trace amounts — that is, levels that would allow the material to be placed in the ocean with no significant effect. Even the small amount of material unsuitable for ocean disposal would not need to be disposed of in a special landfill were it to be placed on land.

According to the initial EIR published in September of 1987, "animal tissue analysis has indicated that no significant accumulation of contaminants is expected to occur."

Palm Beach: Regulated Disposal of Refuse

In a continuing concern for protecting Florida's fragile marine environment, the Port of Palm Beach has earned a certificate of adequacy and remains in strict compliance with the rules and protocol of the United States and Marpol 73/78 Annex 5, which re-

gulates material that cannot be dumped at sea.

A Med-X container is available on Port premises for the disposal of regulated refuse from foreign vessels. Med-X is a South Florida company that has a compliance agreement with U.S. Department of Agriculture's Animal and Plant Health Inspection Service: Plant Protection and Quarantine (APHIS:PPQ). The disposal of all such refuse is under the supervision of a PPQ officer. Contents of the sealed and leakproof container are transported to an incinerator on a regular basis.

(Gateway)

Seattle to Strengthen Regional Workforce

The Port of Seattle, a regional forerunner in creating employment opportunities, has entered into a unique project with a coalition of community agencies to improve the skills of the port sector workforce and advance economic opportunities for women, persons of color, and other minority populations.

The Port Commission, at its Oct. 30, 1990 meeting, approved the project with the Committee for Economic Opportunity (CEO), a group comprised of community-based organizations as well as government agencies. The project will establish a Community Task Force, made up of representatives from the private and public sector, labor, and local governments.

"This effort shows the Port's commitment to investing in human capital as a key part of our mission," said Commissioner Paige Miller. "I see this as a unique initiative which will be very effective in pointing out ways to assure that a skilled and racially diverse workforce is ready to fill the jobs we create in the future."

Commissioner Jack Block feels that the joint venture can help to lower some of the unemployment figures. "It is our responsibility and obligation to be a catalyst in training people for skilled jobs. With all of these organizations coming together we will begin to see immediate results and that can do nothing but help the entire region."

Mr. Block said that this effort comes at a very good time, because in his travels he is frequently asked by the

international business community about the availability of skilled workers.

The purpose of the task force will be to look at regional strategies to build community commitment across the business, labor, and public sector to improve the skills and opportunities of King County workers. It will evaluate the performance and long-term benefits of existing job training systems and employment programs, and prepare a regional employment and training report that will recommend targeted investment in training and employment programs. The task force will also make specific recommendations to the Port and other agencies on affirmative action/WMBE strategies.

"Our region, the workforce, and jobs are changing," said Ms. Stella Ortega, co-chair of CEO. "This is an historic agreement that makes good business sense and shows that the Port and the community plan to remain competitive in the world market by investing in a diversified workforce."

The Port's commitment to this project comes at a crucial time. Although King County has an unemployment rate of less than five percent, the rate for black males is 13 percent, and for minority youth it is nearly 19 percent. By the year 2000, it is estimated that more than 50 percent of the workforce in King County will be women and minorities.

The Port will provide \$90,460 and additional in-kind contributions to this 12-month project. The task force will be staffed by four members: a full-time task force coordinator, a minority outreach advisor, an employment and training planner, and an administrative assistant (all part-time).

The project will be made up of five phases, culminating with the task force developing strategies, holding public forums, and adopting final findings. The task force will make final recommendations to the Port at the end of 1991.

The Port of Seattle, which develops and manages commerce through the Seattle harbor, Fishermen's Terminal, Shilshole Bay Marina, and Seattle-Tacoma International Airport, directly and indirectly impacts over 70,000 jobs in King County.

The Community Task Force is scheduled to begin operating in January 1991.

Africa/Europe

Le Havre 'Open Port' For Citizens and Region

"PORT-ALLIANCE" — the Promotion Association grouping together the Port Authority, professionals from the Le Havre Port Community and the Chamber of commerce and Industry — organized an operation intended for the population of Le Havre and the region, named "Open Port," on Saturday, October 6th, 1990, in cooperation with the Le Havre Cultural Centre.

The very recent putting into service of the new quays of the Rapid Turnaround Port for containerized traffic ("Quai des Ameriques" and "Quai de l'Asie") is a very important stage for the future of the Port of Le Havre. It seemed quite appropriate, further to the success of the previous "Open Port" day of June 1989, to repeat it in a new form.

This time, it was the port which came to the city to meet its inhabitants, as a cultural element was added to the port presentations themselves.

About 20,000 visitors answered the call of the organizers and came to the Le Havre cultural Centre where they could see:

- an exhibition of photographs "lights of the Port of Le Havre" carried out by Claude Gafner, a theatre photographer who is famous worldwide; this exhibition will be presented later on in France and abroad.
- an exhibition showing the various trades making up the Le Havre Shipping and Port Community and some of the Le Havre companies running their trade in the shipping and port field (hauliers, shipping agents, forwarding agents...). A score of containers that we more usually meet in the port were laid around the Cultural Centre, in the middle of the city! Some of them were also real exhibition places.
- The continuous showing of the new audio-visual multivision program of the Port of Le Havre Authority named "the three challenges of the Port of Le Havre."
- In the evening, the showing on a very big screen of the movies "LE

GRAND BLEU" by Luc BESSON.

As far as the discovery of the port is concerned, significant means were made available to visitors free of charge.

The latter could take bus shuttles to go to the embarkation places of the nine ships which took the population of Le Havre and its region to the new

Sea-Land Includes Le Havre in Its Service

No doubt that November 6th, 1990 will remain an outstanding date in the history of the container trade through the port of Le Havre. On that day, the m/s *Sea-Land Quality*, a ship owned by the Sea-Land American shipowner which can carry more than 4,000 containers, called in at the Atlantic Quay. The Sea-Land Shipping Line, which is indeed the second worldwide shipowner for container trade and did not call in France so far, has decided to include the port of Le Havre in a weekly regular service between Europe and the United States. Le Havre, the last port of call on export, offers the most favourable "transit-time" between the European continent and the American continent both for cargo and ships.

Sea-Land's decision to call in at the Port of Le Havre with their big container-vessels undoubtedly means that they have recognized the quality of service and the competitiveness of a port which is now considered as worth calling at by the biggest worldwide shipowners.

Transshipment Growth Increase in Amsterdam

The Port of Amsterdam has had a good 3/4 year. Total goods shipments in the first nine months of 1990 increased by 6.7% to about 23 million tonnes, according to the Port Management of Amsterdam.

Transshipments of dry bulk cargoes soared by 35.7% to 9.8 million tonnes, while liquid bulk shipments rose by 17.3% to 11.2 million tonnes. General cargo, at 2 million tonnes, was down 8.9% compared to the year-earlier period.

During the last nine months, 3,366 ocean-going vessels, with total gross registered tonnage of 22.7 million tonnes, called in the port.

quays of the Rapid Turnaround port, all day long. They were literally stormed by the public, as more than 3,000 people embarked onboard these ships.

On this occasion, the Port of Le Havre enjoyed the active support of the Navy which had made three of its ships available to the organizers.

The Le Havre population was totally vibrant in unison with its port: exhibitors were very much in demand, the containers were never empty and several hundreds of people formed the audience of every showing!

This Saturday, October 6th, 1990, the port and the city were as one! The port meeting the City and Culture: a colourful day which showed once more the unshakeable faith of Le Havre people towards their port.

Gulf Crisis Affects Rotterdam Transshipment

Transshipment activities in the Port of Rotterdam during the third quarter of 1990 were, with 70.8 million tonnes, only moderate. Last year transshipment amounted to 73 mt. The drop mainly occurred during September, as is apparent from provisional figures provided by Rotterdam Municipal Port Management.

The fall is largely due to a decline in the supply of petroleum products of 21% to 4.5 mt. In addition to this, the total transshipment of general cargo in the Port of Rotterdam has declined by 4% to 14 mt. It is true that this loss is mainly in outgoing freight, but incoming freight also dropped by 2.5% to 7 mt.

During the third quarter, the amount of crude oil entering Rotterdam was 20.8 mt, which is slightly higher than the amount during the corresponding quarter of last year.

The reason behind this decline in the amount of petroleum products is the trade embargo imposed on Kuwait. Also, refining problems encountered in the Russian oil industry have influenced these figures.

The drop in the transshipment of general cargo is caused in particular by the worsening economic situation. On top of this, transport by sea is suffering from the current recession in England and the weak American economy.

The slightly higher supply of crude

oil is the result of the large demand for oil from refineries wishing to build up a commercial stockpile. The embargo against Kuwait and Iraq has led to a large demand for oil. Some OPEC countries have therefore stepped up production.

Increase in Chemicals

The supply of ore has undergone a drastic drop of 19% to 9 mt, while sea-sea transport is gaining in importance, as in the previous quarter. Compared with the figures for the corresponding quarter in 1989, the supply of mixed liquid bulk cargo (mainly chemicals) increased during the third quarter of 1990 by 24% to 2.6 million tonnes. The amount of mixed dry bulk cargo entering the port increased by 30%. The amount of coal entering the port climbed by 26% to 4 million tonnes and the sea transport figures rose by as much as 38% to 1.5 million tonnes.

1990 Forecast

Over the first 9 months, transshipment figures amounted to 214 mt, which means a fall of 0.8% compared with last year's figures. The amount of crude

oil entering Rotterdam harbour has increased during the first nine months of this year to 64 million tonnes, against 60.9 mt in 1989.

The amount of oil products entering the port declined during the same period, from 17.1 mt to 14.3 mt.

Based on the transshipment figures over nine months and the moderate expectations for the fourth quarter, it is estimated that the transshipment figures for 1990 will not exceed 290 million tonnes.

Long-term Predictions

The EC coal import figures will increase, according to predictions, to 186 mt in the year 2000. It is expected that EC figures on iron ore imports by sea will fall below 97 mt in the year 2000. According to the Agricultural Economic Institute, the export of EC agricultural products to Eastern Europe is not increasing very quickly.

Southampton-Cherbourg Daily Service Confirmed

Sealink Stena Line have finalised scheduling details for the introduction

of the new daily ferry service between the ports of Southampton and Cherbourg commencing July 1, 1991.

Contracts were signed on 14th November 1990 at Southampton by Sealink Stena Line European Sector Director, Mr. Christopher Garnett and Southampton Port Manager, Mr. Andrew Kent.

Sealink Stena Line will refurbish and transfer the 17,000-tonne ferry *St. Nicholas* from the Harwich-Hook of Holland sailing to offer a high-quality passenger and car ferry service on the new route.

ABP will invest £1 million in new facilities in Southampton's Eastern Docks to accommodate the year-round service.

Port Manager, Mr. Andrew Kent, comments:

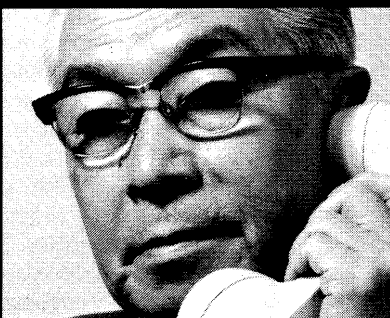
"The return of cross-channel passenger ferry business to Southampton shows that the port has the capacity to increase trade substantially with Europe. We are well placed to capture increasing business as trade in the Western Channel continues to grow and I expect that Sealink Stena Line's

Marketing in Germany.

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new service will be followed by others in due course."

The new facilities at Southampton will include a new passenger transit terminal at Berth 25, Empress Dock. The *St. Nicholas* has capacity for 2,100 passengers and 450 vehicles and is expected to be the largest ferry operating on the Western Channel.

Grimsby's New Shipping Terminal Is Operational

Work on the new shipping and freight forwarding terminal at Alexandra Dock, Grimsby, has been completed on schedule. The terminal which becomes operational from 19 November 1990 will be operated by Freshney Cargo Services.

Following an agreement with Associated British Ports, some £2.5 million has been invested in the 10-acre terminal including construction of a new quay to accommodate two ships of up to 5,000 dwt.

The Humber-side office of investment capital group 3i provided substantial equity and loan capital to Freshney Cargo Services to construct a series of warehouses at the terminal and to purchase operating equipment such as mobile cranes, forklift trucks and a 50-tonne road weighbridge.

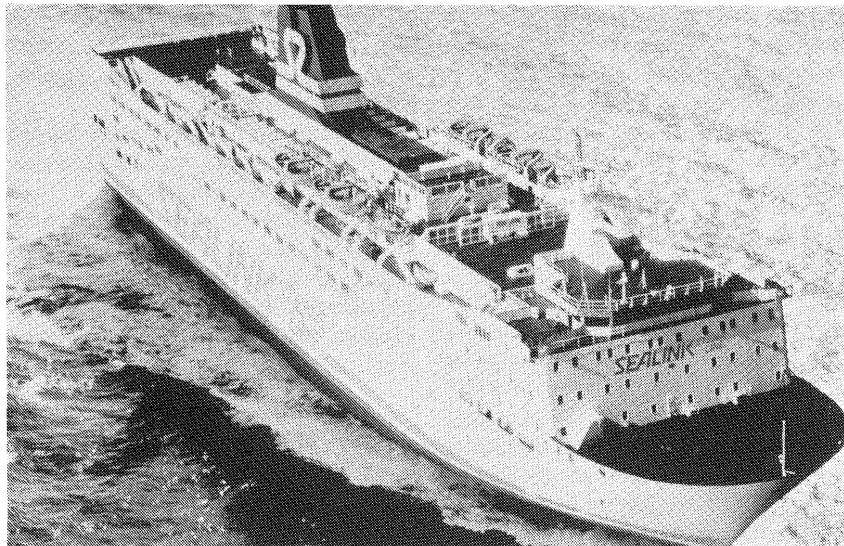
The new development has already created 15 jobs and numbers are expected to double within 10 months.

Mr. Malcolm Pattison, Managing Director of Freshney Cargo Services, says the new terminal will provide a first class service to the shipping and forwarding industry.

"We have put together an experienced and highly motivated team, enabling us to offer a comprehensive range of services including stevedoring, warehousing, transport, ships agency and import/export documentation.

"Our aim now is to provide the highest quality of service to our customers and make a significant contribution towards the future success of the port of Grimsby."

Mr. Dennis Dunn, ABP Port Manager, Grimsby and Immingham, said he was delighted at the prospect of seeing ships and cargoes being worked at the new terminal as this was the forerunner of other plans for the re-development of Alexandra Dock, some



The St. Nicholas

of which are already at an advanced stage.

"This and the other new developments planned will all bring in extra business and reflect the considerable interest now being shown in the port in the improved climate created since the abolition of the Dock Labour Scheme."

Asia/Oceania

National Rail Bonus For Port of Fremantle

All Australian States and its Federal Government have agreed to establish a National Rail Freight Corporation.

As the Special Premiers' conference held in Brisbane in October, a "Heads of Agreement" was signed to mark the historic commitment to establish a single commercial Corporation to undertake interstate freight operations.

At present, each State has its own railway operation, so cargo freighted across Australia passes through a number of State systems.

Work is already under way on the financial and technical aspects of creating the Corporation so that it can commence operations from 1 July, 1991.

Initial estimates by the National Freight Initiative Committee for upgrading the rail infrastructure is \$800 million over five years.

Western Australian Premier Carmen Lawrence said the formation of a National Freight Corporation would enhance the Port of Fremantle's position as a Gateway port to Australia.

Dr. Lawrence said the corporation would reduce the cost of rail freight across Australia in the next three to five years.

Fremantle would consequently become more attractive for importers and exporters — particularly for Asian and European companies, which could then rail their goods from Fremantle to the eastern states.

By increasing Australian intermodal volumes through Fremantle, Australian exporters would get more shipping services and better world trade links.

At present, there is a major imbalance in the rail carriage of cargo between east and west Australia — much more comes into WA than goes east — and this gives an opportunity for a much more efficient use of the railway for serving eastern Australia through Fremantle.

For the past 18 months, the Fremantle Port Authority has been developing its intermodal strategy which is based on the port's closeness to the hub port of Singapore.

Those to benefit from Fremantle's effective operation as the intermodal Gateway to Australia include:

- the railways — because of the increase cargo to be carried on the national rail network;
- importers and exporters throughout Australia by the intro-

duction of just-in-time delivery;

- Australian exporters through more container slots for their products due to increased sailings.

(Port of Fremantle)

PMA to Launch Consultative Council

The Port of Melbourne Authority is to launch a new consultative council to give port and community stakeholders a greater say in a range of issues facing the port.

The Port of Melbourne Advisory Council will be established to act as a consultative forum, providing advice to the PMA Board on the views and concerns of port and community stakeholders.

The Council will be representative of the board stakeholder community in and around the Port of Melbourne. Representatives from stevedores, ACOS, ANMA, unions, Chamber of Commerce, Chamber of Manufacturers and local and state government departments will be invited to participate.

In recognising the importance of this

council, PMA Chairman, Mr. John King and the General Manager of the PMA, Mr. Jack Firman, will be members and the Director, Port of Melbourne, Mr. Peter Olszak, will provide executive support.

A Port Pricing Steering Committee will also be established to review the recently introduced port pricing policy. This is in line with the commitment by the Victorian Minister for Transport, Mr. Peter Spyker to conduct regular reviews of the port pricing structure

1st Int'l Cruise Forum Held in Yokohama

An event including one-day on shore and an overnight onboard seminar was organized by the City of Yokohama for the three days from 27 to 29 October, 1990, at a conference room facing the Port. It was aimed at publicizing the availability of the Port of Yokohama for cruise ships and, at the same time, at promoting the cruise industry among the citizens at large. Reflecting the latter goal, the cruiser "Fuji Maru" was opened to the public and received

and rates.

The objectives of the Steering Committee will be to ensure that the policy is being appropriately implemented and will recommend strategies to ensure that problems are addressed.

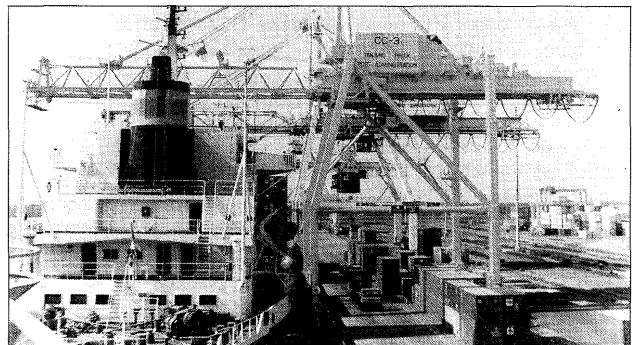
These initiatives are a way of ensuring that the various ideas, interests, perspectives and concerns of both the port and the surrounding communities will be considered in the development of its policies and programs.

(Panorama)

some 2,200 visitors. Among those 400 citizens who won a lucky draw were invited to enjoy overnight cruise.

The main speakers at the forum held on 27 October, 1990 were: Mr. Douglas Ward, President of International Cruise Passengers Association, Mr. Roderick K. McLeod, Executive Vice President, Royal Caribbean Cruise Line, and Mr. Norman Stark, Chief Operating Officer, Port of Vancouver. The cruise industry in Japan, though it started to show rapid growth recently, as Mr. Ward mentioned, is still in a state of infancy. It is estimated to attract no

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more than 200,000 passengers annually among the projected 10 million Japanese tourists going abroad.

The port management bodies of Japan, inclusive of Yokohama, Tokyo, Nagoya, Osaka and Kobe, have been very active in promoting their availability to cruisers by modernizing or newly creating passenger terminals. Yokohama City, being one of the first Japanese ports opened to international trade in 1859 and one of the major passenger-ship ports for the Pacific and European routes, has been actively staging a campaign to recapture the cruisers, if not passenger liners, for its port.

Antwerp Port Delegation Visits Yokohama Port

On November 5, 1990, Mr. Hiroshi Kusaka, Secretary General, attended a trade development seminar given by the Port of Antwerp Trade Mission, organized at the Keidanren (Japan Economic Federation) Building. Mr. Fernand L.H. Suykens, General Manager, Antwerp Port Authority, was a mission member. The Mission visited



Antwerp delegation at the Port of Yokohama

the Port of Yokohama on November 6 and then went on to the Ports of Nagoya, Osaka and Kobe.

1990 Top News of Port of Nagoya

1. 1990 proves a record-breaking year

Total cargo volume: 127.6 million tons

Container cargo volume: 15.1 million tons

No. of full container ships handled: 2,730

Both foreign and domestic trade continued to grow steadily in 1990. The foreign trade figure, at 75 million tons, is expected to keep Nagoya in top position among the five major Japanese ports.

Container cargo, too, has recorded a 10 percent growth rate from the 13.8 million tons of 1989; over the past five years there has been a 110 percent increase in both volume and TEUs. In 1991, a new deep-draft container berth will be opened in the West-4 Section, bringing in even more cargo in the future.

2. New port plan drafted for the year 2000

This plan details the necessary steps to be taken by the Port of Nagoya in order to enhance its efficiency as an international trade port and to further develop the waterfront.

3. Construction begun on Port of Nagoya Public Aquarium (slated for completion in 1992)

A public corporation has been es-

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This international post-graduate training course gets under way once again at the end of September 1991. The course lasts eight months (October 1 through until June 1), although it can also be taken in two parts in successive years (leave periods). The course language is English. The syllabus comprises management, marketing, technology, economics, business policy, finance, manpower, organisation and port and shipping practice. Guest lectures, together with relevant case studies, are also provided by industry representatives.

Entry qualifications: A degree of a CNAA recognized University or Completed Higher Vocational Education (Hoger Beroeps Onderwijs) or H.BEC/H.TEC Diploma. The minimum age of entry is 23. Exceptionally, a student of 27 years of age or over without the approved qualifications may be admitted, provided that he has had at least four years' experience in a post of professional or administrative responsibility.

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tablished jointly by the Nagoya Port Authority, the Nagoya Municipal Government, and the Aichi Prefectural Government to manage the aquarium.

4. Record-breaking 47 cruise ships enter port

Reflecting both the recent popularity of cruising and the results of the promotional activities conducted by the port since 1984, many luxury cruise ships on both foreign and domestic routes visited the Port of Nagoya in 1990.

5. Port promotion mission visits U.S. ports

From July 4 to 15, 1990, the Nagoya Economic and Port Promotion Mission visited the United States, calling on the Ports of New York/New Jersey, Baltimore, New Orleans and Houston. They also visited the Japanese Consulate General, along with Sea-Land Service, Inc.

In Baltimore the 5th anniversary of the sister port affiliation between the Ports of Baltimore and Nagoya was celebrated.

6. Construction begun on long-awaited Nagoya Port Central Bridge (length 1,170m) of Ise Bay Coastal Highway

7. Promotion Mission of Antwerp visits Port of Nagoya; Friendship Port exchange continues

8. Major aircraft manufacturing company decides to build passenger plane factory in the West-3 Section

9. Nagoya Port Maritime Museum opens its International Trade Exhibition Room

10. Tokai Region Yacht Association Championship Race held

"K" Line Offers Bills of Lading by Fax

Further evidence of "K" Line's commitment to enhancing the quality of its services is its recent decision to start transmitting Bills of Lading to customers in Japan by facsimile.

Initially for export consignments from Japan, shippers and forwarding agents which utilise these services can

obtain very quickly vital information contained in the Bill of Lading—freight rates, especially. This could otherwise be delayed by normal methods of distribution.

By faxing it Bills of Lading, "K" Line anticipates that its customers will be able to make significant savings in both time and money. Furthermore, the fax version will eliminate costly errors on the hard copy of the Bill of Lading which will be sent out subsequently.

To utilise this new service, "K" Line customers need only make sure that their fax number is clearly marked on the shipping orders which they submit to the shipping line. "K" Line's computer system will automatically read the document and fax a copy of the Bill of Lading.

Early in 1991, "K" Line intends to operate the system worldwide for import cargoes and cross-trade cargoes.

M. Rajasingam KPA's Deputy Gen. Manager

En. M. Rajasingam (photo), assistant general manager (operations), has been appointed deputy general manager of the Klang Port Authority (KPA) with effect from 1 October 1990.

In announcing this, KPA Chairman Dato Michael Chen said that the appointment of a deputy general manager is timely as the 1990s will be a decade of tremendous growth and rapid changes, both technologically and operationally, for the port.

The 48-year-old En. Rajasingam, while retaining the operational portfolio, will take on additional responsibility for initiating new projects and implementing existing ones which are aimed at making Port Klang a cost-efficient port both for shippers and ship owners.

Among the projects which will come under the direction of the deputy general manager are the privatisation of the port and the setting up of a regulating unit to define the role and responsibilities of the Port Authority after privatisation, the development of a



second container terminal and the new port facilities in Pulau Lumut.

Port of Tauranga Ltd. Chairman's Report

In only its second year of operations, Port of Tauranga Ltd. has had a significant year in which much has been achieved and a direction has been established that will have a major impact on the port and the region in the future. The beginning of the year under review saw extensive industrial problems that had the port completely closed for 34 days during November and December. This shutdown followed almost four months of intermittent strike which severely affected results.

Port users firmly resolved that the Port Reform Process would see the Port of Tauranga establish agreements that would make it internationally competitive.

It is most pleasing, therefore, to report that in the year ended 30 September 1990, a record total cargo throughput of 5.1 million tonnes was achieved, a 25% lift on last year's tonnage.

The Company achieved a satisfactory 12.6% return on shareholders' funds and earnings per share of 14.0 cents. The port expansion has caused total assets to increase by \$6.7M to \$80.8M so the return on assets of 16.8% is particularly pleasing.

The Company has recently invited tenders for \$85M of debt finance with responses from financial institutions clearly demonstrating their confidence in the future of the port.

Shippers projections have indicated that cargo growth is likely to continue over the next few years. The Company, having completed an extensive and in depth strategic planning exercise early in the year, has pressed ahead with a major port development programme at Sulphur Point.

The directors having approved the construction of 600 metres of berth at Sulphur Point sent the Chief Executive and I to Europe and Japan to discuss crane requirements with interested manufacturers and to negotiate the purchase of two Post Panamax Container Cranes to be fully operational by 1 April 1992.

A contract was concluded with Lieb-

herr Container Cranes Ltd. whose competitive tender was in line with budget expectations and whose performance has previously been experienced by the port.

Berth construction at Sulphur Point has seen the removal of residual sand which we hope will be used on the Waikareo Estuary Route P. Highway. In addition, dredgings are being dumped at sea and the area monitored by Waikato University personnel. This ongoing relationship with the university has been cemented this year by the establishment of the Port of Tauranga Professorial Chair of Coastal and Environmental of Science to which the Company will initially contribute for a five-year period. In view of the work that the university has done for the port over the past 20 years this is a most appropriate liaison and will strengthen the unique position the port has in the area.

A study into the navigational aspects of the port has been commissioned with the Marin Institute in Holland, utilising the practical ship handling skills of pilots and tug masters from the European ports in conjunction with local knowledge of our own staff.

Although the future shareholding of the Company is still a subject of much debate, I am pleased to report that a most satisfactory relationship has developed with our regional council shareholders who have allowed the Company to operate with total independence.

As a result of the Waterfront Industry Restructuring Authority's levy on the regional councils, the directors paid an interim dividend to the shareholders in November 1989 of 2 cents/share and a final dividend in January 1990 of 3 cents/share. This represented 34% of tax paid profit for 1988-89. Following the six months results of this financial year, the Company paid an interim dividend of 1.25 cents/share. The final profit of \$7.68 million after tax reflects the benefits of increased tonnage throughput and a final dividend of 1 cent/share has been recommended. This will bring the dividend over the two years to the 25% indicated in the Statement of Corporate Intent.

The port expansion we have embarked upon will have National significance and we look forward to the future with the greatest confidence.

The marketing of the port to all potential users is of primary importance, and the service we offer and make available to our existing customers must be of the highest standard, without excuses or interruptions.

John Halling commenced duties as Chief Executive on 15 January. All staff have supported him and given exceptional service during the year. I would express my appreciation to all concerned for the enthusiasm and dedication they have displayed.

At the AGM last December, directors Mike Williams, Tony Grayburn, Avon Carpenter and Bruce Candy were replaced by Sir James Graham, Bill Gallagher, Thomas Mills and John Lepper. I must place on record their dedicated and professional service to the Company in its formative years.

Finally, without the support of the directors of the Company, I could not have carried out my duties as Chairman, I would like to personally thank them for their assistance to me and the Company.

Philippine Authority Studying BOT Scheme

The Philippine Ports Authority (PPA) is studying the possibility of adopting the "build, operate, transfer" (BOT) approach to further improve port efficiency and productivity and enhance private sector participation in the port industry.

The Authority is eyeing BOT to reduce capital outlay and decrease foreign loan availments to fund port development projects. Instead, it is aiming to provide the most favorable incentives to mobilize private resources for the purpose.

Basically, the BOT principle is a contractual arrangement where the private investor undertakes the construction and financing of a given infrastructure facility, its operation and maintenance for a maximum period to enable the firm to recoup investments. Appropriate tolls, fees, rentals, or other charges for the operation and maintenance of the facility are allowed until the total cost of investment at a reasonable profit is fully recovered. The facility is then transferred or returned to the government agency concerned.

PPA is presently scrutinizing how the

BOT has been implemented in other agencies like the Light Rail Transit Authority (LRTA), Philippine National Railways (PNR), Toll Regulatory Board (TRB), Department of Public Works and Highways (DPWH) in pursuing their own infrastructure projects.

The port agency is envisioning BOT in constructing new port-related infrastructures such as warehouses, passenger terminals, container yards, container freight stations and other infrastructures in the port zone.

Financing for the project is provided by Filipino individuals and corporation from domestic sources to avoid the in-flow of foreign credits and the out-flow of hard currency.

Governed by the common-user policy, the port facilities to be constructed will be under the over-all supervision of the authority. *(Port Trends)*

Laem Chabang Port To Open in January 1991

The Laem Chabang Commercial Port, Thailand's new modern deep-sea port in the eastern seaboard will be opened on January 21, 1991.

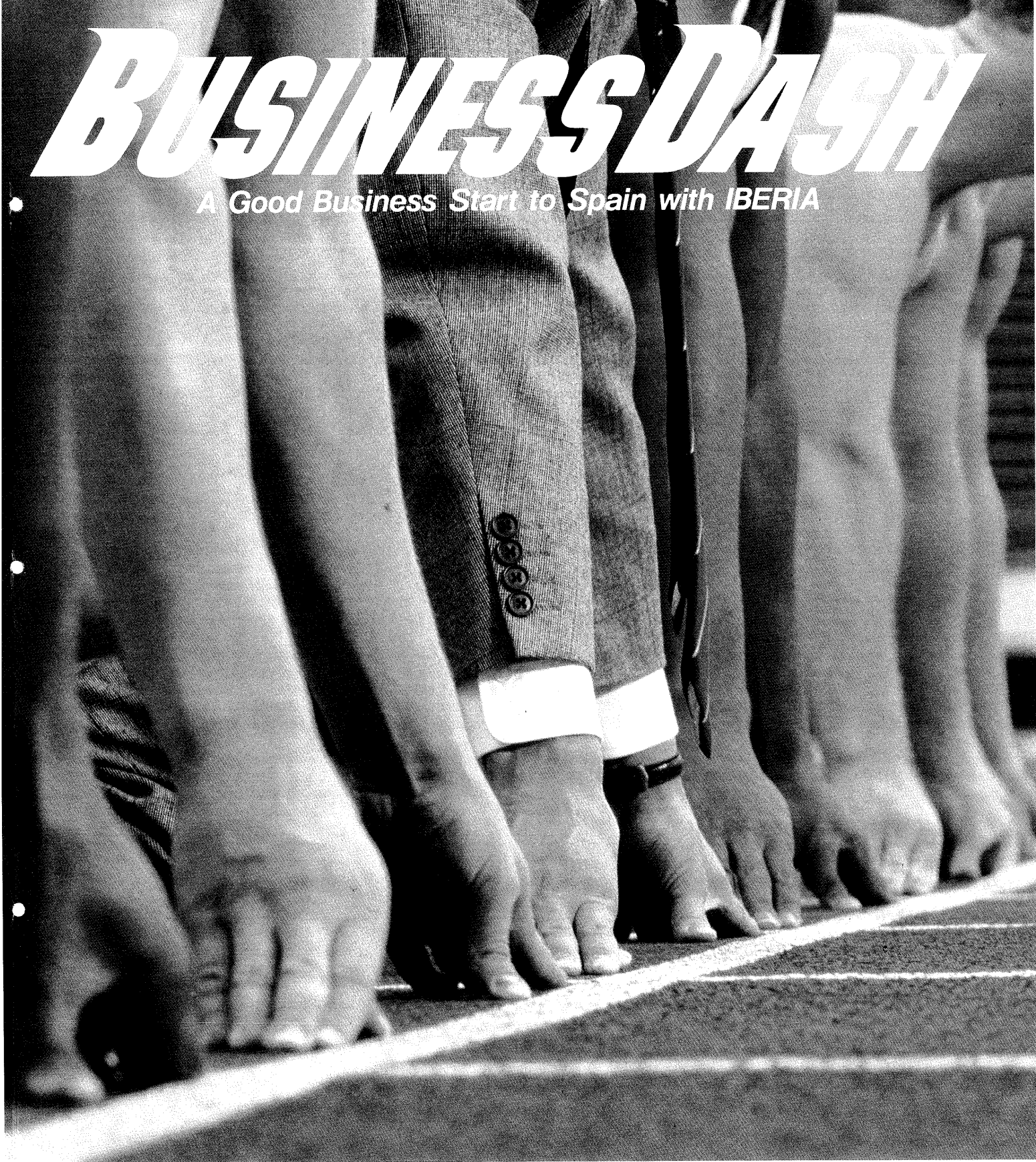
Sen. Lt. Pongaak Vongsamoot R.T.N., Director General of the Port Authority of Thailand (PAT), discloses that the first two terminals of the Laem Chabang Commercial Port, a multi-purpose terminal and a container terminal, will start its operation in January 1991 after the Grand Opening Ceremony on January 21.

Other terminals, comprising 2 container terminals, 2 agri-bulk terminals, one coastal terminal and service boat berth, are scheduled to be wholly operational before the end of the year.

The Laem Chabang Commercial port is designed to accommodate large vessels which cannot be berthed at the Bangkok Port due to limited draught of the channel in the Chao Phraya River. It is also an infrastructure for the Eastern Seaboard Development Program. Total capacity of its throughput at the initial stage is 7.3 million tons a year. The Port will provide sophisticated equipments e.g. gantry cranes, transtainers, container stackers, forklift trucks together with the computerization of its major works in order to render favourable services to the port's users.

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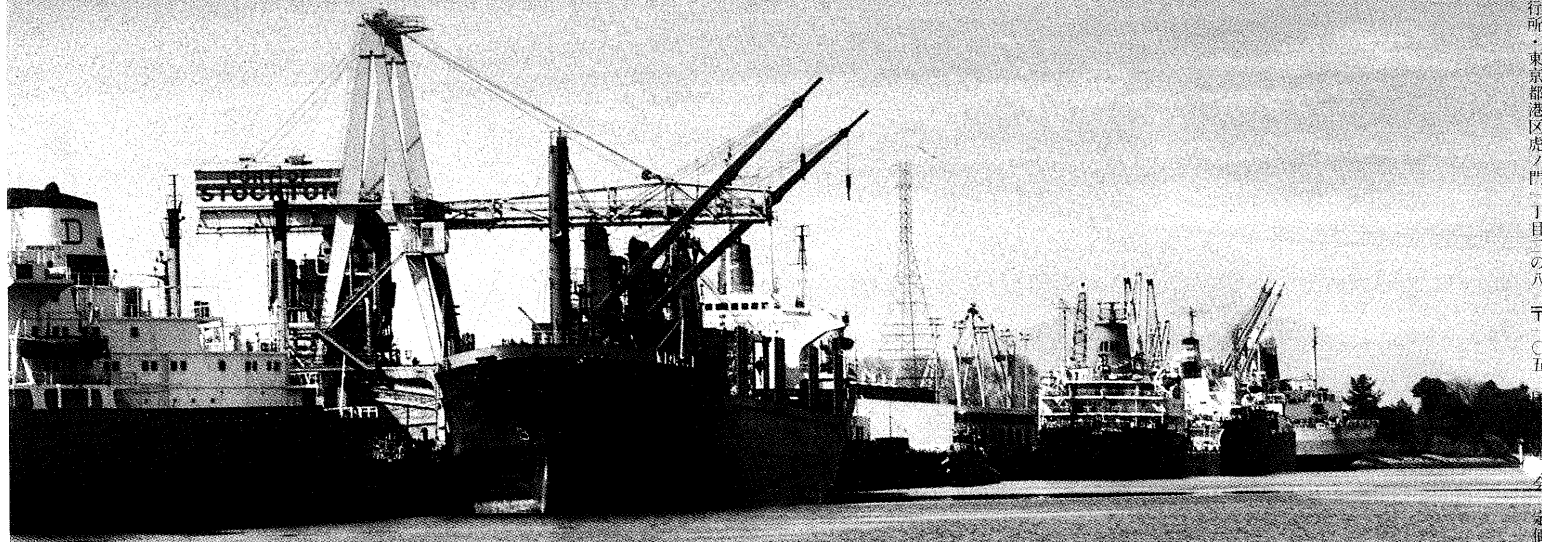
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