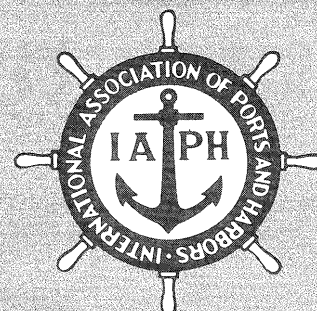
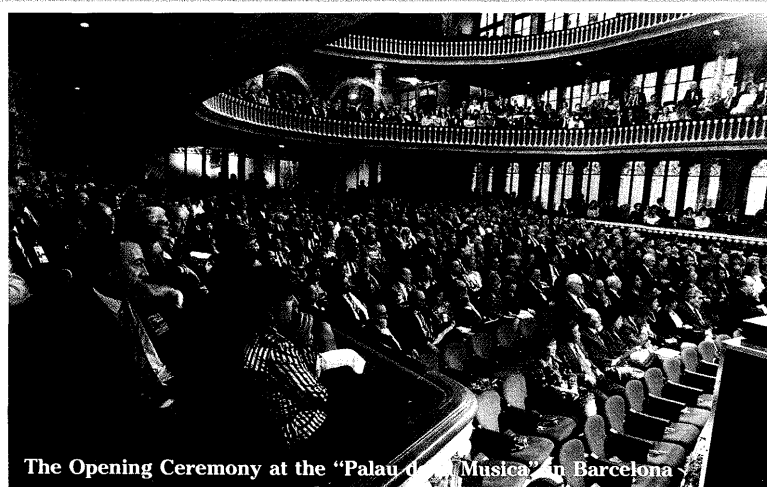


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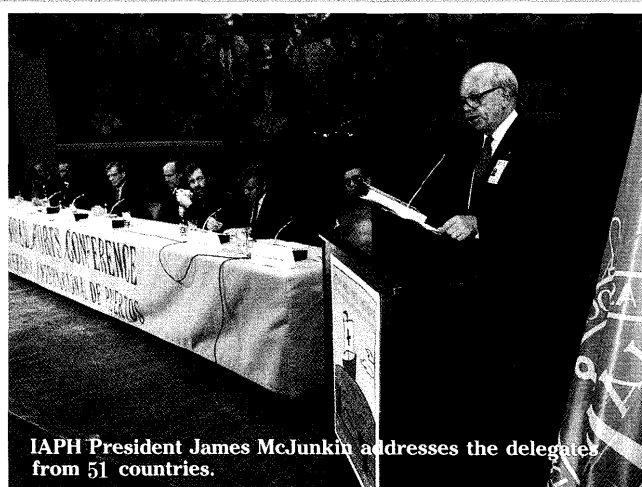
June 1991
Vol.36 No. **5**



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



The Opening Ceremony at the "Palau de la Música" in Barcelona



IAPH President James McJunkin addresses the delegates from 51 countries.

17TH IAPH WORLD PORTS CONFERENCE 5-11 MAY 1991-SPAIN



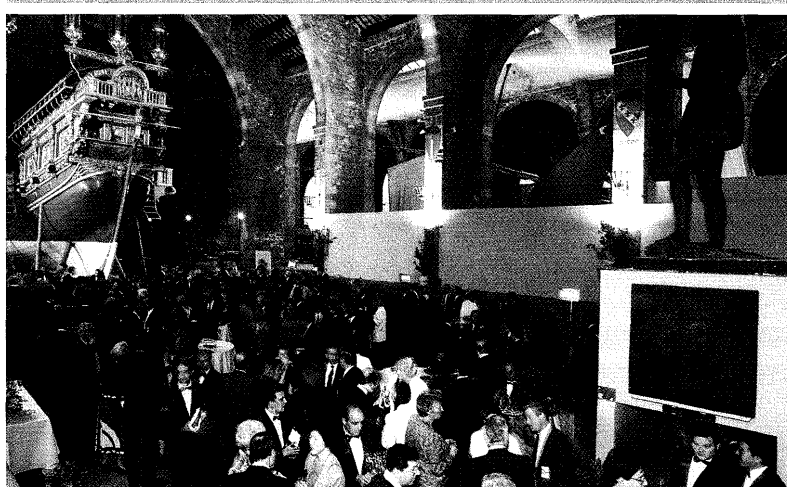
Participants start boarding the Eugenio Costa



Conference Chairman
Fernando Malao

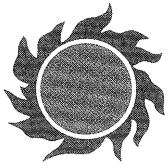


Spain's Minister of
Public Works and Transport
José Borrell



Inaugural Gala Cocktail/Dinner at the Royal Atarazanas

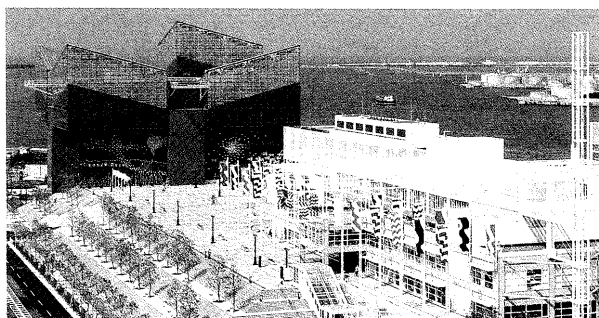
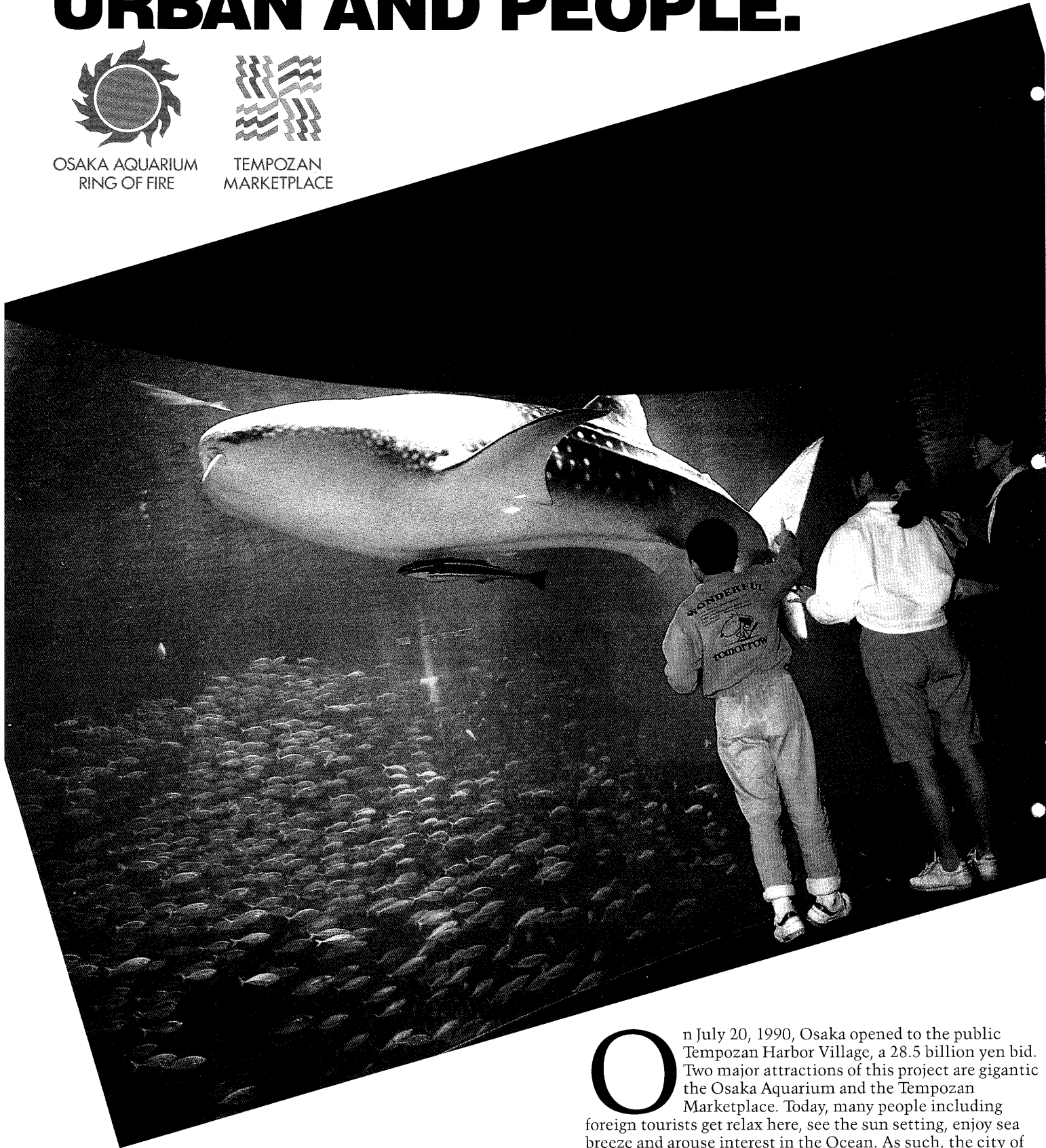
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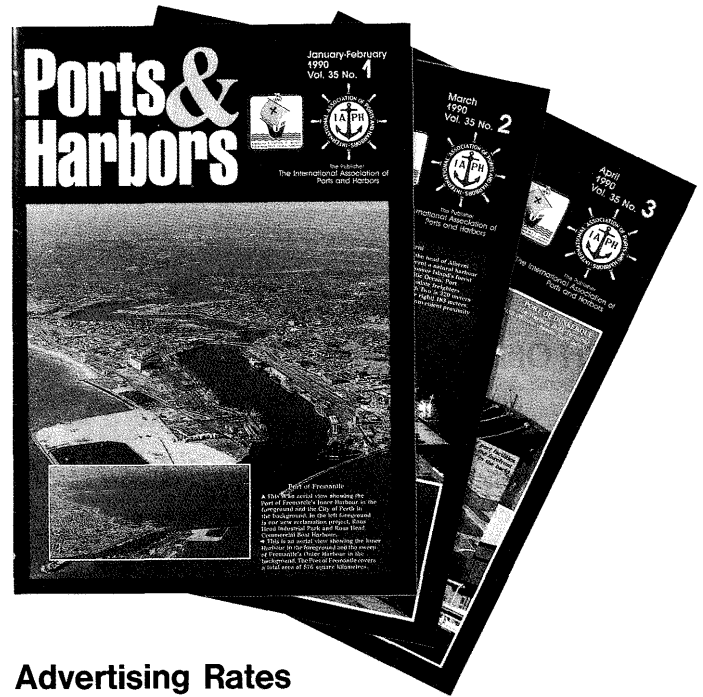
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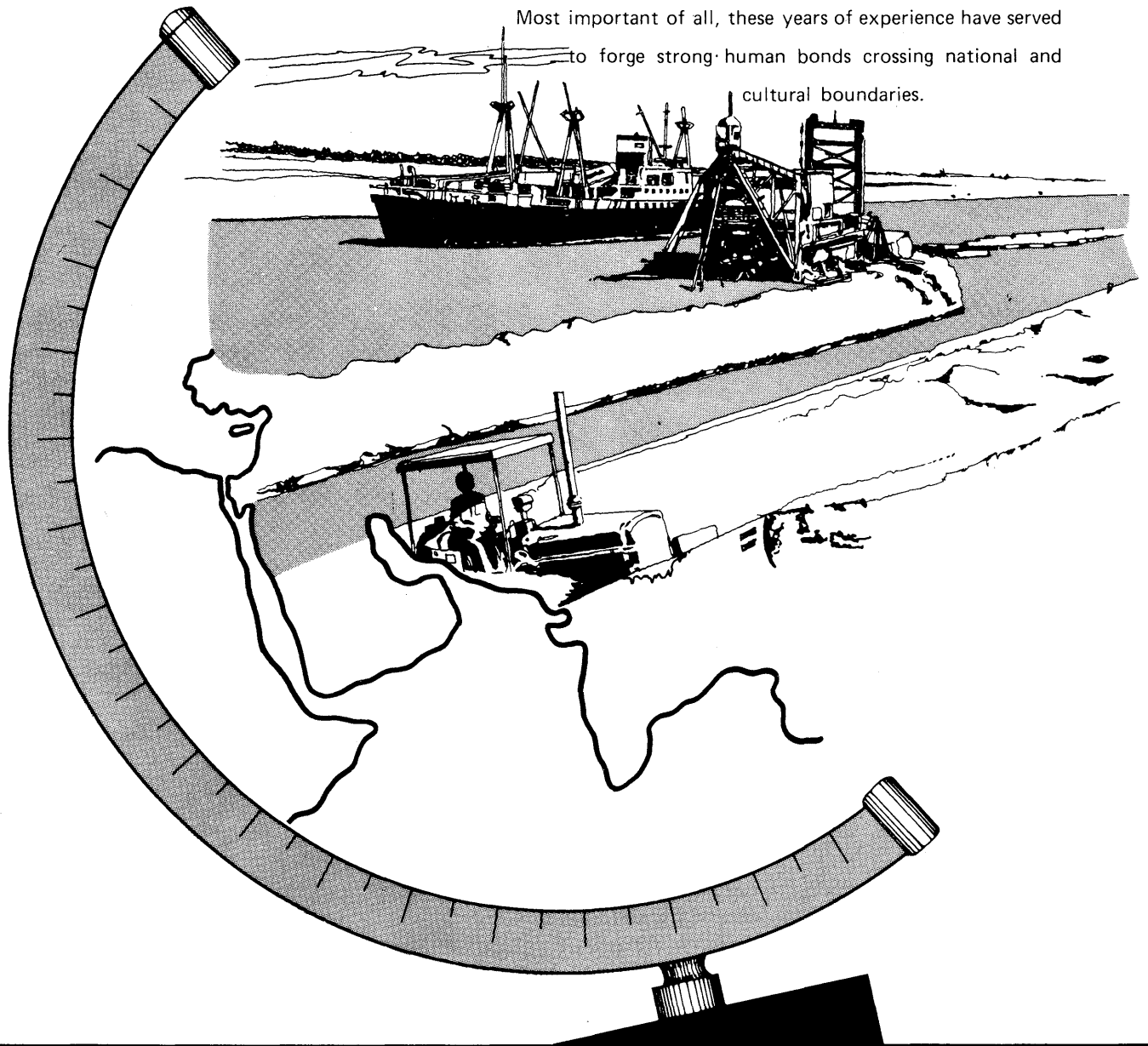
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NEWS

17th World Ports Conference of IAPH “Challenges for Ports - Today and Tomorrow” May 5 - 11, 1991 - Spain

As was the case with the Miami Conference, the Tokyo Head Office arranged for Mr. Neil Sinclair, Manager, Editorial Services, Lloyd's of London Press Limited, to be present at the Conference and to act as our reporter. Although the full details of the Conference will not be ready until the July-August combined number, we are pleased to be able to present the interviews conducted by Mr. Sinclair as well as his overview of the 17th Conference as a whole in this issue.
— IAPH Head Office.

General Overview

By Neil Sinclair

By almost any standards the 17th World Ports Conference was one of the most distinctive ever held by the International Association of Ports and Harbors.

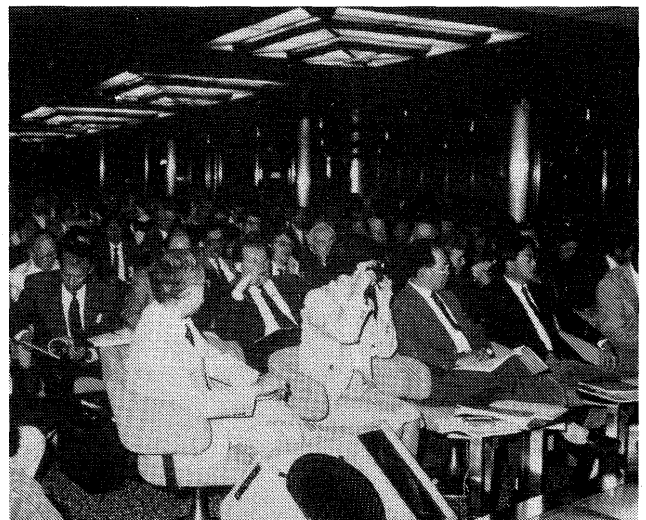
In staging the event on board a cruise ship, the Spanish organisers had virtually guaranteed themselves a unique place in biennial conference history.

But their decision to forsake a hotel on dry land for a ship cruising around the western Mediterranean was both bold and controversial. And it provoked considerable scepticism among Association members.

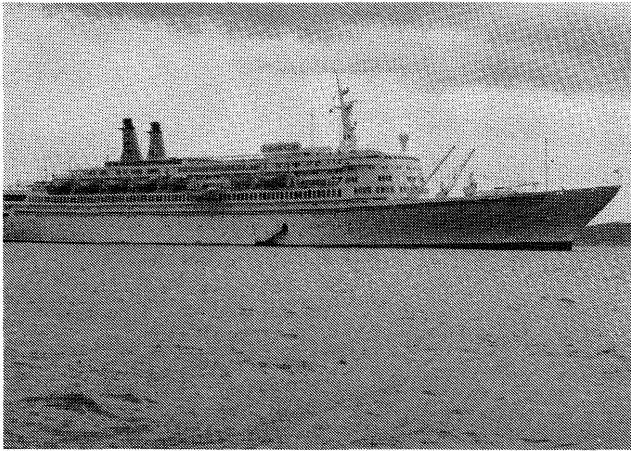
Some expressed reservations about the wisdom of combining a Mediterranean cruise with a major conference devoted to serious issues of crucial importance to international ports and harbors. Others were concerned that the weather might badly disrupt both the conference sessions and the planned visits to five Spanish ports. Some were concerned that the attractions of necessarily unrepeatable



IAPH Officers at the Plenary Session



The First Plenary Session on Monday, May 6



The Eugenio Costa off Ibiza Island

shore excursions might undermine attendance at the conference's technical sessions. And a few were worried that the relatively high cost would discourage members from developing countries.

Happily, most of those doubts and reservations proved unfounded. As the Italian cruise ship *Eugenio Costa* steamed slowly back into Barcelona harbour after a voyage embracing five ports in as many days, the Conference Chairman Fernando Palao was able to reflect on a generally successful event. Around 790 delegates and partners representing some 120 port authorities from around 51 countries attended the conference - slightly lower than at Miami in 1989 but a highly creditable turnout nonetheless.

The technical sessions seemed very well attended. However, the relatively small conference hall (which doubled as the ship's *La Scala* theatre in the evening) may have exaggerated this impression.

Although the weather failed to live up to expectations, it did not force any changes in the conference or ship's itinerary. There had, though, been a moment or two of doubt. A day or so before the *Eugenio Costa* was due to depart from Barcelona harbour at the start of the conference cruise, the master Massimo Percivale warned that high winds might prevent the ship docking at Mahon on Menorca — her first port of call.

The conference organisers and the tireless IAPH secretariat hastily worked out an amended schedule giving more time at Palma de Mallorca, the planned second port of call. Luckily, the weather moderated and the *Eugenio Costa* entered Mahon on schedule, albeit in driving rain.

With her twin stabilisers and sheer size, the 25-year-old ship shrugged off the mildly windy conditions with little more than a gentle and barely detectable roll. She may have had several limitations compared with a large hotel on terra firma but most of the delegates seemed pleasantly surprised with the efficiency of the conference organisation in what were clearly unusually demanding circumstances.

If the ship's typical cruise liner lay-out and regimen tended to limit social interaction, this was more than balanced for many delegates' partners by the travel opportunities and variety of social functions. And, as Palao pointed out: "I think the individual ports visited have got their money's worth."

The delegates were certainly left in little doubt that the environment is still the single biggest issue facing ports. It occupied virtually an entire day of the technical sessions, was the subject (directly or indirectly) of half the resolutions



Ibiza

endorsed by the conference and, in the address by John Lethbridge of the World Bank, yielded one of the most thought provoking papers. Environmental issues were also mentioned by almost every IAPH official and member whose views on the future were canvassed.

It was, perhaps, particularly appropriate that the environment should feature so heavily on the agenda of a conference which was — literally — floating in one of the most heavily polluted of seas. The Spanish Ministry of Public Works and Transportation, which helped organise the conference, had chosen the environment as one of the major conference themes long before the *Haven* tanker explosion brought pollution onto the agenda of almost every major northern Mediterranean port.

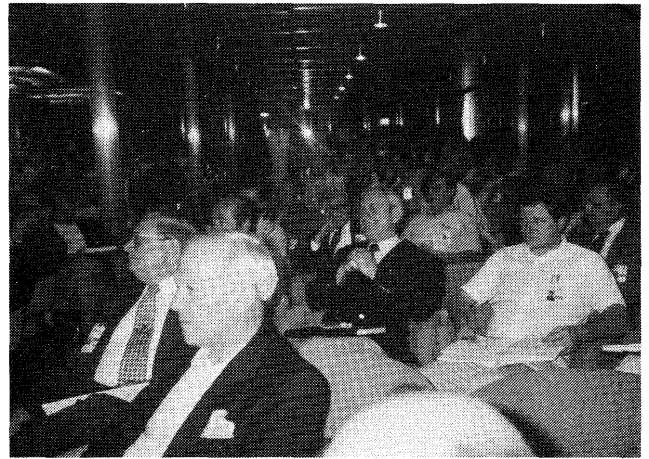
In passing unanimously four resolutions on the environment, the 1991 biennial meeting underlined the association's general concern about environmental matters and prepared the ground for its participation at the major United Nations international conference on development and the environment which is due to be held in Brazil in June next year.

The resolution on segregated ballast tanks urged IAPH member ports not to discriminate against tankers fitted with these environmentally sound devices. It charged association members to review port fee formulas to ensure they do not discourage construction or operation of tankers fitted with SBT. In proposing the resolution, the IAPH has accepted that some port tariffs or other charging systems may impose unintended cost burdens on such specially-constructed vessels.

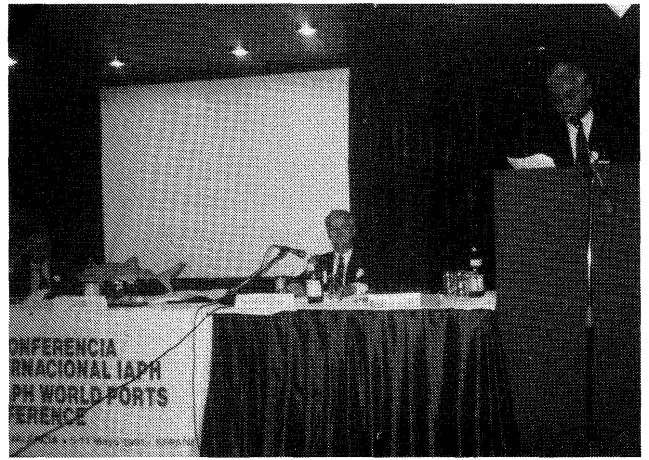
A general resolution on the environment recommends that each member port fully examine its existing facilities and operations together with its proposed developments in an environmental as well as economic context. The resolution also calls upon member ports to carry out a legal "audit" to ensure that adequate legal bases exist to both protect the environment and penalise those activities which degrade or damage the environmental quality of port and harbour facilities and resources.

Framed largely through the work of Jean Smagghe and his Committee on Port and Ship Safety, Environment and Construction (COPSSEC), these and other resolutions on the environment have sent another strong signal to the international community of the port industry's determination to be seen as sensitive to the need for environmental protection.

The 17th World Ports Conference was clearly intended



Working Sessions



as a major launching pad for the association's participation in the UN conference in Brazil. But it was also something of a watershed for several of the IAPH's committees and senior officials. Both Herbert Haar, chairman of the Dredging Task Force, and Bert Kruk, chairman of the Committee on International Port Development, chose the conference to announce their resignations. They were replaced by Dwayne Lee of Los Angeles and Goon Kok Loon of Singapore respectively.

Also resigning from high office with the IAPH was second vice-president Cheung Yeun Sei of the Korea Shipping and Port Council, who was replaced by Robert Cooper of the Ports of Auckland Ltd. Miami port director Carmen Lunetta leapfrogged from third to first vice-president, and Smaghe of the Port of Le Havre was elected as third vice-president.

Max Moore-Wilton of the new South Wales Maritime Services Board was elected conference vice-president following the decision taken some two years ago for the 18th World Ports Conference to be held in Sydney. In 1995 the biennial conference will be held in Seattle/Tacoma and will come back to Europe or Africa in 1997 when London is likely to be a strong favorite if it puts in a bid.

If self-promotion and an evident flair for publicity is any guide, Sydney is already well on the way to ensuring that the 1993 conference will be a major success. An upbeat video, produced at a rumoured cost of around \$12,000, free boomerangs and a free draw for a toy kangaroo, koala and other Australian animals were features of Moore-Wilton's

opening publicity shots.

Sydney, supported by the neighbouring ports of Illawarra and Hunter, is staging the next biennial conference under the theme "Ports: The impact of global economic change."

Over drinks on the Eugenio Costa's Lido deck, Moore-Wilton and his colleague John Wallace discussed their conference plans and outlined the social attractions which Sydney and the rest of Australia have to offer. Moore-Wilton, a forceful but jovial character, explained that the conference programme would be fine-tuned at the IAPH's mid-term Executive Committee meeting in Charleston, South Carolina next year. However, the overall global economic change theme would be developed with presentations on a wide range of relevant topics including port planning and the environment, the revitalization of port zones, organisational efficiency and ports as engines of growth for the wider economic infrastructure.

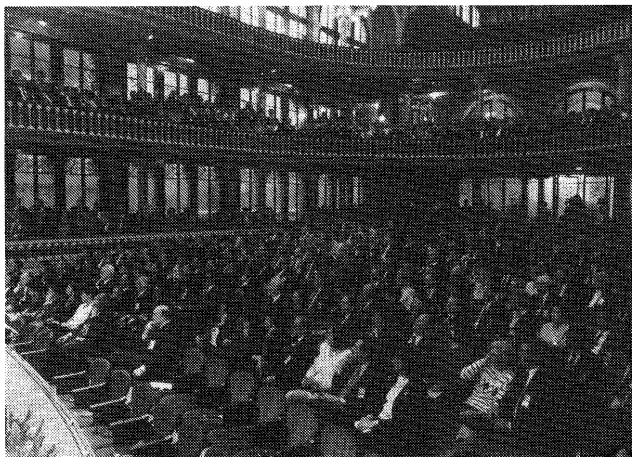
Moore-Wilton expects to involve certain key speakers from outside the ports industry in discussing global economic changes. And, of course, there will be contributions from experts able to identify and explain how global and regional economic changes affect both port to port and nation to nation trading patterns.

Both Moore-Wilton and Wallace seem determined to foster a lively dialogue between speakers and delegates. If their presence at the 17th World Ports Conference is any accurate guide, they'll succeed.

Opening Ceremony

at the Palau de La Musica Catalana

17:30, Sunday, May 5



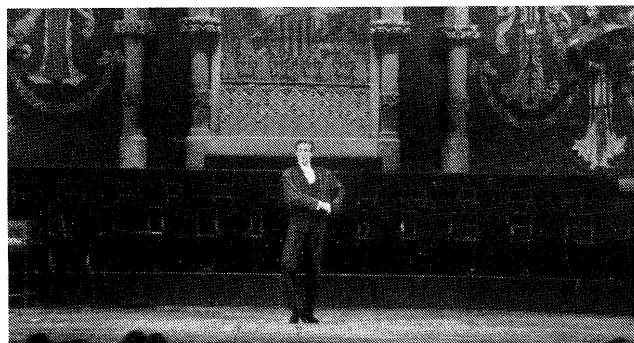
Delegates at the Official Opening Ceremony

The "Palau de la Musica Catalana", the center of musical life in Barcelona since the beginning of last century and which was designed by Lluís Domènech i Montaner, another great Catalan architect and Gaudí's contemporary, was the setting for the Opening Ceremony of the 17th World Ports Conference of IAPH.

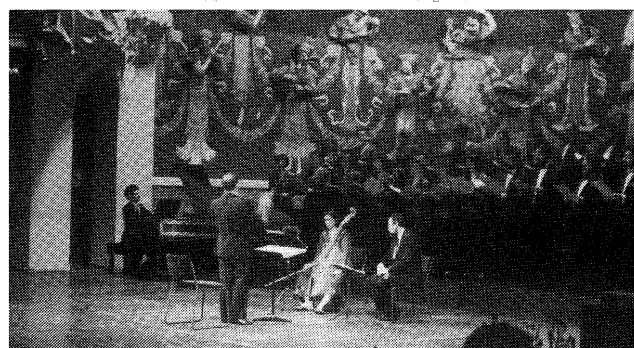
All the delegates and their companions, having settled in their cabins on the "Eugenio Costa" by that evening, were transported in nine buses to the Palau to witness the official opening of the Conference by Spain's Minister of Public Works and Transportation Mr. Jose Borrell, following the welcome addresses by Dr. Fernando Palao, the Conference Chairman and the Director General of Ports, MOP, Mr. Joan Clos Mateu, Barcelona City Councilor (on behalf of the Lord Mayor of Barcelona) and Mr. Joaquim Molins, Councilor of the Catalan Autonomous Regional Ministry for Town Planning and Public Works. Mr. James H. McJunkin, President of IAPH, delivered his speech to thank our Spanish hosts for the warm and generous hospitality they were affording the participants.

The Honorable Jose Borrell, Minister of Public Works and Transportation, declared the 17th Conference open following his welcoming address to the participants. In his speech, the Minister outlined Spain's port systems under the newly merged single ministry — which formerly functioned as two ministries, namely the Ministry of Public Works and Urban Development and the Ministry of Transportation — and the strategies for enabling Spain's ports to be reborn as the most efficient and viable doorways of Europe to handle traffic from and to the Middle and Far East, Eastern Europe and North Africa. At the same time, the Minister emphasized that the island ports, some of which our Conference participants were able to visit while cruising, would remain as vital locations combining tourist and cruise facilities with commercial services.

The Minister stressed that the IAPH Conference was a most welcome opportunity for Spain's government and port industry to study and exchange views and information



Jose de Udaeta's castanet recital



Catalana Chamber Music Choir performs



Inaugural Gala Dinner at the Royal Atarazanas

on the common problems shared by everyone in the port industry from the rest of the world, as Spain prepares for the crucial year of 1993 — that of the full integration of Europe. He pointed out that the nation is making every effort to achieve greater efficiency in its port and transport systems while addressing the growing sensitivity to the impact they have on the environment, and is promoting the use of systems which can develop renewable energy. These efforts, he said, entail enormous cost and increasingly significant side-effects.

After a brief intermission, the participants enjoyed a castanet recital by Jose de Udaeta and 16th century Spanish music given by the Choir of the Palau de la Musica Catalana before they moved to the Royal Atarazanas (14th century shipyard) near the Port of Barcelona, for dinner.

Interviews by Neil Sinclair

IAPH to Evolve, Continue Efforts on Contemporary Issues

James H. McJunkin

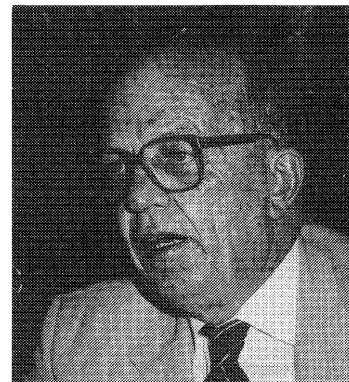
President, IAPH 1989 - 1991

Port of Long Beach Delegate with IAPH

Old IAPH Presidents don't die, they quietly fade away, joked Jim McJunkin on the last day of his presidential term.

After 34 years in the port industry, including eight at top level in the IAPH, McJunkin was in reflective mood as he made his final address before handing over the presidential tiller to John Mather.

In typical fashion he was self-effacing almost to the point of self-deprecation about his contribution to the port industry. And he recalled one of the most frequently quoted remarks of former American president John F. Kennedy



when he told delegates at the final plenary session not to seek of the IAPH what it could do for them, but to ask what they could do for it. He said, "The more active you become in the Association, the more you are able to give and more satisfaction you get in return".

He described the presidency of the IAPH as "the high point of my 34 years in the industry" and said the Association had given him much more than he had been able to give in return.

After the final dinner on board the *Eugenio Costa*, McJunkin looked back on both the 17th World Ports Conference and on his presidential term.

"We did have some trepidation about the conference

(Continued on Page 11, Col. 1)

More Respected, Global Voice on Port Issues

John Mather

First Vice-President, IAPH 1989 - 1991

President, IAPH 1991 - 1993

**Managing Director, Clyde Port Authority,
U.K.**

As the elegant white hull of the Italian cruise ship *Eugenio Costa* edged slowly into Barcelona's passenger terminal at the end of her week's IAPH conference cruise, it was particularly appropriate that the Association's titular head should be looking at the way ahead from his cabin over the bow.

John Mather, who had been elected president by overwhelming acclamation at the conference's closing plenary session in Valencia the previous morning, was in confident mood as he both surveyed the week's proceedings and plotted the Association's future course.

From his suite on the *Lance* deck, Mather could see the busy harbour tugs as they helped guide the 33,000 ton



liner to her assigned berth on the Muelle de San Beltran. Her safe arrival back in Barcelona after a voyage lasting six days and embracing five Spanish ports signalled both the end of another successful biennial conference and the beginning of Mather's two-year term of presidential office.

His vision of the Association's future had begun to be shaped during his terms as third and second vice-president and by his stewardship of the ad hoc Committee on the Future. Mather, who is deputy chairman and managing director of the Clyde Port Authority in Scotland, had been instrumental in establishing the committee as a means of shaping general long-term policy and strategy priorities.

After an initial meeting in Fremantle last year and "two very free thinking" sessions on board the *Eugenio Costa*, the Committee on the Future has already sketched out a

(Continued on Page 12, Col. 1)

Extremely Pleased With High Level Of Attendance

Fernando Palao

Chairman of the 17th IAPH World Ports Conference
Director General of Ports, Ministry of Public Works and Transportation, Spain

If an occasional frown crossed Fernando Palao's usually cheerful face, it was only to be expected. President of the biennial conference organizing committee is a harrowing enough task at the best of times. But to bear ultimate responsibility for a conference which is held on a cruise ship making five port calls in as many days is a truly herculean endeavour.

However, as director-general of ports within the Spanish Ministry of Public Works and Transportation, Palao is well versed in the art of balancing the many and varied interests which comprise Spain's modern port industry. It was largely due to this desire to satisfy — as far as possible — these varied interests that Palao and his organizing committee decided to hold the IAPH's 17th World Ports Conference on board a cruise ship.

The Italian owned cruise ship *Eugenio Costa* was selected by Palao and organizing committee executive secretary Jose Juan-Aracil only after a number of other potential



Juan Aracil

vessels and operators had been assessed and rejected. Palao had no regrets about choosing the 25-year-old *Eugenio Costa* whose charter soaked up just over half the conference's budget of around 230 million pesetas (about US\$2 million).

In a brief moment of relaxation over a coffee in one of the ship's lounges, Palao reflected on both the conference's achievements and the major issues likely to affect Spanish ports over the next five to ten years.

He stressed that personal contact between port managers was one of the most important and enduring benefits of the 1991 biennial conference.

"You can solve problems much more easily if you know who to go to," said Palao succinctly. He maintained that personal contacts were easier on a ship than in a hotel.

Palao also mentioned the identification of important trends and broad solutions to industry problems as other key advantages of the IAPH's regular world ports conference meetings.

"Although you can't get really deeply into issues because of the limited amount of time, the conference does help



identify the most important elements", he said.

Palao, who was talking on the penultimate day of the conference, said if more time had been available he would have liked to see it devoted to electronic data interchange (EDI) and environmental problems. Both issues, of course, were covered in some detail. But Palao stressed that the environment in particular was now so important that "environmental sensibility has to be incorporated into all port managers' behavior."

He had been extremely pleased, however, with the high level of attendance at virtually all of the conference's technical sessions. The frequent interruption of conference speeches and discussion by the ship's intercom was a less pleasing factor, although most delegates appreciated the importance to shipboard safety of a clear and universally audible public announcement system.

Palao maintained that the *Eugenio Costa*'s itinerary enabled delegates to visit two of Spain's most important commercial ports — Barcelona and Valencia — plus three island ports which combined tourism with commercial activity.

"We think the maritime tourist industry is going to develop very strongly so we must have ready the necessary infrastructure. And we must do some more commercial selling of ports interested in that business."

Palao said that port-city relations were extremely important.

"We think integrating city and port increases the attraction to tourists of both."

He emphasised, however, that it took much more than just an efficient port and tourist attractions to stimulate cruise ship business.

"It's not only ports that have to be efficient but airports and the general tourist infrastructure."

Together with city-port relations, European integration and the cruise ship industry, Palao nominated the environment and EDI as the most important issues for Spanish ports in the next decade. Although most Spanish ports do not, fortunately, have the dredging problems suffered by some harbours in northern Europe and many in America and Africa, Palao said that increased awareness of environmental pollution — reinforced recently by the *Haven* tanker disaster — had major implications for the ports industry in Spain.

Indeed, with tourism as well as general commercial and industrial businesses to protect, it could be argued that Spanish ports have more to lose than most if environmental issues are not properly addressed.

Environment Becomes Number One Issue For Ports

Jean Smagghe

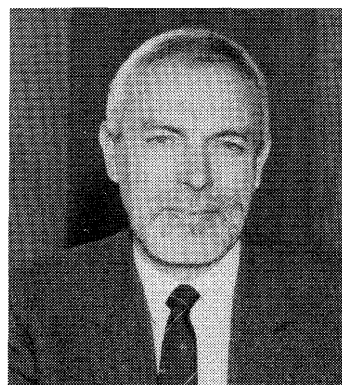
**3rd Vice-President, IAPH 1991 - 1993
Chairman of the IAPH Committee on
Port and Ship Safety, Environment
and Construction (COPSSEC) since 1987
General Manager, Port of Le Havre**

"It's not a fashion," said Jean Smagghe. "The environment has become the number one issue for ports and is likely to remain so for the foreseeable future."

The chairman of the influential committee on port and ship safety, environment and construction (COPSSEC) was speaking during a rare interlude between conference sessions, committee meetings and personal discussions with colleagues and friends.

As COPSSEC chairman, Smagghe is undoubtedly in one of the hottest of technical committee seats. His responsibilities for safety and the environment have always been particularly onerous. But with protection of the environment now being pursued with almost religious fanaticism by many private as well as public organizations, the port industry has been put very much on its mettle.

"Since the last conference in Miami the environment has been our main concern," explained Smagghe. "We have



worked very hard in the last two years in several areas," he added. "The main result is a resolution on the environment which affirms the Association's concern with environmental issues, calls on its members to help improve the environment and upholds the general principles of 'prevention being better than cure' and 'the polluter must pay.'"

The resolution, passed unanimously at the final plenary session of the biennial conference, amounts to nothing less than an environmental mission statement for the Association. Smagghe, who was elected as IAPH third vice-president at the same meeting, said the resolution was one of his committee's major achievements.

But he is under no illusion that implementation will be easy. The resolution recommends that each member port fully examine its existing facilities and operations together with its proposed developments in an environmental as well as economic context. It goes on to urge ports to ensure that adequate legal bases exist to protect the environment, permit rational development and to pursue all available remedies

(Continued on Page 17, Col. 2)

James H. McJunkin

(Continued from Page 9, Col. 2)

being held on a ship," he admitted. "But I think it worked out better than at a hotel. The attendance at conference technical sessions was probably better."

In looking back on his two years as president, McJunkin noted that it had been marked by further change in the Association's overall role and objectives. He said its original mission had been to promote technical assistance to ports in developing nations.

"If you'd attended 15 years ago the conference would have been dominated by engineering types. This year I don't think there was a single session on the transfer of technology because that educative process has been largely completed."

McJunkin said the IAPH was continuing to evolve and was now concentrating its efforts on major contemporary issues such as the environment, port management, inland transportation and the port-city interface. He stressed that by raising the voice of ports among international agencies, the IAPH was able to safeguard the interests of its members. Dredging, hazardous cargoes and liability rules were among the individual international issues he identified as being of particular current importance to IAPH members.

The unification and standardization of rules governing the global logistics system was vital to the efficient movement of world trade, said McJunkin.

"The global logistical system can't work if there are

different rules in different countries. And I think there'll be a growing role for the IAPH in helping to ensure uniformity."

He singled out Alex Smith, IAPH representative in Europe, for particular praise in raising the profile of ports at the International Maritime Organization, the United Nations agency most directly concerned with ocean transport and ports. McJunkin said that Smith had been particularly influential in helping to persuade IMO to consider a sub-committee on ports and harbors. The IAPH has for long enjoyed observer status at IMO and liaises closely with the organization on all matters which might affect ports. However, McJunkin pointed out that the new sub-committee would elevate port and harbor concerns to a permanent and loftier status with IMO.

McJunkin reflected widespread opinion within the IAPH when he said that international agencies such as IMO, UNEP (United Nations Environment Programme) and UNCTAD (United Nations Conference on Trade and Development) would become of increasing importance to the Association and its member ports. He also stressed that the Association's own committees would continue to "be the backbone of the IAPH."

Among McJunkin's final tasks as president was to bestow honorary membership on three port industry executives who had given many years' service to the Association: Cheung Yeun Sei of the Korea Shipping & Port Council, Herbert Haar, special assistant to the president of the Port of New Orleans, and Richard Leach of the Port of Houston.

John Mather

(Continued from Page 9, Col. 2)

hazy outline of long-range IAPH objectives. They include, said Mather, the environment and the trend towards port privatisation, both issues which were widely debated on the 25-year-old ship.

Mather, who is one of the most experienced port managers ever to serve at presidential level, was quick to point out that the ad hoc committee's overriding goal was to make the IAPH more responsive to members' needs. He also stressed that the Association would continue under his leadership to strive for a "better world voice on port matters".

By ensuring an effective ports' industry lobby, Mather hoped that key IAPH policy objectives would be secured and vital interests protected at key international maritime law-making bodies such as the International Maritime Organisation. Indeed, as part of this process, the IAPH has strongly recommended its members to encourage the establishment of an IMO sub-committee on ports and harbours.

Mather, who joined the Clyde Port Authority in 1953, is convinced that environmental matters will be one of the major preoccupations of port authority managers for "the next 10 years". His concern reflects both contemporary fears among western industrialized ports and growing disquiet at harbours in developing countries.

Among Mather's more immediate objectives will be to help head off proposals which — if adopted into international maritime law — would bar all ocean dumping of dredged spoil. He will also be in the thick of arguments over the funding of port reception facilities for the storing and processing of waste banned under the MARPOL Convention.

Although the environment in all its many facets promises to remain a very high profile issue during Mather's presidential term, he also identified privatisation as a significant concern for all ports, including those in developing countries. As a former administration manager and lately finance and marketing director for the Clyde Port Authority, Mather knows his way around port financing.

He is also particularly well qualified to comment on privatisation issues: In common with other public trust ports in the United Kingdom, the Clyde Port Authority is being prepared for privatisation under the British Government's Ports Bill. As Mather pointed out in his conference address on port management, the future ownership of the Clyde Port Authority is open to a degree of speculation. A private placement of shares with an element of management and employee ownership seems a likely outcome.

Although such a solution would provide management and employees with a direct stake in their company, it would not of course insulate the port authority from the harsh commercial reality of an industry which suffers widely in the UK and elsewhere from over-capacity. Mather said he expected the privatisation of UK trust ports to accelerate the process of port mergers, amalgamations and groupings.

Despite his appreciation of the possible benefits of port and terminal mergers, Mather also sounded a note of warning:

"Ports can also be taken over for the wrong reasons," he said. "For example, if you get someone to take over a port just to close it down to develop the property, that would be a wrong reason."

However, he acknowledged that there was serious

over-capacity in the UK's ports industry. "Perhaps as much as 40% and certainly at least 30%. It's also true of mainland Europe and North America."

Nevertheless, Mather said that abolition of the Dock Labour Scheme had led to a major reduction in the workforce. "We now have only 50 dockers," he said.

Clyde Port Authority, which embraces the ports of Greenock and Glasgow within its 450 square mile jurisdiction, has certainly boosted its cargo handling productivity since abolition of the Dock Labour Scheme nearly two years ago. But, as British Ports Federation director John Sharples admitted in his conference address on labour reform, increased competition has forced ports to lower their charges to customers.

Although virtually his entire career has been spent with the Clyde Port Authority, Mather is well aware of the problems facing ports in the developing world. He said that some conference delegates from third world ports had expressed their concern at the trend towards privatisation.

He explained that most ports in developing countries were heavily if not totally dependent upon public money to fund both capital investment and operations.

"If this privatisation vogue caught on it could deprive them of capital," he said.

In common with all senior IAPH officials, Mather is acutely aware of the Association's responsibilities to its members in developing countries. And he appreciates that their struggles to compete are often every bit as acute as those of ports in certain western industrialized nations where over-capacity is both chronic and severe.

Mather sympathised with ports in developing countries which were constantly under pressure to lower their prices without necessarily being able to cut costs.

"They feel the shipowner is too demanding and is often quoting prices to them that reflect port costs and infrastructure in developed countries."

Like most if not all of his predecessors as president, Mather has as one of his chief objectives an increase in representation from ports in developing countries. He conceded, however, that this objective has been difficult to achieve.

"Some — particularly in South American countries — don't think the IAPH gives them what they want," he said. "And probably what they want most is funds for training and the development of port facilities."

Although the IAPH has made great strides in the exchange of information and expertise between developed and developing world ports, its ability to fund such schemes is limited. Over the next two years Mather intends to continue examining ways in which members from the developing world can be encouraged to both join the IAPH and play a full part in its activities.

Another of Mather's principal objectives is the development of a "more respected and global voice on port issues." Through its highly active secretariat in Tokyo, its committee system and the work of its liaison officers, the IAPH has already helped ensure that port interests are not ignored when major maritime trading decisions are taken at an international level.

With Mather on the bridge and the next biennial conference being organized under the theme "Ports: the impact of global economic change", the course has been set even more firmly towards international goals. In an industry which is becoming more globally integrated by the day, it is perhaps the only possible path to follow.

IAPH ANNOUNCEMENTS AND NEWS

Officers for New Term

At the Second Plenary (Closing) Session held at the Conference Hall on the ship on Friday, May 10, the IAPH members present unanimously elected the new President and Vice-Presidents for the new term as follows.

President: John Mather, Managing Director, Clyde Port Authority, U.K.

1st Vice-President: Carmen J. Lunetta, Director, Port of Miami, U.S.A.

2nd Vice-President: Mr. Robert Cooper, Chief Executive, Ports of Auckland Ltd., New Zealand

3rd Vice-President: Jean Smagghe, General Manager, Port of Le Havre, France

Conference Vice-President: M. Moore-Wilton, Chief Executive, Maritime Services Board of New South Wales, Sydney

Exco Reshuffled

The Executive Committee which is composed of 24 members, out of which six are ex-officio members (the President, 1st, 2nd and 3rd Vice-Presidents, the Conference Vice-President and immediate past President), while 12 (4 from each region) are elected by the Board and 6 (2 from each region) are the Presidential appointees.

The newcomers to serve on the Exco are Patrick Keenan from Cork, Norman C. Stark from Vancouver, John J. Terpstra from Tacoma, Charles M. Rowland from Canaveral Port, M. Rajasingam from Klang, Cho Young-Hoon from Pusan, Goon Kok-Loon from Singapore, I. Yamashita from Japan's Ministry of Transport, and Michael C.C. Sze from Hong Kong.

Mr. Cheung Yeun Sei of KMPA, Korea, Second Vice-President for the previous term, had to leave IAPH after the Conference due to his new appointment in Seoul.

The Conference made him an Honorary Member in appreciation of Mr. Cheung's meritorious services to the growth of IAPH.

Also leaving his Exco post was Mr. Erik Schafer of Copenhagen, although he assured the President that he would remain as a member of the Membership Committee.

The membership of the Executive Committee for the new term until the 1993 Conference in Sydney is introduced in the following pages.

Committee Chairmen For New Term Named

Internal Committees:

Finance: W. Don Welch, South Carolina State Ports Authority (Charleston)

Membership: Carmen Lunetta, Miami

Constitution and By-Laws: John McCarthy, Tacoma

Legal Counselors:

Chairman: P.J. Falvey, New York & New Jersey

Technical Committees:

Cargo Handling Operations (CHO): Robert Cooper, Auckland

Trade Facilitation: F. Suykens, Antwerp

International Port Development (CIPD): Goon Kok Loon, Singapore

Public Affairs: Bob Calis, Fraser River Harbour

Legal Protection of Port Interests (CLPPI): Paul Valls, Bordeaux

Port & Ship Safety, Environment & Construction: Jean Smagghe, Le Havre

Ship Sub-Committee: J.M. Moulod, Abidjan

Marine Safety Sub-Committee: John J. Watson, Dundee

Dredging Task Force: Dwayne Lee, Los Angeles

Port Safety & Environment Sub-Committee: P.C. van der Kluit, Rotterdam

Port Planning Sub-Committee: Peter M. Fraenkel, London

Sec. General's Report to Conference

The Secretary General's Report to the 17th IAPH Conference was completed by the Head Office and sent to Barcelona in time for distribution to the delegates there. The Report covers all of our activities for the past two-year period and complete details of the Association's financial and membership situations.

The Secretary General's introductory remarks which precede his 65-page Report to the Conference were as follows:

Introduction

(from the Secretary General's Report)

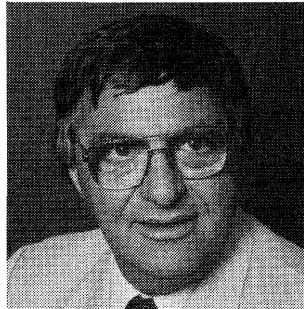
Acknowledgement

In submitting this biennial report to the 17th Conference, I would like to express the deep appreciation of IAPH to our hosts in Spain's Ministry of Public Works and Transportation and the various Spanish ports for their enthusiasm and dedicated service in laying the groundwork for the 17th World Ports Conference of IAPH. Our appreciation also goes to the Members of the Executive Committee of IAPH for the various important decisions they have made in guiding

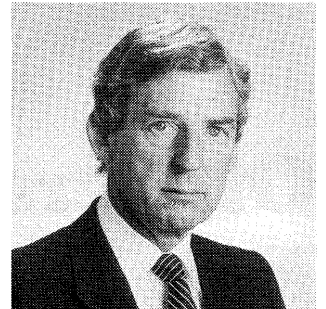
Executive Committee



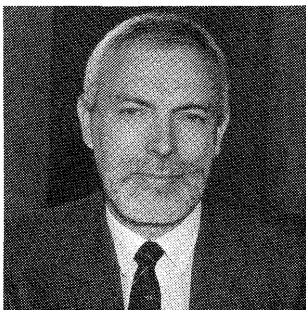
President
John Mather
Clyde Port Authority
U.K.



1st Vice-President
Carmen J. Lunetta
Port of Miami
U.S.A.



2nd Vice-President
Robert Cooper
Ports of Auckland
New Zealand



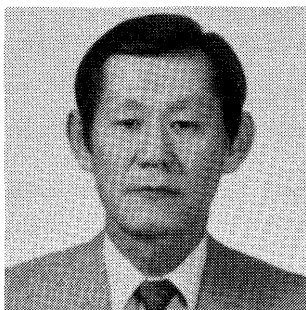
3rd Vice-President
Jean Smagghe
Port of Le Havre
France



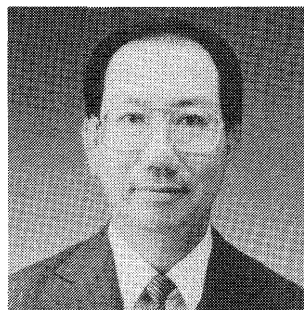
Conference Vice-President
M. Moore-Wilton
Maritime Services Board of
New South Wales, Sydney
Australia



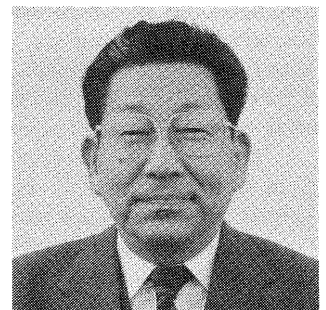
Immediate Past President
James H. McJunkin
Port of Long Beach
U.S.A.



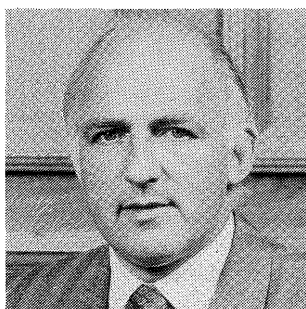
Cho Young-Hoon (A)
Pusan District Maritime &
Port Authority
Korea



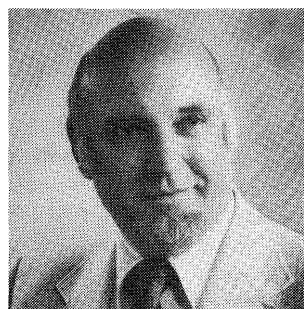
Goon Kok Loon (E)
Port of Singapore Authority
Singapore



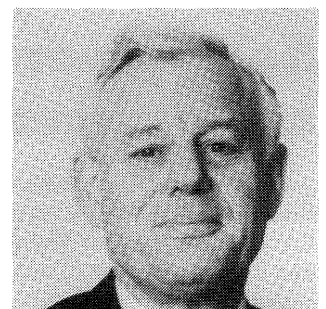
Yoshiro Haraguchi (E)
Nagoya Port Authority
Japan



Patrick Keenan (A)
Cork Harbour Commissioners
Ireland



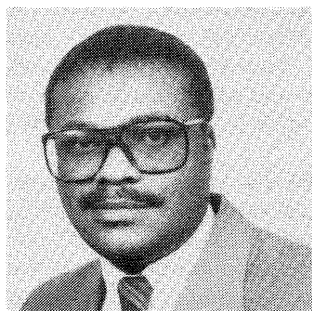
Alexander Krygsman (E)
Stockton Port District
U.S.A.



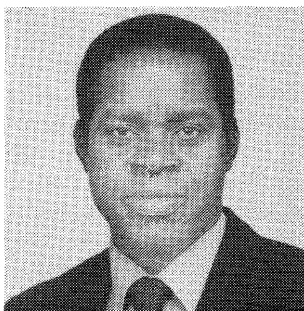
H. Molenaar (E)
Port of Rotterdam
The Netherlands

Members (1991 - 1993)

Note: (A) Appointed by the President
(E) Elected by Board



J. M. Moulod (E)
Port of Abidjan
Côte d'Ivoire



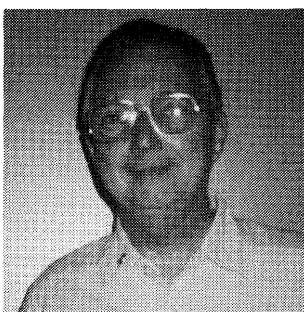
Philip O. Okundi (A)
Kenya Ports Authority
Kenya



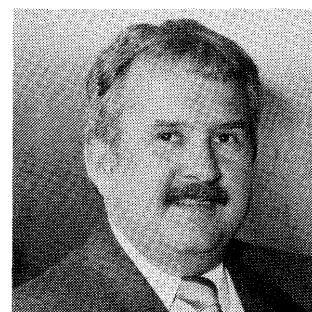
Fernando Palao (E)
Ministry of Public
Works and Transportation
Spain



M. Rajasingam (A)
Klang Port Authority
Malaysia



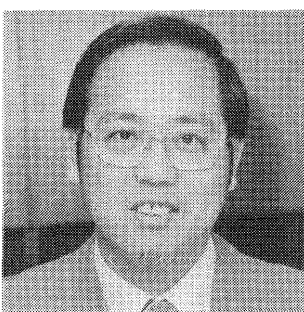
Charles M. Rowland (E)
Canaveral Port Authority
U.S.A.



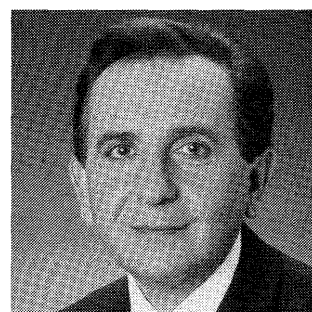
Norman C. Stark (A)
Port of Vancouver
Canada



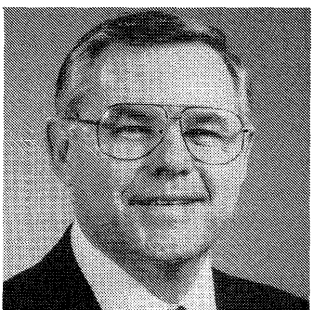
Fernand L. H. Suykens (E)
Port of Antwerp
Belgium



Michael C. C. Sze (E)
Marine Department
Hong Kong



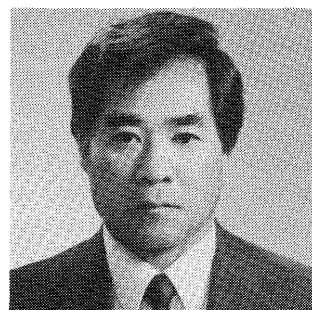
Dominic J. Taddeo (E)
Port of Montreal
Canada



John Terpstra (A)
Port of Tacoma
U.S.A.



W. Don Welch (E)
South Carolina State Ports Authority
U.S.A.



Ikuhiko Yamashita (E)
Ministry of Transport
Japan

the activities of our Association. At the same time, I would like to reiterate our earnest thanks to the Port of Fremantle Authority and the Department of Marine and Harbours, Western Australia for hosting the mid-term meeting of EXCO and the other committees of our Association in May 1990.

IAPH Activities

Our Association has been extremely active during the two years that have passed since the Miami Conference in 1989, which was undoubtedly the most successful event in the history of IAPH. We have kept our members informed of all developments through "Ports and Harbors" and you will find summaries of the events concerned in the "IAPH in Chronology" section of my Report to this Conference. In short, the IAPH committees and members have been engaged in carrying out work covering various fields of common interest to all of us.

Such numerous achievements as we have been able to report to IAPH members would never have been possible without the sound guidance and untiring support extended

Settlement of Accounts for 1989 and 1990

The joint Budget/Finance Committee chaired by Mr. W. Don Welch (South Carolina State Ports Authority) met on the morning of Saturday, May 4 at the Hotel Princessa Sofia in Barcelona. The Committee examined the financial reports submitted by the Secretary General. The Committee then made a recommendation for the adoption of the settlement of accounts for 1989 and 1990 to the joint meeting of the Board and Executive Committee which was held on the following morning, May 5. The reports with the recommendation of the Board were further submitted to the Plenary Session on the morning of Monday, May 6 and were officially adopted by the Association.

The Budget for 1991 and 1992

First the joint Budget/Finance Committee discussed the dues structure on the basis of the study paper which had been prepared by the Head Office secretariat. The Committee concluded that no change in the present system was needed and thus recommended that the current tonnage-based dues structure should be kept.

As for the Budget for 1991 and 1992, in order to cope with the planned projects of various kinds, the Committee agreed to create a budget item known as the Strategic Action Projects, to be maintained separately from the existing Technical Committee Financial Support. Furthermore, the Committee recommended that the French language version of the "IAPH News and Announcements" section of the journal be terminated at the end of 1991.

In order to avoid any major dues increase in the future, a 3% increase in the dues for 1992 was recommended by the Committee. This recommendation was supported by the Board and was unanimously adopted at the Plenary Session, with the endorsement of the Board the previous day.

to the Association by the Officers and Members of the Executive Committee as well as the Chairmen and Members of the Internal and Technical Committees. We are equally grateful for the strong backing of the respective port organizations which were always behind these enthusiastic committee members who energetically participated in their respective committee activities. Thus I would like to thank them all for the devoted service and generous commitment they gave in their respective roles in support of IAPH's wide-ranging activities.

I am also grateful to the IAPH European Representative in London, and to the other Liaison Officers — including those who served in their capacities as IAPH consultants — as well as the British Ports Federation for their wonderful performance in representing our Association at the various meetings of UN agencies or at other international maritime forums. Their participation truly contributed to promoting the cause of IAPH, and more importantly to developing ties of mutual communication and reliance with the UN agencies and many other international maritime institutions.

As we all know, the Technical Committees form the backbone of IAPH activities. These committees have constantly directed their efforts to meeting the varied needs of the Association. They have been trying hard to tackle a host of differing contemporary issues from a global perspective, focussing on themes such as how ports — both in developed and developing countries — can better function to achieve further innovation and rationalize in their development and operations.

They have kept track with the changes in the international economy and trade patterns and the progress of intermodalism and have sought to establish new relationships with their communities. More significantly, what ports can contribute towards environmental protection on a global and regional basis has become an issue of prime concern for our committees.

It is therefore my earnest wish that at the 17th Conference in Spain, all the delegates will be able to have sufficient opportunities for exchanges of views and ideas leading to common agreement concerning the strategies for the further promotion of our committee and liaison activities.

Membership

Our membership campaign efforts, headed by the Membership Committee Chairman, have been supported by innumerable IAPH officers and other individuals, who have taken all opportunities to convince non-member ports of the merits of joining our ranks. Our Head Office has been centrally involved in these endeavours to follow up the officers' efforts to achieve the successful completion of new membership applications. As outlined in my Report, we have been able to add 16 new Regular Members during the past two years. However, the same number of Regular Members left our Association for various reasons. As a result, the total number of Regular Members has seen no change at all. This experience illustrates how important it is for us to continue our campaign efforts, no matter how limited the opportunities to recruit new members may appear. We are determined to direct our renewed endeavors to this end, and seek our members' continued support of our efforts in encouraging non-member ports to join us and work with us for our mutual benefit.

Notwithstanding the lack of growth in our membership, if we look at the dues units there was an increase of 30 units

in the figures for 1990 in comparison with those for 1989 as a result of the 1989 tonnage report by the Regular Members. I wish to express my sincere thanks for the great efforts made by our members in contributing to the growth in membership dues.

Finance

The report on IAPH's Settlement of Accounts for 1989/1990 is presented in this Report, together with the auditor's statements. As for the General Accounts, the total revenues exceeded the scale that had been expected and budgeted for. The increase in revenues can be attributed largely to the 5% dues increase effective from January 1989. At the same time, our finances benefited from the comparatively stable international monetary situation as well as the situation, in which the Yen has been moving to a lower level and has affected our revenue side favourably especially during the early part of 1990. The extensive cost-cutting measures applied to all facets of the Head Office operations also played their part.

Needless to say, the finances of the Association have been under the constant pressure of exchange rate fluctuations. Indeed, this is the single largest element affecting the financial state of the Association as far as the revenues for each year are concerned.

In view of the above situation, I think I can say that finances of IAPH at present are workable. However, if we want to maintain the current level of activities and to further increase the scope of our Technical Committee and liaison activities, I would like to invite your attention to the fact that we must secure the appropriate financial resources and must find measures to balance the revenues and expenses on a yearly basis.

I think that some steps should be taken to increase the dues gradually and gently, while making careful use of the funds carried over. Our Head Office is determined to continue directing its utmost efforts towards the wise management of the Association's finances so as to keep them on a firm footing in the medium and long term, under the guidance which we receive from the Finance Committee.

International Cooperation

Through its various activities, IAPH has been endeavouring 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. The CIPD activities have been at the forefront of the Association's efforts to foster international cooperation. In the previous fund-raising campaign for the Special Port Development Technical Assistance Fund, thanks to the generous support of our members and that of the IAPH Foundation in Japan, we were able to achieve the targeted amount of US\$70,000. I offer my deep appreciation to those who have made voluntary contributions to the IPD Fund.

In accordance with the decision made at the Fremantle meeting of EXCO in 1990, we have embarked on a new fund-raising campaign to replenish the reserves of the IPD Fund towards the raising of US\$70,000 in June 1990. We have so far been able to raise nearly 30% of the targeted amount. I now wish to urge all members' continued support of the project so that we can achieve the goal as soon as possible.

"Ports and Harbors"

"Ports and Harbors" has been serving IAPH's worldwide members as the main medium through which they can articulate their views and obtain useful information and the ideas of others concerning the issues faced by world ports and the maritime industry. The Head Office urges all the members to use the space available in the journal more positively and frequently and also seeks the positive support of our advertising campaign efforts.

The 17th Conference in Spain

I would like to finish by expressing my sincere respect and thanks to our committees and members of IAPH as well as our Spanish friends for the energy, time and ideas which they have constantly offered in supporting the Association's work, which I believe will be able to contribute to the overall efficiency of ports throughout the world. I am convinced that the 17th Conference will provide all of us with a most rewarding forum in which to work together for our common goals. At the same time, it will enable us to deepen our friendship with our colleagues while we cruise on board the "Eugenio Costa", visiting the major ports and islands on the Spanish Mediterranean Sea.

April 1991
Hiroshi Kusaka
Secretary General

Jean Smagghe

(Continued from Page 11, Col. 2)

at law to redress and to penalise activities which degrade or damage the environmental quality of the port and harbour facilities and resources.

Smagghe acknowledged that the wide disparity of ports and their financial strengths made uniform implementation extremely difficult to achieve.

"And the environment means money," he stressed.

Under the resolution, the United Nations and other relevant international institutions are urged to accept and adopt the principle that the polluter must pay for damage to and degradation of the environment. COPSSEC and the IAPH also urges the UN and others to provide prompt, effective and comprehensive legal regimes and processes to enforce the "polluter must pay" principle.

Smagghe and his committee colleagues regard the enforcement of this principle as essential not just to make restitution for environmental harms more realistically obtainable but also to provide a powerful deterrent against the destruction of non-renewable natural resources as well as port and harbour facilities.

The IAPH has no legal authority to enforce its resolution on the environment. However, Smagghe pointed out: "But the power of the IAPH is very strong. We think it will be followed very well."

Smagghe also pointed out that COPSSEC had a role to inform ports. "We have produced many guidelines on the environment and on water pollution, dredging and dangerous goods."

With COPSSEC's role only likely to grow as safety and the environment continue to dominate the maritime agenda, there may be some justification for dividing this powerful committee into two. Smagghe's new responsibilities as third vice-president may only serve to accelerate any plans in this direction.

Resolutions of the 17th Conference

RESOLUTION NO. 1

RESOLUTION OF CONDOLENCES UPON THE PASSING OF COLLEAGUES SINCE THE 16TH CONFERENCE OF IAPH

WHEREAS, the 17th Conference of the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS notes with sadness the passing of certain colleagues during the past two years, included among whom are

Bernard J. Caughlin, an Honorary Member of IAPH (1977)
Reginald Savory, Port of Auckland, New Zealand

WHEREAS, the said persons were sincere friends and staunch supporters of the Association, and,

WHEREAS, the members of this Association desire to record and cherish the memories of the deceased colleagues and pay tribute to their dedication to the common cause of the Association,

NOW, THEREFORE, BE IT RESOLVED that the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS hereby testifies to its deep sorrow upon their untimely deaths and expresses its profound sense of loss and that the 17th Conference of the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS be adjourned for a moment of silent prayer in memory of the friendship and affection its members held for them.

RESOLUTION NO. 2

RESOLUTION ON ENVIRONMENT

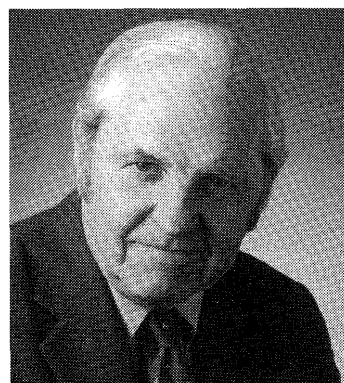
Whereas, the United Nations General Assembly has called an International Conference on Development and the Environment for June 1992 and Preparatory Meetings have been and will continue to be held;

Whereas, the IAPH comprises port authorities and entities from throughout the world representing some 82 countries and territories each with its own structure and degree of autonomy ranging from those under or linked to Government policies and directives to those of wholly commercial nature;

Whereas, the IAPH since its creation has recognized that the prime function of its members is providing infrastructure and other facilities necessary to meet the requirements of sea-borne world trade and has fostered such developments and their preservation;

Whereas, while the IAPH continues to acknowledge this prime function, it is conscious of the importance of preservation, protection and improvement of the quality of the environment, and believes that the construction and maintenance of port and harbor facilities should be consistent with emerging environmental protection constraints and principles, including sustainable development;

Now, Therefore, Be It Known that within these principles and with the belief that the IAPH has encouraged the



Resolutions & Bills Committee Chairman Falvey

evolution of clean ports through research and study of issues affecting the commercial and environmental well-being of ports and their communities throughout the world;

Now, Therefore, Be It Resolved by IAPH acting at its 17th Conference that it recommends that each member port fully examine its existing facilities and operations together with its proposed developments in an environmental as well as an economic context;

Be It Further Resolved that member ports be urged to promote a review of port and harbor and other laws, rules and regulations and other available legal measures, and make or propose any necessary revisions, to ensure that adequate legal bases exist to protect the environment of port facilities, to permit rational development of the same and to pursue all available remedies at law to redress and to penalize activities which degrade or damage the environmental quality of the port and harbor facilities and resources; and

Be It Further Resolved that IAPH urges the U.N. and other international bodies with jurisdiction to accept and to adopt the principle that the Pollutor Must Pay for damage to and degradation of the environment and to provide prompt, effective and comprehensive legal regimes and processes to enforce the principle that the Pollutor Must Pay and thereby not only make just restitution for environmental harms more realistically obtainable but also provide a powerful deterrent, regrettably now essential, against destruction of non-renewable natural resources as well as the port and harbor facilities which we hold in trust for future generations.

RESOLUTION NO. 3

RESOLUTION ON UNEP STATUS

Whereas, the United Nations has established the United Nations Environmental Programme as a specific entity charged with developing programs to foster a higher quality in the global environment;

Whereas, IAPH has established a line of communication with UNEP in the expectation that port and harbor operations and programs are given full and fair consideration as UNEP advances its objectives;

Whereas, a more formal and continuing relationship would offer the potential for joint programming with UNEP

possibly including financial grants from the UNEP Environmental Fund, Now Therefore

Be It Resolved by the IAPH acting at Plenary Session of its 17th Conference that the Secretary General is hereby authorized to apply as appropriate to the UNEP or other U.N. entity for the extension to IAPH of the rights and privileges of non-governmental consultative status of UNEP.

RESOLUTION NO. 4

RESOLUTION ON ENVIRONMENTAL GUIDELINES

Whereas, Committee of IAPH have studied carefully and fully considered and discussed guidelines for IAPH members pertaining to Environmental Planning and Management, dangerous goods and water pollution impacts on port development and operations;

Whereas, the guidelines are of timely application for consideration at the Preparatory Meetings for the U.N. Conference on Development and the Environment to be held in June 1992;

Now, Therefore, Be It

Resolved by the IAPH acting at its 17th Conference that the Secretary General is authorized to arrange for the presentation of the above described guidelines and other appropriate and authorized papers to the Preparatory Meeting and to the U.N. Conference itself and further to advocate due consideration of such papers and the IAPH positions at the said Meetings and Conference.

RESOLUTION NO. 4A

RESOLUTION ON TANKER PORT FEES

Whereas, the INTERTANKO Association has reminded the IAPH that the tanker industry is moving towards segregated ballast tanks in the construction or rehabilitation of tankers for bulk cargoes;

Whereas, such a program offers a measure of further protection against pollution of waters and other resources due to spills or other events leading to uncontrolled release of tanker cargoes; and

Whereas, certain port fee tariffs or other charging systems may impose unintended cost burdens on the operation of such specially constructed tankers;

Now Therefore, IAPH acting at a Plenary Session of the 17th Conference hereby has

Resolved that port fee formulas should be reviewed by port operators to ensure that tonnage, weight, volume or other factors used in the calculation of port fees or charges for tankers do not tend to discourage the construction and operation of tankers having segregated ballast tanks designed primarily for protection of the environment.

RESOLUTION NO. 5

RESOLUTION ON SOLVING DISPUTES

Whereas, the Committee on Trade Facilitation of the IAPH for several years has conducted surveys and studies of measures which might make the processing aspects of

the movement of goods more efficient, economical and expeditious;

Whereas, in addition to the documentation, customs and data communication elements in the processing system, the Committee has studied and made proposals as to certain commercial aspects of the contacts between ports and port customers;

Whereas, such studies show that disputes as to commercial terms as well as claims for damage to or delay in delivery of goods hamper the efficiency of the process and impair relationship; and

Whereas, litigation is often an expensive and protracted system for solving such disputes and has lost favor among many ports which have developed simple and direct arbitration systems;

Now, Therefore, IAPH, acting in plenary session at its 17th Conference has

Resolved that, member ports and their supporting services are encouraged to develop, in cooperation with their customers, regimes for resolving disputes through the use of arbitration by which they can achieve final and prompt decisions solving disputes with customers; and such arbitration should, to the extent practicable, be conducted by an agreed upon arbitrator or arbitrators having experience and expert knowledge as well as a reputation for independence and fairness.

RESOLUTION NO. 6

RESOLUTION EXPRESSING APPRECIATION

RESOLVED that the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS does hereby express its deep appreciation to:

His Royal Majesty King Juan Carlos I of Spain
His Excellency Jose Borrell, Minister of Public Works and Transportation, Spain
Mr. Ferran Cardenal, Provincial Governor of Barcelona
Mr. Joaquim Molins, Councilor of the Department of Town Planning and Public Works — Generalitat de Catalunya
Mr. Manuel Panadero, Secretary General of Transportation Ministry of Public Works and Transportation
Mr. Joan Clos, Barcelona Town Councillor
Mr. Luis F. Palao, Director General of Ports Ministry of Public Works and Transportation

Our thanks also go to the Sponsors, Leaders and Co-Leaders of Working Sessions, and others who took part in the Sessions, exhibitors, the media for their respective contribution to the success and enjoyment of the Conference.

Our gratitude is also extended to:

Mr. Jose Munne, President of the Port of Barcelona
Mr. Javier Tarancon, President of the Ports of Balearic Islands
Mr. Fernando Jose L. Juan-Aracil, Executive Secretary Organizing Committee and his staff, and
The Captain and Crew of "Eugenio Costa"

and those other persons who in various capacities have

supported the 17th Conference inasmuch as, without their help, the Conference would not have been a success.

RESOLUTION NO.7

RESOLUTION ON CONFERENCE VICE-PRESIDENT

BE IT RESOLVED by the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS at the Plenary Meeting of its 17th Conference assembled at Valencia, Spain on the 10th day of May, 1991 that

Mr. M. Moore-Wilton, Chief Executive
Maritime Services Board of New South Wales
Sydney, Australia

is hereby elected as the Conference Vice-President of the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS, during the term commencing on the closing day of the 17th Conference to undertake tasks specially assigned by the President, consistent with the Constitution and By-Laws, including arranging for the conduct of the forthcoming 18th Conference.

BOARD RESOLUTION TO REAFFIRM THE CONDITIONS FOR THE IAPH TEMPORARY MEMBERSHIP

WHEREAS, at a regular meeting held during the Seventeenth Conference of the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS, the Membership Committee, resolved to recommend to the Board of Directors and the Executive Committee to continue the Temporary Membership Scheme which has been in effect since 1980,

WHEREAS, the said Board of Directors and Executive Committee at their joint meeting held on the 5th day of May 1991 in Barcelona, Spain, concurred with the Membership Committee,

WHEREAS, the Budget Committee, a Conference

Committee, at its meeting held on the 4th day of May, 1991, in Barcelona, Spain, expressed its support for the continuance of the Temporary Membership Scheme,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors that the Temporary Membership Scheme shall be continued on the following conditions:-

- (1) The temporary membership may be granted to non-member ports for one period only as hereinafter specified and may not be granted to prior Temporary Members.
- (2) Temporary Members shall be admitted to the Association for twelve (12) months from the date of their application or until the end of the Conference following the date of their application, whichever is longer.
- (3) After expiration of one of the above mentioned periods, the temporary members shall either join the Association as a Regular Member and fully comply with the Constitution and By-Laws of the Association, otherwise the temporary membership will lapse.
- (4) Temporary Members shall pay membership dues of SDR 500 at the time of submission of the application.
- (5) Temporary Members shall be privileged to receive publications of the Association as all Regular Members.
- (6) Temporary Members shall be eligible to attend the 18th Biennial Conference to be held in Sydney, Australia, with full privileges of a Regular Member except the right to vote during the Conference.

Entry Form Sent for Membership Directory

An entry form for the 1992 edition of the IAPH Membership Directory was sent out to all IAPH members from the Tokyo Head Office on May 31, 1991.

Upon receipt of the form, all members are requested to check the attached information and make the necessary corrections and changes. The completed form should be returned to the Head Office by the end of July 1991.

Members are also invited to run their advertisements in the Directory at reasonable rates: 80,000 for a full page (152mm x 75mm) and 50,000 for a half-page (75mm x 75mm).

IAPH and the United Nations Conference on Environment and Development 1992

By A.J. Smith
IAPH European Representative

Background

The UN Conference on the Human Environment, in Stockholm 1972, initiated the prospect of a world-wide coordinated response to perceived environmental problems. The attention of public opinion and decision-takers began to focus on the urgency of identified problems to place them on an international agenda.

The decisions of that Conference provided a stimulus

for the inception of the UN Environmental Programme (UNEP) with its emphasis on the word "Programme."

Environmental issues cannot be dealt with in isolation. They are an integral part of political/economic/social conditions. It was a matter of some importance, therefore, when the World Commission on Environment and Development was set up by the UN General Assembly under the Chairmanship of Gro Harlem Brundtland to re-examine the critical issues of environment and development and to propose action programmes to deal with them. Their report on "Our Common Future" was submitted to the UN General Assembly in October 1987.

The Brundtland report's central and now universally accepted thesis on the imperative of sustainable development firmly placed the issues of environment and development on international and national political agendas.

UN General Assembly Resolution 44/228 of December 1989 required a UN Conference on Environment and Development (UNCED) to be held in Rio de Janeiro from 1-12 June 1992 to "elaborate strategies and measures to halt and reverse the effects of environmental degradation in the context of strengthened national and international efforts to promote sustainable and environmentally sound development in all countries." The recommendations of the Brundtland Report are effectively therefore to be reconstructed into action programmes which, it is generally agreed, will reperuss on all sections of society.

UNCED'92 foresees six major outputs:

1. global conventions on certain issues of global importance;
2. an Earth Charter, which is basically a document stating or declaring the principles by which people should conduct themselves to develop sustainably to ensure our common future in both environmental and developmental terms;
3. a so called Agenda 21 to bring us into the 21st Century with a programme of action for the implementation of the principles to be enunciated in the Earth Charter. It is a statement of goals and objectives as well as a list of strategies and actions that will be taken to meet these objectives;
4. an expectation that ways will be found to finance these activities especially in developing countries;
5. a system of technology transfer in so far as many countries will need access to technologies to allow them to take care of their own environment;
6. a move to strengthen existing institutions which deal with environment and development issues.

Our sector, the International Maritime Transportation sector will by no means be exempt from the decisions reached at UNCED'92. It has therefore been seen as essential to identify IAPH with the preparatory processes which will set the UNCED'92 agenda.

The Present Situation

The UNCED'92 agenda will derive from the deliberations of five Preparatory Committees (PREPCOM) meetings which are to be held before June 1992.

At the first of these in Nairobi in August 1990, the primary areas of concern were determined and a number of studies and reports on these were put in hand. At PREPCOM 2 in Geneva from 18 March — 5 April 1991, it was necessary to identify in practical terms the measures needed to ameliorate these concerns.

PREPCOM 3 will be held in Geneva from 12 August to 4 September 1991 with the first 10 days allocated to Working Group activities and the last 8 days to Plenary Sessions. PREPCOM 4 will meet in New York in January 1992; and PREPCOM 5 will take place in Brazil immediately before UNCED'92.

The detail of PREPCOM activity is dealt with in three Working Groups to which are assigned specific topics. These are, respectively:

Working Group 1 — Protection of the Atmosphere, Land Resources, Conservation of Biological Diversity, and Environmentally Sound Management of Technology.

Working Group 2 — Oceans, Seas and Coastal Areas, Supply and Quality of Fresh Water, Wastes including Haz-

ardous Wastes, Toxic Chemicals, International Traffic in Toxic and Dangerous Products and Wastes.

Working Group 3 — Legal, Institutional and Related Matters.

IAPH has an evident interest in the remits of Working Groups 2 and 3.

A Report on PREPCOM 2

There are early agreement on the procedure for accrediting Non-Governmental Organisations (NGOs) to the UNCED'92 processes and acceptance of their presence at



Mr. John Mather (left) and Mr. A.J. Smith

this and future PREPCOMs. IAPH was represented by Mr. John Mather, 1st Vice-President, and Mr. Alex J. Smith, European Representative.

NGOs can obviously make a positive contribution to issues within their competence. The meeting therefore welcomed the possibility of receiving practical advice and proposals, both innovative and creative, on a range of matters featured in Working Group agendas. NGOs are moreover supposedly more aware of their respective public needs, capacities and capabilities. They are therefore in a position to influence that public's opinions and perception of reasonable policy emanating from UNCED'92 for eventual implementation by the respective members.

Specific IAPH contributions to following PREPCOMs will have these points in mind.

General debate on the main cross-sectoral issues was inconclusive. Translation of pious hopes on issues such as poverty and environmental degradation, environment and development, technology transfer and financial resources, into positive action programmes will prove exceedingly difficult. There is at least however, an expressed determination to try to do so.

The respective Working Groups set about their tasks in a spirit of goodwill and cooperation and each in their way made progress.

This report addresses the results of discussions in Working Groups 2 and 3 which are seen to be of particular interest to IAPH for reasons which have been mentioned earlier.

Working Group 2 is now deliberating at a practical level. Experts are attempting to define concrete programmes for the regions of the world with attention focussed on the interlinkage of environmental degradation and economics. Working Group 2 will discuss at PREPCOM 3 a strategic synthesis document which, hopefully, will identify the needs

and available options for building a global framework and a strategy for action aimed at bringing about the conservation and sustainable use of marine resources and the integrated management of oceanic and coastal systems. Within that discussion, cross reference will be made to other pertinent action and proposals. In that latter context, IAPH will wish to note that these could include:

1. the promotion of integrated coastal zone management. In that regard, there is a need for mechanisms that foster the application of basic elements of environmental protection and management in coastal zone development activities world-wide. These elements will have to be consistent with principles, policies and goals that constitute the strategy for the protection and rational use of the marine environment as a whole. The implementation of these guidelines should, of course, take into account the regional conditions. Regional cooperation must become a part of marine management plans for all countries with shared coastal waters;

2. marine pollution control strategies including land-based sources.

Specific measures are needed to assist countries to implement requirements for waste reception facilities in ports and in improving preparedness and response to marine emergencies. Financial strategies need to be considered carefully to find the correct balance between the "polluter pays principle," the contribution to be made by public funds and other innovative financial systems.

The effectiveness of Marine Environmental Protection Policies and Programmes needs to be evaluated periodically by independent non-governmental auditing bodies;

3. expansion of regional cooperation in existing regional schemes and promotion where relevant of ocean-wide collaboration;

4. the London Dumping Convention. It is probable that the PREPCOM will recommend to the UNCED 1992 Conference that the following actions should be taken:

- (a) a global mechanism to coordinate the protection of the marine environment from pollution from all sources should be considered, reference being made to activities giving rise to marine pollution;
- (b) a global instrument, as well as new or improved regional agreements, for the prevention, reduction and control of land-based sources of marine pollution should be considered, reference being made to the possible form that such an instrument could

(Continued on Page 28)

CIPD Announces Bursary Recipients

As of April 1991, Mr. C. B. Kruk, Chairman of the Committee on International Port Development (CIPD), has approved bursaries for the following two individuals:

Mr. Lim Han Boon, Kelang Container Terminal, Malaysia to participate in the Seminar on the theme: The Challenge of Increased Port Competition to be organized by Institut Portuaire d'Enseignement (IPER), Le Havre, France, from 3 to 7 June 1991.

Mr. Martin Anyere, Cameroon National Ports Authority, to participate in a training course at the IHE, Delft, Netherlands.

The IPD Fund: Contribution Report

The contributions from members to the Special Technical Assistance Fund ("the Special Fund") as of May 20, 1991 are listed in the box. The amount received in contributions totalled US\$23,282.

Contributions to the Special Fund For the Term of 1990 to 1991 (As of May 20, 1991)

Contributors Paid	Amount Paid: (US\$)
Associated British Ports, U.K.	3,000
Nagoya Port Authority, Japan	2,748
UPACCIM, France*	1,989
Port of Copenhagen Authority, Denmark	1,000
South Carolina State Ports Authority, U.S.A.	1,000
Vancouver Port Corporation, Canada	1,000
Puerto Autonomo de Valencia, Spain	1,000
Port Authority of New York & New Jersey, U.S.A.	1,000
Osaka Prefecture, Japan	585
Kobe Port Development Corp., Japan	584
Osaka Port Terminal Development Corp., Japan	584
Nagoya Container Berth Co. Ltd., Japan	554
Penta-Ocean Construction Co., Ltd., Japan	502
Marine Department, Hong Kong	500
Port Authority of Jebel Ali, U.A.E.	500
Port of Montreal, Canada	500
Port Rashid Authority, U.A.E.	500
Stockton Port District, U.S.A.	500
Port of Tauranga, New Zealand	500
Port Autonome de Dakar, Senegal	480
The Japanese Shipowners' Association, Japan	438
Japan Port & Harbor Association, Japan	400
Public Port Corporation II, Indonesia	300
Japan Cargo Handling Mechanization Assoc., Japan	280
Fraser River Harbour Commission, Canada	250
Port of Melbourne Authority, Australia	250
Port of Palm Beach, U.S.A.	250
Port of Quebec, Canada	250
Saeki Kensetsu Kogyo Co. Ltd., Japan	250
Bintul Port Authority, Malaysia	200
Gambia Ports Authority, the Gambia	200
Nanaimo Harbour Commission, Canada	200
Port of Redwood City, U.S.A.	200
Public Port Corporation I, Indonesia	150
Port Authority of the Cayman Islands, West Indies	100
Port Authority of Thailand, Thailand	100
Mauritius Marine Authority, Mauritius	200
Pacific Consultants International, Japan	238
Total	US\$23,282
Pledged	
Ghana Ports & Harbours Authority, Ghana	250
Empresa Nacional de Puertos S.A., Peru	100
Total	US\$350
Grand Total	US\$20,884

* Union of Autonomous Ports & Industrial & Maritime Chamber of Commerce (the Association of French ports) on behalf of the Ports of Le Havre, Bordeaux, Dunkerque, Marseille, Nantes-St. Nazaire, Paris and Rouen

OPEN FORUM

The Background to The Ports Bill

The Effects of Privatisation — Building More Competition

By Nicholas Finney, OBE FCIT
Managing Director
The Waterfront Partnership

Acknowledgement: This office expresses thanks to Mr. Nicholas Finney, Managing Director, "The Waterfront Partnership" (London, U.K.), for enabling us to introduce this article, which was presented to the conference on Port Privatisation held at London on January 23, 1991. (IAPH Head Office)

We have all heard the very comprehensive summary of the Government's proposals by the Secretary of State. I am now going to fill in some of the background to the UK ports industry in general and to the privatisation of the Trust Ports in particular. I will be:

- Sketching the historical changes in port technology and labour organisation which have taken place.
- Showing which are the three main groups of ports in the UK and relating them by size.
- Putting the UK Government's current proposals for the privatisation of Britain's major Trust Ports through a critical appraisal.

Port Technology and Labour Organisation

Seaports, for all countries having a substantial coastline and for island economies in particular, represent vital points of transport activity. Despite the development of aviation, ports still handle a high proportion of world trade. In the UK, 92% of all imports and exports of commodities move through the seaports. Even a country like France, which has a substantial land boundary, has a relatively high percentage of goods moved through its seaports — 69%.

Modern transport technology, coupled with vastly changing patterns of world trade, have combined to bring substantial changes in the capital investment needs of ports, in their optimal geographic position and in their labour requirements.

Yet basic port infrastructure, such as harbour walls, quays, storage areas and warehousing are mainly long term investments. Civil engineering projects are extremely expensive to build on a greenfield site. Although ship technology, coupled with economies of scale, have forced container ports to find deep water at estuarial entrances, many

smaller cargo ports survive on the basic infrastructure bequeathed to them many years ago. This gives the historical port a head start. In the case of the UK, many ports operate extremely well with a basic infrastructure inherited from the 19th century.

The development of the modern seaport has often resulted in the release of substantial tracts of land which are surplus to port requirements. This has brought new challenges to the port authority because it has thrust a responsibility on them for extensive land management policies. Reclamation of land near the sea, management of new estates and refurbishment of residual port infrastructure, all put considerable demands on port management, not least because the scale and cost of investment can be large and errors costly. Much public money has been spent on creating overcapacity in port facilities around the world.

Labour requirements have also changed rapidly.

In earlier times, the irregular nature of dock work was conducive to the development of strong Trade Union organisation worldwide. Over many years, organised labour in the docks has learnt to exploit its economic power, sometimes to a very disruptive extent. Joint control systems between employers' and workers' representatives have been shown incapable of delivering a fast and efficient service to the customer. In many countries, Governments find themselves frustrated, frightened and exasperated by the ability of the dock workers to create inefficiencies and disruption. At least that was the case until recently. In Britain and New Zealand in particular, the breaking of centralised labour controls has transformed labour performance in the seaports in the last three years. This trend will continue worldwide as the demand for docker numbers falls and is replaced by demand for docker skills. We will hear something of the New Zealand experience from Richard Prebble.

Main Port Functions

Meanwhile, let us remind ourselves that the typical port authority or company has certain statutory duties including:-

- Ensuring safe navigation for ships using port.
- Dredging to maintain navigational channels.
- Supervising ship movements within the port.
- Installing and maintaining navigational aids.

These can be regarded as conservancy duties (FIGURE 1).

Then there will be the services provided to ships themselves, such as pilotage, towage and bunkering. Next, a port must provide facilities for handling cargo itself including roads, berths, jetties, quays, warehousing, storage, craneage etc. (FIGURE 2).

Finally, there is stevedoring, which may be provided either by the port authority or by specialist private firms working on port property.

Port Ownership and Control

I now turn to the structure of ownership and control in the UK port industry.

Out of approximately 100 seaports in the UK, which

are of commercial significance, nearly 55% by tonnage are in the private sector's hands already. These include the twenty one owned by Associated British Ports, 3 ports owned by Stena, 3 owned by Sealink, 2 ports owned by P & O and single ports as Manchester and Mersey Docks & Harbour Company.

A substantial shift in balance between public and private was achieved by the Conservative Government in 1983 and 1984. This was done by privatising the old British Transport Docks Board and then the British Rail ports collectively owned by Sealink (sold to Sea Containers, the James Sherwood Company).

Associated British Ports was a highly successful public flotation, handled in two tranches, whilst Sealink was effectively a sale to the highest bidder. P & O bought European Ferries who had developed Felixstowe, and Manchester was bought by the property developer, Peel Holdings.

This left about 35% of capacity with Trust Ports and about 10% with Municipal Ports.

Here are the top Private Sector Ports by turnover (FIGURE 3). Next, the largest local authority ports (FIGURE 4). Finally, the principal Trust Ports (FIGURE 5).

H M Government and The Ports Industry

I believe that the Government has wished to deliver the remaining quasi public sector seaports into the private sector for some time. It could have combined such a move with repeal of the Dock Labour Scheme, but it wisely chose not to do so.

Well, we have had the benefit of hearing directly from the Secretary of State for Transport about the intentions behind the present Public Bill which was published last Thursday.

He has outlined the benefits which the Government hopes will flow from the proposed Public Bill. There will be many who agree with him and some in the audience who disagree.

I will now assess the policy as it has been explained to us against the criteria which many, including the management and employees of the Trust Ports, will be looking at to arrive at a judgment as to the success or failure of the policy.

The Government could have chosen to take the Trust Ports (or a number of them) into public ownership and then subsequently sold them off in whatever form it deemed most suitable. This could have included a public flotation for a group of them. Such a move could have included the leading Municipal Ports.

As it stands, the Government has opted to let the Trust Port Boards themselves decide, within a reasonable time scale, when to change their constitutions. It has provided reserve powers for the Secretary of State to take steps to require schemes to " ... give a relevant port authority who meet the annual turnover requirement a direction requiring them to form a company ... before such date as may be specified in the direction." This is being fiercely attacked in certain quarters, most particularly within the Trade Federation. But the purpose of a Public Bill must be to implement a Government Policy — so it seems reasonable to me that there should be an element of compulsion to that process over a reasonable time scale.

The question is perhaps whether 2 years is too short or too long. Different ports are in different financial and trading positions and local factors may determine the best

Figure (1)

Port Authority Statutory Duties

- Ensuring safe navigation for ships using port
- Dredging to maintain navigational channel
- Supervising ship movements within the port
- Installing and maintaining navigational aids

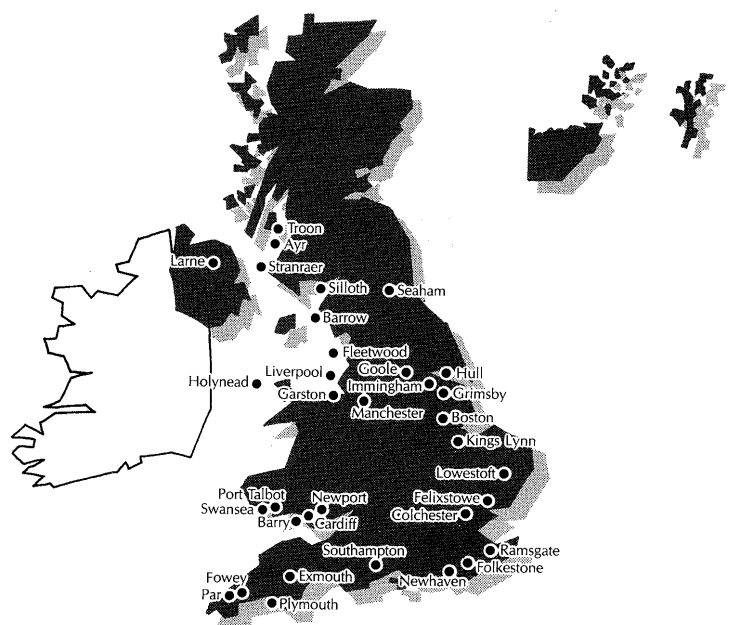
Figure (2)

Other Port Activities

- Providing towage, bunkering and other supply services
- Providing cargo handling facilities
- Providing:-
 - Roads
 - Berths
 - Jetties
 - Quays
 - Warehousing
 - Storage
 - Craneage

timetable for privatisation. I think some Trust Ports may be looking for assurances as to the flexibility to be applied within the two year timescale and it may be that the Secretary of State has this morning given some assurance on this matter. Since a cut-off of approximately £5 million in turnover is the key to compulsion, only 15 ports out of the 110 Trust Ports have to concern themselves with the potential for compulsion (FIGURE 6). As with all cut-off points, there is an element of arbitrariness. If a Trust Port below that level does not want to privatise, it will do its best not to expand. In at least one case which is borderline, a failure to take advantage of the Public Bill could seriously jeopardise and expansion which all local political parties are agreed would

**Figure (3)
Private Sector Ports**



be enormously beneficial to the community. Motives are always mixed on a matter like this. Fear of a loss of control, especially by the existing senior management, is an understandable motive for opposing compulsion, just as is the perceived risk of the port being sold out of local control and into the hands of an industrial conglomerate or asset stripper. I am sure much will be said about these matters in the course of parliamentary debate.

So perhaps the key to the ultimate success of the Government's policy must lie in the preferred method of sale and in the extent of Government take or proceeds from the sale.

Figure (4)
Largest Local Authority Ports

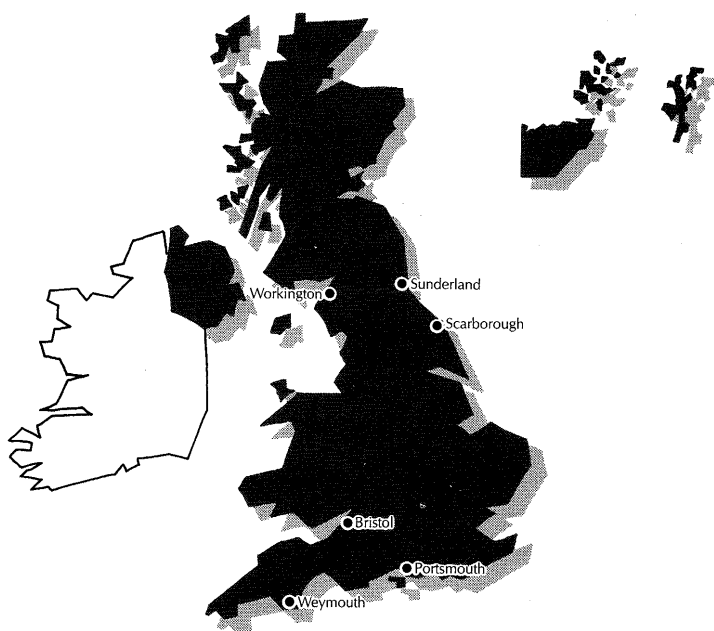


Figure (5)
Largest Trust Ports



This is where policy objectives can start to become confusing and conflicting.

The Government has recognised that it does not actually own the Trust Ports at the outset, but it has decided:

(a) to require that Trust Ports are sold on the open market according to a competitive bidding system;

(b) to transfer to the public purse up to 100% of the market value of the port by way of a levy on proceeds from sale.

Don't ask me to explain the above statement about how a 50% levy can become 100% of market value under a competitive bidding process. It relates to the fact that the purchaser will know that he is buying a company whose balance sheet will have been boosted by part of the cash proceeds for disposal.

This is a harsh and fairly unrelenting formula for a Public Enabling Bill. It means that Management/Employee teams which offer the best change for maintaining local and community involvement in their port may have to compete with corporate raiders and property developers. Price may not be based simply on an historical price/earnings formula, but may instead reflect the stripped out value of the assets or, worse still, the monopoly value of controlling a particular location or trade, to somebody already having a stake in the ports industry. If MEBO teams are forced to pay too high a price, they may have to resort to distressed sales of assets in order to pay off the debts they will have incurred in mounting their bids.

I am not, however, on the side of those who argue against any form of compulsion. The Government is implementing a public policy which it believes will assist in the economic development of the industry. There are many people who believe that the Government are right to facilitate the completion of a policy begun in the early 1980s with the abandonment of the National Ports Council, the removal

(Continued on Page 26)

Figure (6)

Trust Ports' Turnover 1989 (£m)

London	84.0
(Tilbury)	45.0
Dover	41.3
Tees & Hartlepool	37.2
Medway	27.7
Forth	27.3
Tyne	15.7
Ipswich	15.4
Clyde	11.7
Harwich Haven	10.9
Aberdeen	10.0
Belfast	9.0
Milford Haven	7.7
Poole	7.5
Lerwick	5.5
Blyth	5.2
Dundee	4.6
Great Yarmouth	4.2
Shoreham	3.3
Peterhead	1.5
Cromarty Firth	1.4
Warrenpoint	1.3
Montrose	1.2
Londonderry	1.2

International Maritime Information **WORLD PORT NEWS**

Ports EDI Meeting Held in Los Angeles

**By Jean Lespérance
Senior Advisor, Business
Affairs & Secretary,
Transportation Community
Information Exchange Group**

Representatives of port and trading community electronic data interchange trading systems from around the world met in Los Angeles February 20 to 21, 1991 to develop cooperation and interlinking among these systems. Held under the banner of the IAPH Trade Facilitation program, the meeting brought together more than 30 ports with a combined volume in excess of 15 million TEUs and one billion tonnes of cargo per annum.

Port administrators today generally believe in the idea of speeding up cargo flows through electronic data interchange (EDI) and electronic, paperless

trading services but the means to achieve this is uncertain. What needs to be done? Which organization should do what? EDI by definition involves crossing traditional industry, association and government boundaries, so new structures need to be created out of combinations of existing ones. Already a whole infrastructure of national and international EDI standards working groups has arisen (e.g. ANSI/X12, DISA, EDIFACT), as well as numerous coordinating and user groups (e.g. SITPRO, EDIA, SIMPROFRANCE etc.).

The Port EDI Gap

Despite the proliferation of such bodies, gaps still remain and an important gap for ports was noted over a year ago at meetings of the Trade Facilitation Committee of the IAPH. The "prise de conscience" of the IAPH, as spearheaded by Mr. Peter Brown of the Australian Association of Port and Marine Authorities, recognized first that port authorities had an interest

to get involved in the development effort to meet their own business requirements and that a joint port effort would be beneficial. IAPH coordination with such bodies as the Customs Cooperation Council, the International Chamber of Shipping, the International Maritime Organization, FIATA and others was seen to be a worthwhile goal.

The second point recognized was that ports have created a number of community EDI systems or projects in order to implement EDI effectively among the many players involved in cargo movements within ports. These community systems for the most part are, once created, independent of the port do not fit within the IAPH. However, they are the delivery vehicle for EDI in the port community.

The problem arises when it is remembered that the international transportation chain involves export at one port and import at another. Physical systems are continuous and integrated. The supporting data flows should be as well. Port service centers

The Background

(Continued from Page 25, Col. 2)

of Government powers to approve or disapprove port investment and the full blooded privatisation of Associated British Ports and Sealink. No one could say that we do not have a lively and competitive seaports market in the UK, particularly after the repeal of the Dock Labour Scheme.

Those who argue against ultimate compulsion to provide the same freedoms and disciplines as the private sector must examine their motives. And they should be prepared to recognise that fear, defensive thinking and a reluctance to accept fiscal and managerial accountability to shareholders are amongst them. There is no reason to suggest that local communities have been anything other than well served by the close relationship and investment policies of the major private sector seaports in the UK. And there is no evidence to suggest that there has been any failure by the privatised ports such as Associated British Ports and Sealink to maintain high standards for conservancy and other statutory duties.

Economic activity and growth come about when talented management have the freedom and motivation to act. Trust Ports privatised offer the best possible vehicle for this to be demonstrated.

The Government should be persuaded to give management/employee buyout teams the chance to purchase their ports with the appropriate help from institutions, industrial partners and local interests. If this means granting some leeway on price and alleviation of levy and costs then

this surely cannot be anything other than a sound public policy.

The future shape and competitiveness of the UK's port transport industry will be partially determined by how the major Trust Ports are sold and to whom. Management/Employee buyouts in partnership with local industry provide the best chance for maintaining independence. But if the result of the Government's Bill is to slow down the release of the remaining seaports into the private sector by frightening off such buyers, then it will be a policy that has failed. If it results in corporate raiders or asset strippers "scooping the pool," then it will have lost the ports industry the chance forever to form into competitive independent trading groups, an outcome which must surely be in the interest of the UK as a whole and will also have lost the industry the chance to create a viable competitor to Associated British Ports plc.

Whatever course we follow in the UK, the debate will continue about what type of body is best suited to provide and manage the facilities needed to run a modern seaport. The autonomous port authority, run as a quasi public authority, has considerable support worldwide.

But as countries look for, and demand, better value and higher economic performance from their public utilities in the next decade, the role of the autonomous port authority will increasingly be questioned. The balance and partnership between local interest and private profit will be delicate ones to maintain. The UK's Trust Ports privatisation programme will be watched by many around the world to see if the lessons and experiences are ones which they may wish to follow.

and their network suppliers need to link a shipping line in one port with an agent in another, or a forwarder with a broker, or an importer with an exporter. Interconnection and interport community linkup is required.

One-on-One vs Common Solutions

Up to now the approach has been for one port service center to negotiate and work out all the business and technical details one-on-one with another, for example, INTIS in Rotterdam with Tradenet in Singapore. Doing this with every port pair quickly becomes costly and inefficient, especially since the same issues have to be resolved over and over, each time in a slightly different way. It is in everyone's interest to jointly work out common solutions to these practical issues.

Port authorities have long played a role as a catalyst and a conscience in the port community. Sensing the gap described above, backed up by the experience of actual implementation, and spurred on by real business needs of live, operational users, port authorities decided to act.

The first step towards developing worldwide coordination among ports and port systems took place in Ottawa in September 1991 at the 3rd Annual Ports Canada Computer Conference. Informal discussions confirmed the need and led to the meeting in Los Angeles.

LA — A Vision, An Identity and A Work Program

The second step occurred in Los Angeles at the meeting of February 20 and 21, which was hosted with style and competence by the neighbour ports of Long Beach and Los Angeles. Representatives from 17 organizations, consisting of a mixture of ports, community service centers and their network suppliers, came up with a vision statement, an identity, specific objectives and a work program.

The participants decided to establish itself as the **Transportation Community Information Exchange Group**, with a steering committee to represent all continents and a mixture of port authorities and port service centers. The steering committee will coordinate the work program and seek to extend membership to other ports and port service centers. The steering

committee is composed of: Peter Brown, AAPMA, Australia; Andrew Robertson, Tradegate, Australia; Ton van der Gaag, INTIS, Rotterdam; Charles Wilkinson, MCP, Felixstowe; Lary Sposi, ACES, New York; Curt Ketcham, TDNI, Canada; Jean Lespérance, Ports Canada, Canada. The steering committee intends to make a proposal to the IAPH Trade Facilitation Committee at the Barcelona congress in May for a work program involving ports. Jean Lespérance of Ports Canada, Ottawa, is fulfilling the secretariat role for the TCIEG.

The following vision statement was adopted: "The Group's vision is to improve the efficiency and speed of moving goods through the trading chain by the widespread introduction to the global trading community of a comprehensive range of paperless trading services."

Community Service Center Interconnection

The community service centers agreed to an important objective: they will work towards international interconnection in the short term. The approach will be multi-modal, open (i.e. other participants not at the meeting are welcome) and international /inter-network only (i.e. each system is responsible for domestic connections to individual users). The community service centers will resolve issues such as addressing, pricing, marketing and software. They will also approach international telecommunications carriers for proposals on the operation of these international links under a single arrangement.

Ports and IAPH — Dealing with Business Issues

The port authorities agreed to address a varied series of business issues, including, among others: developing codes, identifiers and common messages with the CCC; initiating interport EDI for hazardous cargo; developing port messages; standardizing manifests with CCC and shipping lines, and; disseminating information to all IAPH members, particularly developing countries which are unable to actively follow developments. The variety of issues will foster a number of working groups with different compositions and different roles, ranging from active development to lobbying or review.

The Americas

Canadian Port Cargo '89

Data reported by Statistics Canada shows that commercial shipping, though widespread throughout Canada, is largely concentrated in just 20 ports, which in 1989 accounted for roughly 75 percent of the cargo tonnage moved in the country's international and domestic waterborne commerce. In fact, five ports — Vancouver, Sept-Iles/Pointe Noire, Port-Cartier, Montreal/Contrecoeur, and Halifax — alone accounted for 40 percent of all shipping activity in Canada. These five also handled 50 percent of the country's international trade and 17 percent of its domestic cargo.

Other highlights of Statistics Canada's 1989 shipping year review:

- Total tonnage, at 363 million metric tons, was down 7 percent from the 1988 total of 390 million tons and roughly equal to the 1987 level.

- International shipping activity accounted for 66 percent of all cargo tons and 51 percent of all vessel trips.

- About 5 percent of Canada's import/export cargo and 1 percent of its domestic cargo moved in containers. Three ports — Montreal/Contrecoeur, Halifax, and Vancouver — accounted for 97 percent of Canada's 1989 international container trade.

- Waterborne exports: 159.1 million tons in 1989. Shares by region/country of destinations: Asia and Oceania (37.1 percent of the 1989 total); Europe (19.5 percent); United States (27.3 percent); United Kingdom (6.5 percent), the Middle East/Africa (5.9 percent); Central and South America (3.7 percent).

- Top export commodities: coal (20.3 percent); iron ore (20.1 percent); wheat (7.6 percent); lumber and sawn timber (4.8 percent); potassium chloride (3.9 percent); gypsum (3.6 percent); fuel oil (3.3 percent); other (36.4 percent).

- Waterborne imports: 80.3 million tons. Shares by region/country of origin: United States (48.9 percent); Europe (13.0 percent); Middle East/Africa (11.3 percent); United Kingdom (9.0 percent); Asia/Oceania (4.4 percent); Central/South America (13.4 percent).

- Leading import commodities: crude petroleum (23.0 percent); coal

(19.0 percent); iron ore (8.7 percent); fuel oil (7.7 percent); aluminum ore (5.8 percent); other crude non-metallic minerals (3.2 percent); iron, steel and alloys (2.5 percent); other 30.1 percent.

Port of Halifax Rate Incentives

The Halifax Port Corporation (HPC) is offering a WHARFAGE rate reduction on containerized cargo moving inland to or from points in the United States. The new rate, effective February 1, is 5c per tonne with a minimum charge of \$1. for 20-ft container and \$2. for 40-ft container.

The intent of this special rate is to provide an incentive for development of additional business over the Port of Halifax. In this respect the Halifax Port Corporation has also engaged in discussions with other port participants, with the aim that each party will provide financial incentives for building this traffic base.

As market conditions and customer needs change, the Halifax Port Corporation has been responsive to the needs of its shipping lines. Some years ago the HPC introduced a special wharfage rate for cargo moving by water to/from United States ports. The rate of 5c per tonne, with a minimum

of \$1. for 20-ft container and \$2. for 40-ft container is still in effect. Last year, the HPC introduced a "cap" on berthage charges so operators using the largest container ships are not penalized. The "cap" means that vessels will be assessed based on a maximum GRT of 40,000 tonnes.

In 1990, Harbour Dues did not increase, NOR WILL THEY BE INCREASED IN 1991, stated HPC officials. In 1988, the Halifax Port Corp did not increase wharfage charges for containerized cargoes and on average, port tariffs increases have been kept below the rate of inflation.

Port Director Tenure

The turnover rate of U.S. port directors has been an issue of some concern, not only to the individuals involved, but to the public seaport industry as a whole.

AAPA conducted a statistical review of the record from 1980 through 1990 in an effort to determine the dimensions of the problem.

What the data indicate is that the turnover rate among port directors is significant and has been since 1985. The industry annual turnover rate average jumped from 10.1 percent for the period 1980-85 to 17.0 percent in

1986-90. The rate reached a high of 24.4 percent in 1988, dropped to 9.3 percent in 1989 and then jumped to 18.6 percent in 1990. This means that in 1990 nearly one out of every five port directors' positions became vacant during the year. In 1988, the ratio was approximately one to four.

The pertinent data are displayed below:

Year	Ports	Port Dir Vacancies	Turnover Rate
1990	86	16	18.6%
1989	86	8	9.3%
1988	86	21	24.4%
1987	85	10	10.6%
1986	85	19	22.4%
1985	85	14	16.5%
1984	85	7	8.2%
1983	84	11	11.9%
1982	84	6	7.1%
1981	84	8	9.5%
1980	84	6	7.1%

From 1984 to 1986, the average tenure of incumbent port directors was approximately 7.1 years. The rate dropped to 5.0 years in 1987, to 4.7 in 1988 and 1989, and then increased to 5.2 in 1990.

Of 82 port directors presently serving (four positions are vacant), just 13 (or 15.7 percent) were appointed prior to

IAPH and UN Conference

(Continued from Page 22, Col. 1)

take;

- (c) state and international forums should pursue a precautionary approach in addressing waste management problems by, inter alia, focussing on environmentally preferable land-based alternatives to sea disposal while ensuring that pollution is not transferred to other parts of the environment via other disposal routes;
- (d) national, regional and global forums should actively pursue the elimination of marine pollution through, inter alia, more stringent national and regional controls in the active pursuit of clean production methods;
- (e) all states that have not yet done so should ratify or accede to the London Dumping Convention;

5. a series of actions to promote an international strategy for environmentally sound management of wastes, particularly hazardous wastes. In this regard, particular attention is drawn to the need to establish a network of centres at the national, sub-regional, regional levels, as appropriate for waste treatment and the corresponding technical, logistical, financial and regulatory requirements which have to be studied to provide the guidance would be needed;

6. a number of activities for the environmentally sound

management of chemicals including the developing of sound principles of risk management for chemicals during production, transportation, storage, use and disposal, and assisting developing countries in their risk management. The development and strengthening of mechanisms for accident prevention and emergency response, including the medical aspects, at the local, national, and international levels. The provision of regulatory guidance, including monitoring and enforcement, to achieve effective control of chemical risks at national level.

Working Group 3 at least began to examine the wide range of relevant existing institutions and international agreements.

IAPH should note that this Working Group is also expected to examine the feasibility of elaborating principles on general rights and obligations of States and regional integration organisations, as appropriate, in the field of environment and development, and consider the feasibility of incorporating such principles in an appropriate instrument/charter/statement/declaration which would take account of the conclusions of all the regional preparatory conferences.

In meeting that obligation, Working Group 3 will, inter alia, take account of a check list of the elements included in such instruments/charters/etc. dealing with basic duties, principles of decision making, and principles of transnational relations.

In putting forward its own proposals, IAPH should it

1980. The longest tenured incumbent was appointed in 1966, the second longest in 1971. Of the remainder, three were appointed in 1991, 13 in 1990, 11 in 1989, 8 in 1988, 10 in 1987, 7 in 1986, 6 in 1985, 1 in 1984, 3 in 1983, 3 in 1982, 3 in 1981, and 1 in 1980.

(AAPA ADVISORY)

Los Angeles Installs Recycled Fender Piles

The Port of Los Angeles has completed installation of 219 new wharf fender piles, all made from recycled plastic, at a 100-acre container terminal currently under construction at Berths 212-216.

Used to protect concrete piles from damage caused by vessels, the recycled fender piles will enable the Port to decrease its use of creosote, an oily liquid applied to timber piles to prevent their deterioration.

Although currently available for use, creosote has been identified as an environmentally undesirable product. Responding to possible future restrictions on creosote use, as well as increasing timber prices, the Port chose to install the recycled fender piles as a sound environmental alternative.

Measuring 68 feet long and 13 inches in diameter, the recycled fender piles

are manufactured by Plastic Piles Inc., headquartered in Rancho Cucamonga, California. Seattle-based General construction Co. installed the piles for the Port of Los Angeles.

The 100-acre container terminal, scheduled to open in midyear, will be operated by Yusen Terminals Inc., a division of the Japanese shipping line Nippon Yusen Kaisha.

This use of recycled plastic fender piles is the latest innovation in the Port of Los Angeles' recently implemented recycling program. Currently, the Port's extensive recycling effort includes the collection of paper, computer printouts and newspaper. The Port will soon expand its recycling program to include aluminum and glass. In addition, most of the annual and special publications produced by the Port are printed on recycled paper.

New Orleans Largest U.S. Port of Entry for Coffee

New Orleans was the largest U.S. port of entry for green coffee during the first 11 months of 1990, according to statistics released by the U.S. Department of Commerce.

For the period, 5,023,149 bags of coffee entered at New Orleans, compared with 4,884,374 bags for the same

period a year earlier, an increase of 2.8 percent.

New York was the second largest port of entry, posting 4,732,807 bags for the period.

More than half of all coffee entering the United States enters through the two ports.

North Carolina Ports Perform Important Role

Throughout the State of North Carolina, 25,888 jobs, \$489 million in income, \$1.9 billion in sales and \$57 million in state and local taxes can be attributed to cargo activities at the Morehead City and Wilmington terminals of the North Carolina State Ports Authority, according to the preliminary report of an economic impact study conducted by the N.C. State Ports Authority and the Babcock Graduate School of Management at Wake Forest University.

Used to conduct the North Carolina State Ports Economic Impact Study was the methodology developed by the U.S. Maritime Administration (MARAD). The MARAD methodology is widely used throughout the United States in assessing the economic impacts of state ports. The study was prepared by Dr. Gary L. Shoesmith,

wish to do so, would also be expected to have taken account of that check list.

Proposals for An IAPH Input to The PREPCOM Process

Time is not on our side. PREPCOM 3 takes place in Geneva on 12 August. Documentary input to that meeting should therefore be drawn effectively from existing IAPH material. Such as:

- The IAPH Environment Charter

- The IAPH guidelines for environmental planning and management in ports and coastal areas development 1989 (Executive summary)

- The IAPH guidelines for dredged materials

- The IAPH guidelines on water pollution

- The IAPH guidelines on dangerous goods and the environment

Additionally, and to the extent that funds are made available to do so, port or port-related experts in these subject areas should be made available to attend the meetings of Working Group 2 when issues relevant to the IAPH papers are discussed.

Arrangements should also be made to provide an input to Working Group 3 discussions at PREPCOM 3 and 4. That input could possibly deal with the extent to which the national legislation of IAPH member ports facilitate the application and enforcement of principles embodied in the

IAPH Environment Charter.

Moreover, to the extent that land-based sources generate the major part of the pollution of port waters and in light of the fact that these may well originate in upstream riverine areas beyond the ports' national jurisdiction, an IAPH survey should establish whether and to what extent extraterritorial control exists via perhaps bilateral, multilateral or regional treaties.

Concluding Remarks

Following the adoption of the Resolution 44/228 by the UN General Assembly, a "Voluntary Fund" was established to facilitate contributions to be made to the UNCED'92 preparatory processes by developing countries both in a governmental and non-governmental context. Other funding arrangements for this purpose have been made by UNDP, the World Bank and UNEP.

There is also a general awareness that translation of the concept of sustainable economic development to a well conceived action programme will only be effected with the assistance of large scale funding.

IAPH should therefore ensure that member ports in developing countries are both familiar with the demands likely to be made on them as a contribution to their respective national plans to achieve sustainable economic development, and the sources from which they may draw the assistance needed to plug the gaps which may become apparent in expertise, technology and funding capacities.

Associate Professor of Economics at the Babcock Graduate School of Management.

In the preliminary report, the Wilmington Terminal accounts for roughly 75 percent of these totals, largely due to the types of cargoes processed at the Wilmington port. Specifically, 19,812 jobs, approximately \$370 million in income, \$1.5 billion in sales and \$43 million in state and local taxes can be attributed to cargo activities at the Wilmington Terminal. 6,076 jobs, approximately \$119 million in income, \$453 million in sales and \$14 million in state and local taxes can be attributed to cargo activities at the Morehead City Terminal.

According to the study, the economic impact of the North Carolina State Ports is most significant in multi-county planning Region 1 (Davie, Forsyth, Stokes, Surry and Yadkin counties); Region G (Alamance, Caswell, Davidson, Guilford, Randolph and Rockingham counties); Region F (Carras, Gaston, Iredell, Lincoln, Mecklenberg, Rowan, Stanley and Union counties); Region O (Brunswick, Columbus, New Hanover and Pender counties); Region P (Carteret, Craven, Duplin, Greene, Jones, Lenoir, Onslow, Pamlico and Wayne counties) and Region Q (Beaufort, Bertie, Hertford, Martin and Pitt counties).

For the purposes of the study, the economic impacts of the North Carolina State Ports were measured in direct, indirect and induced terms of employment, income, sales and taxes.

- Direct effects of port activities consist of the employment and purchases of goods and services generated by the port industry, port capital spending and port users in the state.

- Indirect effects consist of labor, services, materials and other items purchased by the firms that supply the direct activities.

- Induced effects are purchases deriving from additional income to households receiving wages associated with the direct and indirect impacts.

Port industry includes all activities essential to the movement of cargo through the ports, such as warehousing, stevedoring and inland transportation. Port capital spending includes actual expenditures for construction, expansion and/or maintenance of port facilities. Port users are businesses in the state that use the port facilities for

shipping or receiving their products and/or components of production.

"These early results of our North Carolina State Ports Authority economic impact study clearly show that our state ports make a very substantial contribution to the economy of our state," said P.A. Thomas, chairman of the N.C. State Ports Authority Board of Directors. "With the planned capital investments and growth in cargo volume at the Morehead City and Wilmington facilities, the North Carolina ports should have an even greater impact on the economy of the state in the future," he said.

Oakland Updates Status Of Harbor Project

The Port of Oakland has announced that the U.S. Army Corps of Engineers' San Francisco District and the Port are proceeding with plans for the Corps to take over the 42-foot Oakland Harbor deepening project.

Acting Executive Director Charles R. Roberts said the Corps' current plan "will mean savings in both time and money" in dredging the Port's inner and outer harbor channels to a depth of 42 feet. This plan also will provide new and expanded turning basins to accommodate modern fourth-generation container ships, and will enlarge the outer harbor channel.

The project, which has been stalled for nearly three years by lawsuits, previously had been divided into two phases. In Phase 1 the inner harbor channel, which is now at 35 feet in mean lower low water, would be dredged by the Port to a depth of 38 feet. In Phase 2, the inner harbor channel would be deepened to 42 feet, the turning basin would be completed, and the outer harbor channel and turning basins also would be dredged to 42 feet.

The Port of Oakland was previously responsible for doing Phase 1 and the Corps of Engineers, Phase 2. Now both will be combined into a single project to be done entirely by the Corps.

"The last thing we want is more delays, more lawsuits, and more challenges to our project," Mr. Roberts said. "We feel confident that having the Corps implement the entire program is the most cost-efficient and most expeditious way to do it."

Under the new arrangement, the

Corps of Engineers will take advantage of the testing and other studies already completed by the Port of Oakland and utilize them in compiling an environmental impact statement for the full project.

Combining the two phases will mean the possibility of utilizing a deep ocean site for disposing of dredge material. By January, 1994, a joint Corps, Environmental Protection Agency, and State regional agencies study, known as the Long Term Management Strategy (LTMS), that is now underway, is expected to identify an ocean site for disposal. Under the projected time frame, work on dredging to 42 feet for the entire project would begin in May, 1994.

The environmental impact statement would consider all possible sites, most of which have been reviewed by the Port of Oakland staff in preparation for the Phase 1 project, including sites on land and in San Francisco Bay, as well as ocean sites.

In 1987 the Port received approval for disposing of dredged material at an ocean site, 11 miles from Half Moon Bay, but was blocked on a technicality through a lawsuit brought by Half Moon Bay fishermen and San Mateo County supervisors.

The Port then attempted to win approval for using the dredge material to shore up levees in the San Joaquin Delta. Approval was given by the State Water Quality Control Board, but the project was again delayed by a lawsuit brought by the Contra Costa Water District. The Port won the lawsuit, but the Water District appealed the decision. No date has been set for hearing the appeal.

Meanwhile the Port has been preparing an environmental impact report on Phase 1, exploring some 30 different alternatives for disposing of dredge material, including a number of upland sites. Although the findings have not been published yet, the upland sites proved to be extremely expensive.

Under the original plan, with the Port doing Phase 1 rather than the Corps, the Port would have had to fund the project from its own resources. It would then be reimbursed for approved costs. The new arrangement, Mr. Roberts said, will result in substantial savings both for the Port and for the overall program. The cost of aquatic disposal

of the dredge material, assuming an ocean or a San Francisco Bay site is chosen, is substantially less than on land.

The Port has been considering putting the material on the Galbraith Golf Course, near the Oakland-San Leandro border, which the Port owns. But the cost of getting it there, and of possible charges in connection with restoring the golf course, would bring the estimated cost to more than \$20 a cubic yard. Aquatic disposal costs about \$4 a cubic yard in San Francisco Bay, and about \$8 in the ocean. The Oakland project totals more than 7-million cubic yards. The Federal government would pay 65 percent of the cost, with Oakland responsible for the remainder.

Finally, there was strong pressure from the environmental community for Oakland to wait until completion of the Long Term Management Strategy study, which would designate new, permanent disposal sites, before starting the project. Under the new schedule the sites will be designated before the project begins.

Port of Sacramento: Port Director's Message

(Reproduced from 'SEAWAY Port of Sacramento')

Great opportunities, great challenges:
"We are positioned to support the area's growth even more aggressively."

**By Michael Vernon
Port Director**

It's a pleasure to address you as the new Port Director. This is a time of great opportunities and great challenges for the Port, and I'm pleased to have the chance to be part of it. Although I have been at the Port only a short time, I would like to pass along some early observations about the Port, and where we are headed.

Sacramento has one of the most dynamic economies in the United States. The Port has always contributed to the prosperity of Sacramento, and we are positioned to support the area's growth even more aggressively. Our financial performance has improved; we have great people working for us; and we are totally committed to the growth of the Port and the service of our customers.

Our growth will not come easily. Our markets have changed significantly over the last 10 years, such that the tonnages that we handle for certain key products have shrunk. It is not likely that they will ever return to the higher levels that we used to enjoy. To compound the problem further, it appears that there will be general weakness in the U.S. and international economies for a while, and we will certainly feel that. While our financial picture has improved, we need to sustain significantly picture has improved, we need to sustain significantly higher profits in the future to fund all our capital requirements. The budget battles that are raging at all levels of government make it clear that we should not plan on much funding help from those sources. We will have to look to ourselves for the money with which to grow.

I'm anxious to confront these challenges. We have a lot to offer. We are well situated at the nexus of major sea, rail and truck arteries. We have proven operating capabilities, which we are prepared to market aggressively. Above all, we have the expertise and energy of our people, who want to show our customers what we can do.

I have set two main priorities. First, I want to develop specific plans to finance the significant capital requirements that we face. The channel deepening is our biggest commitment. The dredging in under way, but it is a long-term project that will not begin to produce a return on our large investment until 1995 under the present schedule. In the meantime, we face expenditures to upgrade our existing equipment and to add facilities to attract new business. We also have up-front costs associated with the long-term development of our land on the south side of the ship channel. Ensuring that we have adequate capital to finance these projects, without exposing the Port to undue financial risk, is critical to our long-term prosperity.

My other priority will be the continued upgrading of our marketing programs. We have taken some good steps to bring new business into the Port. I will be working with the staff to accelerate those efforts, and to continue our emphasis on total customer service. We will work on building our existing bulk business, but I feel that we may have opportunities to cap-

italize on our expertise in distribution and material handling to offer new services to our markets. An important part of our marketing will be to raise the visibility of the Port and to let potential customers know that we're here to serve their needs.

These will be exciting times! The challenges are great, but so are the rewards. The Port will be better than it has ever been. You will be hearing a lot more about us. WE ARE IN BUSINESS!

Seattle Top Container Exporter to Pacific Asia

The Port of Seattle, whose market share of Pacific Asia container trade increased by one percent in 1990, has also established itself as the national leader in container tonnage exports to Pacific Asia, according to the New York Journal of Commerce Port Import/Export Reporting System (PIERS), an industry source that provides comparative data.

1990 figures indicate that Port customers shipped an impressive 3,960,473 metric tons of cargo to Pacific Asia. The nine percent increase over 1989 was almost double that of the next closest West Coast port region.

The Port of Seattle has built its reputation as the international gateway from the Pacific Northwest to Pacific Asia, through its ability to offer the "Seattle Short Cut." Cargo sent through Seattle's harbor can reach Asian countries up to a full two days faster than if sent from other West Coast ports. This aids in the swift transportation of import/export goods to and from the Puget Sound region.

Marine Division Senior Director Frank Clark said, "We pride ourselves on being a leader in the Pacific Asia trade market. As we look to the future, we plan to expand our export capabilities, and with the help of labor, inland transportation, and the steamship lines, we believe we will be able to achieve that goal."

The Port attributes its impressive export numbers to expanded services provided by steamship lines Mitsui-OSK, NYK, and COSCO, and to significant upturns in several commodity groups.

Aluminum tonnage totals were up 51 percent over 1989 figures, with over

260,000 metric tons being shipped out in 1990. Particle board tonnage totals increased by over 90 percent as compared to 1989 totals, with over 210,000 metric tons exported in 1990. Cotton tonnage totals were up 50 percent over 1989 figures, with over 200,000 metric tons being shipped out this past year. Additionally, all three commodities showed a growth in Pacific Asia market share in 1990, with increases of 15, 12, and five percent, respectively.

Overall, in 1990 the Port's export market share increased by more than one percent, which translates into tonnage and container volume increases to the Pacific Asia market.

The Port of Seattle is a municipal corporation created by King County voters in 1911. The Port develops and manages commerce through the Seattle harbor, Seattle-Tacoma International Airport, Shilshole Bay Marina, and Fishermen's Terminal. The Port does over \$30 billion a year in two way trade.

Africa/Europe

Dangerous Goods, Dangerous Wastes

By Robert Wijffels

(Reproduced from 'HINTERLAND XXXIX, 1990')

According to information given by the International Maritime Organization, it is estimated that more than 50% of the cargoes transported by sea today can be regarded as dangerous, hazardous and/or harmful (marine pollutants) under the IMO classification, designation or identification criteria. Some of them are dangerous or hazardous not only from a safety point of view but are also harmful to the marine environment. The cargoes concerned include products which are transported in bulk — such as solid or liquid chemicals and other materials, gases and products for and of the oil refining industry. Between 10% and 15% of the cargoes transported in packaged form, including freight containers, bulk packaging, portable tanks, tank containers, vehicles, intermediate bulk containers (IBCs), unit loads and other cargo transport units, fall under these criteria.

As the world becomes increasingly industrialized and as industry itself becomes ever more complex, the transport by sea of such cargoes will continue to rise and the growth of the responsibilities will go with the rise of the lists of these products. It is essential, if shipping is to maintain and improve its safety record, that these cargoes are stored, handled, and transported with the greatest possible care.

Same facts and considerations apply to road, rail, air and inland waterways.

Numerous disasters and cases of damage have induced the promulgation of a multitude of international conventions, treaties, regulations, codes, directives and propositions matched with stacks of national laws, decrees and rules concerning the transportation of dangerous goods.

All this resulted in an inextricable jumble of rules and regulations drawn up by a variety of institutions on an international, European and national level. Dangerous materials and goods are ruled by these standards what their transport is concerned, be it by sea, by road, by waterway, by rail or by air. These rules are complemented by measures for the prevention and control of fires, toxicity and corrosion often causing environmental pollution.

Industrialists, transporters, their bankers and insurance brokers, states, port organisms, airports, social organisms, their counsellors and solicitors, as well as the public in general are more and more confronted with extremely complex responsibility problems as to these materials.

A summary of the organizations responsible for their creation (E.E.C., E.C.E., I.M.O., O.C.T.I., C.C.R., I.C.A.O., I.A.T.A., I.A.E.A., U.N.E.P., I.L.O., UNIDROIT) and of the international standards (C.R.T.D., A.D.M., R.I.D., A.D.N.R., I.M.D.G., C.I.M., C.L.C., FUND, OILPOL, MARPOL, SOLAS, I.B.C., B.C.H., I.S.C., etc.) clearly calls for accessible information.

Various inquiries had to be made to locate in Paris, London, Vienna, Geneva, Brussels, Nairobi and Bern the international organizations which gave birth to the standards governing the transport of dangerous goods and the transfer of dangerous wastes as well as the liability involved. The list of relevant conventions, directives and regulations is as follows:

Sea

International Maritime Dangerous Goods Code (I.M.D.G.) — International Maritime Organization (I.M.O. — London)

International Convention for the Safety of Life at Sea (SOLAS) — I.M.O.

International Convention for the Prevention of Pollutions from ships (MARPOL) — I.M.O.

International Convention relating to the Intervention on the High Seas in Cases of Oil Pollution Casualties + Protocol relating to Intervention on the High Seas in Cases of Pollution by Substances other than oil — I.M.O.

International Convention on Civil Liability for Oil Pollution Damage (CLC) — I.M.O.

International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage (FUND) — I.M.O.

Convention relating to Civil Liability in the field of Maritime Carriage of Nuclear Material (NUCLEAR) — I.M.O.

Recommendations on the Safe Transport, Handling and Storage of Dangerous Substances in Port Areas — I.M.O.

Convention on the Prevention of Marine Pollution by Dumping of Wastes and other Matter (LDC) — I.M.O.

International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC) — I.M.O.

Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH) — I.M.O.

Index of Dangerous Chemicals Carried in Bulk (IBC + BCH) — I.M.O.

International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC) — I.M.O.

Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (GC) — I.M.O.

Code for Existing Ships Carrying Liquefied Gases in Bulk — I.M.O.

Code of Safety for Nuclear Merchant Ships — I.M.O.

Safety Recommendations on the Use of Ports by Nuclear Merchant Ships — I.M.O.

Council Directive concerning minimum requirements for certain tankers entering or leaving Community ports

— European Economic Community (EEC)

Proposal for a Council Directive concerning minimum requirements for vessels entering or leaving Community ports carrying packages of dangerous or polluting goods — Economic Commission for Europe (E.C.E. — Geneva)

Air

Annex 18 to the Chicago Convention on international Civil Aviation — International Civil Aviation Organization (I.C.A.O.)

Technical instructions for safe transport of dangerous goods by air — I.C.A.O.

Manual of I.A.T.A. on the transport of dangerous goods by air — International Air Transport Association (I.A.T.A.)

Radioactive material

Regulations for the Safe Transport of Radioactive Materials — International Agency for Atomic Energy (I.A.E.A.)

Council Directive laying down the basic safety standards for the health protection of the general public and workers against the dangers of ionizing radiation — European Economic Community (EEC)

Road

European agreement concerning the international carriage of dangerous goods by road (ADR) — Economic Commission for Europe (E.C.E. — Geneva)

Council directive on vocational training for certain drivers of vehicles carrying dangerous goods by road — European Economic Community (EEC)

Rail

International regulations for the transport of dangerous goods by rail (RID) — Central Office for International Railway Transport (Bern)

Inland Waterways

European Agreement on the International Transport of Dangerous Goods by inland waterways (ADN) — Economic Commission for Europe (E.C.E. — Geneva)

Regulations for the transport of dangerous goods on the Rhine (ADNR) — Central Committee for the Navigation on the Rhine (CCNR — Strasbourg)

Wastes

Basel Convention on the control of transboundary movements of hazardous wastes and their disposal — United Nations Environment Programme (UNEP)

Council Directive on the supervision and control within the European Community of the transfrontier shipment of hazardous waste — European Economic Community (EEC)

Civil and contractual liability

Convention on civil liability for damage caused during carriage of dangerous goods by road, rail and inland navigation vessels (CRTD) — Economic Commission for Europe (E.C.E. — Geneva)

Convention on third party liability in the field of nuclear energy — Paris 29 July 1960 — Organization for Economic Cooperation and Development (O.E.C.D.)

Vienna Convention on civil liability for nuclear damage — Vienna 21 May 1963 — International Agency for Atomic Energy (I.A.E.A.)

Proposal for a Council Directive on civil liability for damage caused by waste — European Economic Community (EEC)

It goes without saying that against the background of legal security an international conference bringing together specialists and practitioners is a must.

Aware of this necessity, Mr. Karel Van Miert, EEC Commissioner for Transport, granted his High Patronage to a similar conference to be held in Antwerp on 25 and 26 April 1991.

Le Havre and Singapore Linked by Computer

The Le Havre community data-processing: a reality

For the first time, two main ports in different continents, Le Havre and Singapore, have exchanged very detailed information related to the ships providing regular service and to their shipments between these two international platforms of containerized trades for a few days, owing to an EDI link (Electronic Data Interchange) by satellite. This new EDI link, which is a world premiere, is the result of a memorandum which was signed on June 29, 1990, and which involved the Port

Authority of Singapore, the Port of Le Havre Authority and the Le Havre Port Employers' Association (UMEP).

Its implementation is the result of several missions carried out by Le Havre people in Singapore and a visit of the Director of the Port of Singapore to Le Havre.

The Port of Le Havre and the computerization of the passage of goods

This outstanding fact provides the opportunity of reminding that the Port of Le Havre is one of the main European leaders in the field of the computerization of the passage of goods. The requirements of the trades handled especially concern the quality of service and the rapidity of operations. The computerization of the administrative, customs and commercial procedures going together with the physical transit of the cargo forms part of the strategies developed by the Port of Le Havre to be a rapid turnaround and competitive port.

This move, initiated by the Port Authority, a public body, is supported by the Le Havre marketplace since, today, all the 250 companies in the port subscribe to the community computer systems operated by SOGET, a limited company formed by the professional unions. It is within this context that the ADEMAR and ADEMAR+ systems were developed.

The rising strength of EDI and the communication requirements of the major shipping companies led the Port of Le Havre to plan in 1981 the introduction of a communications forum. This will be an added value operation including EDI translation services, an X400 message service and community databases.

Owing to ADMAR+, Le Havre, along with the Customs Authorities, is embarking on new procedures in Europe in advance preparation of the removal of customs barriers, thus increasing its undisputed lead in the field of EDI in ports.

The development of ADEMAR+

ADEMAR+ is a computer system designed to speed up the passage of goods. It was introduced in 1985 as an extension to the ADMAR system which transmitted information from the Customs System (SOFI) to the docks and sheds. ADMAR+ was de-

signed to automate, in real time, the administrative, commercial, customs and handling operations during the passage of the goods by means of data interchange between the professionals involved. It is a community system with the consignees and shipping agents, the shipbrokers the forwarders and customs informants, the stevedores, the customs services as members. Over 250 workstations and 200 printers divided between 200 companies form an inter-professional network which ensures that the system does what it was designed to. ADEMAR+ is connected in real time to the customs system SOFI and to the four computer systems used by the container terminals.

The container terminal computer management systems

When the Rapid Turnaround Port came into service, each container terminal was equipped with a modern computer system to handle the administrative and commercial management of the terminal, the management of the container yard and container movements. In addition, it is used to prepare ship planning operations.

Towards an interconnective forum

The actions carried out by the Port of Le Havre in the field of EDI: setting-up of a link with Singapore, plans for the transmission of manifests between New York and Le Havre foreshadow the future introduction of an interconnective forum. This forum would make it possible to direct any professional subscriber onto communal or private services such as ADEMAR+, SOFI, Gina, the container terminals, the community databases (services to ships, containers and goods). Open to professionals in Le Havre, the forum will be accessible to outside professionals such as major shippers and importers, transport professionals and shipping companies. This forum will be a veritable network administrator. It will act as a single gateway accessible by microcomputer, EDI link or via direct interface with the larger systems.

The Introduction of an EDI Link Between Singapore and Le Havre

The shortening of the calls made by large ocean-going container ships is a requirement of competitiveness leading

shipowners to require from ports a concentration of resources and a high degree of efficiency during handling operations. The programming of several calls at the same time means that it is necessary to have advance information so that port resources can be allocated in the most efficient way. The optimum distribution of resources (berths, equipment and stacking areas) can be achieved by the collection of advance data concerning the bay plan (arrangement and characteristics of the containers on board the ship), the unloading lists (containers which have to be unloaded during the call) and the special instructions relating to the handling and storage of dangerous goods.

EDI, Electronic Data Interchange, consists of transmitting data electronically in accordance with recognized norms and standards which relate to both the presentation of the data and the protocols for transmission. It is a new technique and is the subject of many international projects under the auspices of the UNO and the EDIFACT Board.

The agreement between the Ports

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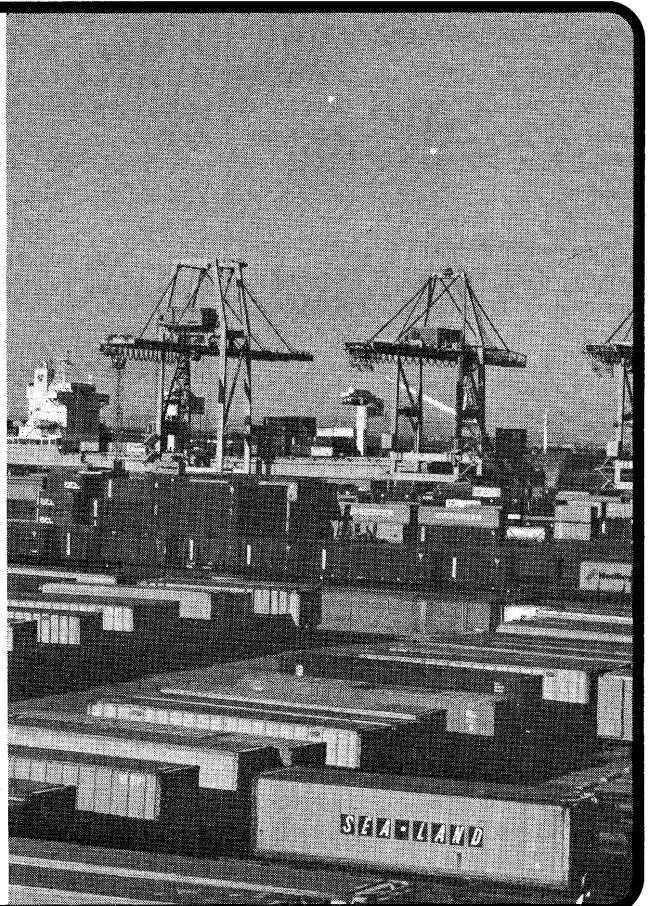
Port of Marseilles Authority

23, Place de la Joliette - BP1965
13226 Marseille Cedex 02
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91.39.40.00

Fos Container Terminal



Aucher Paul Bertrand

of Le Havre and Singapore was reached within this scope as they had high performance computer systems of management of the passage of goods and automation of procedures which were able to draw up, transmit and use the data for an advance preparation of calls.

The Ports of Le Havre and Singapore have set up together a message called "VESDEP" (Vessel departure) based on the syntax used by EDIFACT (Electronic Data Interchange For Administration Commerce and Transport).

This message assembles data relating to the ship, the call, the voyage and the loading. The loading information for each container concerns its physical characteristics, its position on board, and data relating to the goods (dangerous goods and refrigerated goods in particular).

In Le Havre the assembly of the message has been facilitated by the interconnection of six different computer systems (ADEMAR+, PORT OF LE HAVRE AUTHORITY, container terminal stevedores).

In Singapore, it is the port computer

system PORTNET which assembles the corresponding message. After they have been converted to the EDIFACT format, the messages are exchanged using an original technique. Each port has an X400 electronic mailbox (X400 being the international standard) on subscription from TRANSPAC (a subsidiary of FRANCE-TELECOM). The messages are deposited there daily by the partner port using an X25 international packet switched data service via the international TELEPAC network (the Far-East, the Middle-East, Western Europe).

Its essential aim is giving advance information on the calls of container vessels on scheduled lines with a view to preparing handling operations. One exchange of messages is planned daily (messages concerning ships and bay-plans between the two ports).

Let's state as a final point that the Port of Singapore has a custom of 700 regular shipping services; it is the biggest port in the world as far as container traffic is concerned (5 million TEUs in 1990) and the exchanges between the Ports of Le Havre and Singapore amounted to more than 300,000 TEU

during the year 1990. This is a high-quality partner!

Port of Le Havre: Technical Cooperation

Cameroon

The Port of Le Havre's technical competence has been recognised yet again by the signing of an agreement with the Government of Cameroon for a diagnostic and restructural survey of quasi-public bodies in the country's maritime sector. The survey forms part of a general process of reform of the public and quasi-public sector set in motion by the Rehabilitation Mission created in 1986 and will last for 8 months. The survey is financed by the World Bank.

Port of Dakar

In the autumn of 1989 the Port of Dakar Authority asked the Port of Le Havre to make an expert survey of a structure known as Jetty IV, earmarked for the grain traffic. Following the survey, the Port of Le Havre signed an agreement with the Port of Dakar to provide technical assistance from the



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Twice awarded the Nobel Peace Prize

PORTS AND HARBORS June, 1991

pilot studies to advice on the choice of construction company and the drafting of the contract for the work, which is designed both to reinforce the present jetty and make it accessible to ships with a capacity and draught greater than that of the vessels currently accommodated. The work will take 13 months.

Port of Hamburg: Restructuring Measures

The changes and structural shifts in the national and international transport sector and above-average growth rates in the Port of Hamburg prompted the Supervisory Board of Port of Hamburg Marketing and Public Relations to commission a firm of consultants, Roland Berger & Partners, to undertake an extensive survey of the structure and range of services it offers.

At its meeting on April 8, 1991 the Supervisory Board discussed the corporate concept presented by the firm of consultants and unanimously agreed to adopt their recommendations. The Executive Board was asked to put them into practice.

The restructuring measures include new representations in Scandinavia, Poland and Singapore. At present, in-depth consultations are taking place on the actual venues and layout of the new offices.

The new concept had led to an earlier extension of the network of port representatives in eastern Germany and Czechoslovakia with offices in Berlin, Leipzig, Dresden and Prague and now foresees a further extension in regions of importance for the Port of Hamburg. It also includes some changes in the way customers are looked after with the aim of offering shippers and others involved in the transport process considerably improved services.

For this reason important customers among the shippers, carriers and forwarders will soon be offered the change of a direct service from the experts at the main office in Hamburg as part of the new key account concept. The aim is to fulfill the customers' future demands for more professional advice.

As a result of these structural changes, the Port of Hamburg Marketing and Public Relations representations in North Germany, Stuttgart and Frankfurt will be integrated into

the main office in Hamburg. The representations in Vienna, Munich and Dusseldorf will be restructured to meet the changing requirements of the regional customers even better than in the past.

A particularly important fact is that the Port of Hamburg's partners can be sure that the advice they receive will take particular account of the pre- and post-carriage problems. Moreover, the key account concept for all the major shippers, consignees and forwarders will ensure that the entire transport know-how available to the experts in Hamburg is reflected in service these customers receive.

Hamburg's port economy is convinced that these measures will play an important part in further strengthening the competitive advantage of this North and Central European port metropolis.

Passenger Traffic Through Port of Cork

Announcement on 14 March, 1991, by Mr. Conor Doyle, Chairman, Cork Harbour Commissioners of formation of CORKCRUISE to promote passenger liner traffic through the Port of Cork.

It is my great privilege to announce the formation of a new organisation, CORKCRUISE, to promote and service cruise liner traffic calling to the Port of Cork. CORKCRUISE is being formed by Cork Harbour Commissioners and the Cobh and Harbour Chamber of Commerce as a follow-up to a very successful joint promotion to the United States last year. Following this visit, the cost of which was partially funded by Bord Failte, it was decided to set up a formal structure to maximise the potential from the cruise liner industry. CORKCRUISE is being funded by the Commissioners and individual member companies of the Chamber in what is an unique marketing venture by an Irish port. The first chairman will be Mr. Oliver Hawes, immediate past president of the Cobh and Harbour Chamber of Commerce while the Commissioners' link with CORKCRUISE will be Marketing Manager, Mr. Sean Geary.

CORKCRUISE plans to achieve its objective by direct marketing to targeted cruise liner companies worldwide.

It will highlight the advantages of calling to the Port of Cork. Short duration shore trips will be organised to Cobh and nearby Fota, there will be half day tours at Cork city and Blarney, including the world famous castle. Cork's favourable geographical location will permit day trips westwards to West Cork and Killarney or eastwards to Waterford where visits to Waterford Glass are very popular particularly with American passengers. The new organisation plans to organise activity stopovers including golf, fishing, sailing etc. CORKCRUISE will arrange to have a representative meet each liner and advise passengers of the many opportunities available during their (average) 12 hour stay in the port. In addition, market research will be undertaken to identify the needs of cruise passengers with a view to organising programmes in 1992 and later years to cater for these established needs.

I am pleased to announce that for 1991 there are ten confirmed liner calls extending over the period May to October. Based on the most conservative estimates, this will result in a direct financial injection of over L1 million to the regional economy.

It is perhaps natural that the Port of Cork would wish to make a special effort to promote liner traffic. The port has a long tradition of handling passenger liners stretching back over a period in excess of 150 years. Parallel to the decline in transatlantic liners, the cruise passenger business worldwide has experienced tremendous growth during the eighties. This growth is set to continue into the next century. With many repeat passengers, cruise companies require new ports of call on a continuing basis. In that context Northern European ports assume a new importance and CORKCRUISE plans to exploit this great opportunity.

Alone among ports on the south coast of Ireland, the Port of Cork is the only port where passenger liners can be accommodated at a shore based terminal. This is a major advantage as it obviates the need to hire passenger tenders at some expense to the liner companies and at considerable discomfort to passengers, particularly to passengers of advanced years. Last year's berthing of the QE2 at Ringaskiddy was tangible evidence of the port's capacity to ac-

commodate even the largest liners. However as the Ringaskiddy deepwater berthage is primarily a cargo terminal, the principal concentration of liner traffic will be at Cobh, the traditional base for this traffic.

Before concluding, I again wish to complement Oliver Hawes and the Cobh & Harbour Chamber of Commerce together with member companies Jas. Scott and Co. (Cobh) Ltd., Cronins Coaches, Blarney Woollen Mills, Irish Tugs, and the Commodore Hotel for their initiative. I also wish to emphasise that CORKCRUISE is open to other companies who may have services to offer visiting liners. Finally, I wish to thank our hosts Pat and Frank O'Shea and the staff of the Commodore Hotel for their hospitality today.

Lisbon: 17.4 Million Tons of Cargo in 1990

In 1990, the 280 shipping lines that link Lisbon to 400 other ports throughout the world made 5,103 calls involving 36 million tAB (+11.5% as compared with 1989).

Some 17.4 million tons of cargo were handled, 14.8 million by sea (85%) and 2.6 million by river (15%). Thus there was an increase of 441 million tons (+2.6%) in relation to 1989.

Some 39% of the cargo handled in the port of Lisbon represented solid bulks, 36% liquid bulks and 25% general cargo.

The total general cargo of 3,712,506 tons increased by 3% as compared with the previous year, and continued to show a marked increase in the level of containerization which went up from 54.5% in 1989 to 58.01% in 1990 (breaking all records).

The containerized cargo amounted to 2,135,650 tons (+9.1% more than in 1989) and 204,848 containers were handled (263 817 TEUs) of which 41.2% were handled by the Santa Apolonia Container Terminal, that is to say 84,488 (corresponding to 119,805 TEUs and 1,114,173 tons), 27.1% at the Alcantara Terminal equivalent to 55,604 (corresponding to 74,005 TEUs or 626,262 t) 19.9% at the Santos wharf equivalent to 40,731 (43,698 TEUs and 275,262 t) and 10.1% at Poco do Bispo that is to say 20,763 (22,550 TEUs and 95,803 t).

Turning to the general cargo, there

was an increase in the number of automobile which entered and left the port: in 1989 32,779 vehicles were handled whereas 58,751 were handled in 1990 (+80%). This increase is connected with the opening of the new Ro/Ro terminal in Alcantara which started operating on the 31st of October 1989.

Turning to the cruise vessels, there were 141 calls in 1990 (13 more than in 1989) with 77,263 passengers, which was an increase of 4.9% stemming from the rise in passengers in transit (+5.033).

The overall passenger movement amounted to 44.1 millions which represents an increase of 3.1 million as compared with 1989 (+3.022 in sea going vessels and +3,085,264 in river traffic).

Turkish Ports in Profile

Today, seven major ports of Turkey, namely, Haydarpasa (Istanbul), Derince, Bandirma, Izmir, Mersin, Iskenderun and Samsun ports are operated by Turkish State Railways (TCDD).

These ports have experienced a remarkable growth in traffic especially during the last decade and they now play an important role in the economic life of the country.

Parallel to the growing and diversified cargo traffic demands, TCDD has focused its attention in a big way to modernize its ports. The rehabilitation and development projects have been accelerated at the ports to upgrade the existing facilities and specialized handling equipment have been acquired to efficiently cope with the containerized cargo at Haydarpasa, Izmir and Mersin ports.

Geographically, Turkey is a natural land-bridge between Europe and the Middle East. Being an intersection point of the world trade routes for centuries, the country has emerged today as a vital bridge between western and eastern markets with its modern highways and unique convenience in linking sea and land routes.

A well developed network of sea, road, rail and air links are vital components in the functioning of the ports distribution network. The ports in Turkey are served by a well developed

communication network.

The country is surrounded by seas on three sides, the Black Sea and the Aegean, with the Marmara in between connected by the Dardanelles and the Bosphorus, and the Mediterranean.

Turkey, with its 8,300 km of coast-line, has many ports and berthing facilities; including 12 major public ports, about 30 small municipal piers, and about 35 specialized private ports owned by industrial complexes.

From the administrative point of view, the ports in Turkey can be classified into three groups, public, municipal and special private ports.

The first group i.e., general-purpose public ports are operated by two State Economic Enterprises. Haydarpasa (Istanbul), Derince, Bandirma, Izmir, Mersin, Iskenderun and Samsun ports, all of which are connected with the railway network, are operated by Turkish State Railways (TCDD) and Trabzon, Giresbun, Hopa, Tekirdag and Antalya ports are operated by Turkish Maritime Organization (TDI).

These two State Economic Enterprises are under the control of the Ministry of Transport. The Ministry approves the budgets and annual programs of TCD and TDI and decides on policy matters. Subject to these controls, both Organizations operate as independent enterprises. They are managed by Board of Directors consisting of five members, each appointed by the cabinet. The General Director, Chief Executive of the organization is the chairman of the Board. In the headquarters of both organizations, there is a separate Department of Ports which is responsible for the overall planning and functioning of the ports and their co-ordination.

Each individual port is managed by a port Director appointed by the related General Directorate.

These ports are "full-service" ports. That is all the services to ship and cargo are given by the port directorate and by its own labour and equipment.

Main services given by the port authority are as follows:

- Pilotage — Towage
- Berth occupation
- Water supply to shops
- Solid and liquid waste collecting
- Loading/Unloading, Shifting
- Terminal Services
- Storage

- Weighing
- Rent of equipment

At present, there is no private stevedoring company.

Other public ports i.e., municipal ports are managed by the Municipalities. These ports are comparatively small ports. They are limited to a small volume of coastal traffic serving the local needs of provincial towns.

The third group is made up of special private ports. These ports are mostly confined in purpose to particular needs of an industrial plant.

The focal points of Turkey's foreign trade and transit traffic, are the ports. Altogether, Turkish ports handled 184 million tons of cargo in 1989. Of this total, 129 million tons of cargo was liquid bulk which was handled by special industrial ports. The major public ports served the bulk of the country's foreign trade especially in the form of general cargo. They handled a total of 38 million tons in 1989.

Parallel to the steady growth and diversity in traffic and developments. The ports have come to a level which can operate with modern management techniques. However, the studies and development projects are underway to further upgrade the existing infrastructure and handling equipment and to train the manpower at the ports.

(Turkish Ports)

Port of Lisbon Container Terminal Remodeled

The improvement in the port installations is an important feature of the development plans for the Port of Lisbon.

The Santa Apolonia Container Terminal has been completely remodeled at a cost of some 400 million escudos, by means of the following schemes:

- realignment of the crane rails which was essential to make them more operational;
- reconstruction of the transtainer tracks and the container storage parks;
- repaving of the road network

More suitable paving for port activity

Since it was discovered that concrete blocks served far better in the haulage and container parking area than the asphalt road surfaces, this was the solution adopted by the Authority of the Port of Lisbon. This type of facing is far more resistant to heavy loads and

spillage of oil.

The transtainer traveling tracks were also remodeled, and for the first time in the port of Lisbon, a rigid pavement 40 cm thick was built.

Increased performance

Since this is the terminal which handles the largest number of containers in the Port of Lisbon — which in 1990 showed an increase of more than 10% — it is hoped that such improvements will increase the performance in order to better serve the customers interests.

Asia/Oceania

Hong Kong Port Development Studies: A Thriving Port

By **T. J. Frawley**
Planning and Local
Services Division
Marine Department
Hong Kong

Historical Review

The port of Hong Kong is situated at the mouth of the Pearl River estuary, about 90 miles south of Guangzhou. In the days of shallow draft sailing ships, Hong Kong had little advantage over nearby ports, the most important of which were Huangpu, Guangzhou and Macau.

However, with the advent of steam and the increasing size of ships, Hong Kong's sheltered deep water harbour acquired new significance. As it was the only deep water harbour between Singapore and Shanghai, it rapidly became the main port for trading with southern China.

Cargo Working Methods

Since the mid 19th century, development of the port of Hong Kong centred on Victoria Harbour. Cargo working took place at mooring buoys and at anchorages. Cargo was carried from ship to shore by lighters. Cargo working areas were established on the foreshore where cargo was transferred from lighters to land transport. However, with continuous growth in demand, there are now few additional areas for new moorings within existing

harbour limits.

In recent years, port development has mainly centred on the construction of container terminals at Kwai Chung — an area to the northwest of the main urban area of Kowloon. The port now has:-

- 4,375 metres of quay at the dedicated container terminals (all operated by private companies)
- 75 mooring buoys for ocean-going vessels (operated by the Marine Department)
- 8,300 metres of quay at public cargo working areas (operated by the Marine Department)
- 3,900 metres of quay at private cargo working areas

Forecasts

The Hong Kong Government's estimate of growth in port cargo indicates that the total volume is likely to multiply by an overall factor of about five — that is from about 91 million tonnes of throughput in 1990 to about 450 million tonnes in 2011. The forecast long term growth rate is 8% per annum, compared to an actual rate of 14% per annum over the past five years. However, being aware of the difficulties in making accurate long term forecasts, the strategy which Government has adopted is very flexible and will be implemented incrementally in line with actual growth. The strategy will, consequently, serve the best interests of the territory, should demand be slower or faster than predicted levels.

It is believed that much of the growth in port traffic will be transshipment cargo. In the years up to 2011, this important element of trade is forecast to grow from around 14 million tonnes per year to about 150 million tonnes per year, representing an average growth rate of 11%. A large amount of this transshipment cargo will either originate in or be designed for the People's Republic of China.

Video Highlights Port's Features: Geelong

The facilities and services offered by the Port of Geelong have been encapsulated in a new 15 minute video film.

Commissioned by the Authority for marketing and community information purposes, it was produced by Geelong

company MJP Video Productions, in conjunction with Authority staff.

It presents a comprehensive overview of the port, using aerial footage and multi dimensional graphic maps to orientate viewers.

The film presents major wharf facilities and highlights key cargoes handled through the port, as well as outlining future development plans for Corio Bay's northern shores.

Its emphasis on showing port staff in action, as well as interviews with key port users give it a 'human' touch, according to the Authority's Marketing Manager-Port Facilities, Mr. Robert Conder.

Mr. Conder said the film updates one produced six years ago and will be a valuable tool on trade missions and marketing visits, for talks to school and community groups, as well as for new staff inductions. (*Portside*)

National Institute of Port Mgmt. in Profile

(Associate IAPH Member)

GENESIS

The National Institute of Port Management has been set up by the Government of India in the Ministry of surface Transport to cater to the long felt training needs of Port Managers and to undertake research and consultancy on topics of interest to the port sector. The Institute came into existence on 1st Feb. 1985 as a registered society under the Tamilnadu Societies Registration Act 1975 to ensure autonomous functioning.

Objectives

- to develop and deliver training courses based on the assessed training needs of Indian Ports.
- to provide technical support to the training institutions in the individual ports.
- to conduct conferences, seminars and workshops at both national and international levels for policy decisions and dissemination of information on technological developments.
- to carry out studies and research and to provide advice as required by ports and other related organisations.
- to provide data/information services and publish papers and reports

on topics of current interest.

- to provide consultancy services to ports.
- to maintain a research and reference library.
- to act as a nodal agency for all matters concerning port sector training.

Collaboration

Inputs from UNDP consisted of consultancy support from international consultants, study tours and fellowship training to faculty of the Institute and a wide range of modern training equipment such as computers, audio recording and video production equipment, slide projectors, overhead projectors, television monitors and reprographic equipment. The project was executed by UNCTAD which provided the initial impetus to the Institute by developing it as an institution of excellence and high level of credibility in the port sector. In recognition of the role played by the Institute and its potential the Institute has been made a regional resource centre under the UNCTAD/TRAINMAR project with responsibilities for dissemination of course material, exchange of instructors and extension of other training support to training institutions in the Far East & South Asian region forming part of the UNCTAD/TRAINMAR network. The Institute has also received assistance from ILO and IMO in organising short term seminars and workshops.

Governing Body

The Governing Body of the Institute has been constituted so as to act as a fountainhead of policies and plans apart from giving approval to various proposals from time to time. In order to ensure adequate representation to all the interests concerned with port sector training, the composition of the Governing Body includes, apart from representatives of the Ministry of Surface Transport, the Indian Ports Association and some major ports, user bodies such as the Shipping Corporation of India, the Indian National Ship Owners Association and the All India Shippers' Council.

Approach to training & development

The Institute has relied on a modern approach to training and development in an effort to impart training of quality.

All training courses given by NIPM are based on the identified training needs of Indian ports and are job oriented and task related. Deviations from the normal lecture pattern are made to include management games, exercises, hands-on computer practice and field visits. A systematic approach is adopted in the development of training courses and the production of necessary audiovisual materials to support classroom training. All training courses are conceived and designed with specific objectives which are tested at the end of each course.

Training

From the beginning the Institute has been running the TRAINMAR courses, developed and made available by UNCTAD, on subjects such as port operations, engineering, finance etc.,. Subsequently it became one of two TRAINMAR resource centres in the Asia and Pacific region. To meet the specific demands of the Indian Ports the Institute also develops specific custom made programmes. A number of executive development programmes are run to develop the managerial skills of port managers. Orientation courses for those with no prior port experience are structured and delivered thereby giving them a broad overview of shipping and ports and port operations. Apart from training courses, the Institute has been organising policy level seminars such as those on MARPOL 73/78 (dealing with Marine Pollution), Facilitation of Maritime Traffic, Port State Control, PORTMIS (Management Information System), Multimodal transport and workshops on topics such as Crisis Management and Disaster Preparedness, Disciplinary Proceedings and Domestic Enquiries, Import & Export Procedures etc. either individually or jointly with national or international agencies. Apart from the above, the Institute runs specific and special programmes at the request of individual ports.

A team of nine Ethiopian Port Officers were trained in various aspects of Port Management as part of a bilateral agreement between the Governments India and Ethiopia.

PPA: Cebu Implements New Berthing Scheme

The Port Services Division of the Philippine Ports Authority, Port Management Office-Cebu, launched in August this year a system aimed at ending bureaucratic red tape in allocating berthing spaces for domestic vessels.

Shipping companies were formerly required to file individual berth applications for their liner vessels at least 24 hours ahead of actual arrival. Under the new system, liner vessels shall only be required to file a one-month consolidated berth application.

On the other hand, tramp vessels are required to file their berthing applications one day before arrival. These applications shall be received and processed by the Operations personnel at the Port Services Division.

The berthing allocation system as streamlined, will drastically reduce the hassles of paperwork and processing time, resulting in reduced cost for port users. Further, it is envisioned to enhance the port's efficiency in the delivery of services.

PPA: Longer Terms for Cargo Handling

The Philippine Ports Authority (PPA) grants longer contract terms of from five, eight, to ten years to handling operators from the previous three, five, and eight years.

The move is to encourage cargo handlers to invest in equipment, hence improve their service delivery. The longer terms enables the operators to recoup capital investments in equipment and guarantees them security of tenure.

This will qualify contractors to avail of incentives recently granted by the Board of Investments (BOI) to acquire and replace cargo handling equipment.

Among the major revisions in the issuance of handling contracts are:

- the extension of the term from three, five, and eight years to five, eight, and ten years.

- the authority given the PPA General Manager to increase the number of ports where contract terms may be extended, subject to the following criteria: volume and type of cargo; kind of trade, whether domestic

or foreign; manner of handling; and, physical development of the port.

Where the other criteria are not applicable, the volume of cargo may be used as the sole basis for extending the term. In these cases, ports with cargo volume above 400,000 metric tons (m.t.) may be considered for a 10-year contract; those handling 100,001 to 400,000 m.t., for an 8-year contract; and, 20,000 to 100,000 m.t., for a 5-year contract.

Contracts for ten years and above are approved by the PPA board of directors; those for eight years, by the general manager; for five years, the assistant general manager for operations.

Handling operators of the following ports have been extended 10-year terms as a result of the new policy: South Harbor, Pasig, North Harbor, Batangas, Calapan, San Fernando, Cebu, Iloilo, Cagayan de Oro, Ozamis, Davao, General Santos, Zamboanga, and Polloc.

PAS Wins 1991 Asian Freight Industry Awards

The Port of Singapore has once again been voted Best Seaport: Regional (Asia) and Best Warehouse Operator for 1991 by readers of the CargoNews Asia. PSA has retained these two awards for the past 4 years (from 1988 to 1991).

There was a greater sense of achievement in retaining the two awards this year as changes in the rules made voting a lot more stringent. Unlike previous years where all readers of the CargoNews Asia could vote, only a sample of readers from pre-selected categories of the readership base could vote.

The Best Terminal Operator (Seaport) award was retained by Tanjong Pagar Terminal for the last three years (from 1988 to 1990). This year, the award went to Hong Kong International Terminals. They won by a narrow margin of 1.8% in votes.

Handling a record of 5.22 million TEUs in 1990, Singapore became the world's no. 1 container port. The Tanjong Pagar Terminal continues to provide a high level of service to port users. Processing time at the gate has reduced from 1 minute per container to about 30 seconds with the implementation of the Gate Automation

System. Our vessel turnaround time is also one of the world's fastest at an average of 10 hours for a container ship.

Port of Singapore:

Make Safety a Part Of Our Work Habit

By **Pang Jue Saik**
Industrial Health & Safety Dept.
Port of Singapore Authority

PSA's safety slogan for 1991 is, "Make safety a part of our work habit". The safety campaign this year was kicked off by the Engineering Division's Safety Month in January. This was followed by the Combined Division's (comprising the Administration, Commercial and Marine Divisions) activities in February. Operations Division will follow suit in March with its safety month programme.

The safety promotion activities in January and February were aimed at driving home the safety message as well as heightening the safety awareness of PSA employees. The series of activities was organised by the department safety committees in the Engineering and Combined Divisions. Some of the events organised were:

- a) Sport the hazard contest — MRED
- b) Demonstration on using air bags for rescue — MED
- c) Tool checks exercise — CTED
- d) Photography contest on safety in the Port — MCD
- e) First Aid fire-fighting demonstration — WSD
- f) Safe handling of store items contest — Supplies Dept
- g) Hazard hunt contest — Hydrographic Dept
- h) Safety award contests for outstanding PSA teams — MCD/SUPP

Highlights of some of the activities to be organized by the Operations Division in March 1991 are:

- 1) Spot the Hazard Contest for both PSA and non-PSA employees
- b) Safety Award Contests for outstanding PSA teams, stevedoring contractors and Appropriated Berth operators.

The PSA Safety Month will be held in May this year. A series of safety events will be organised.



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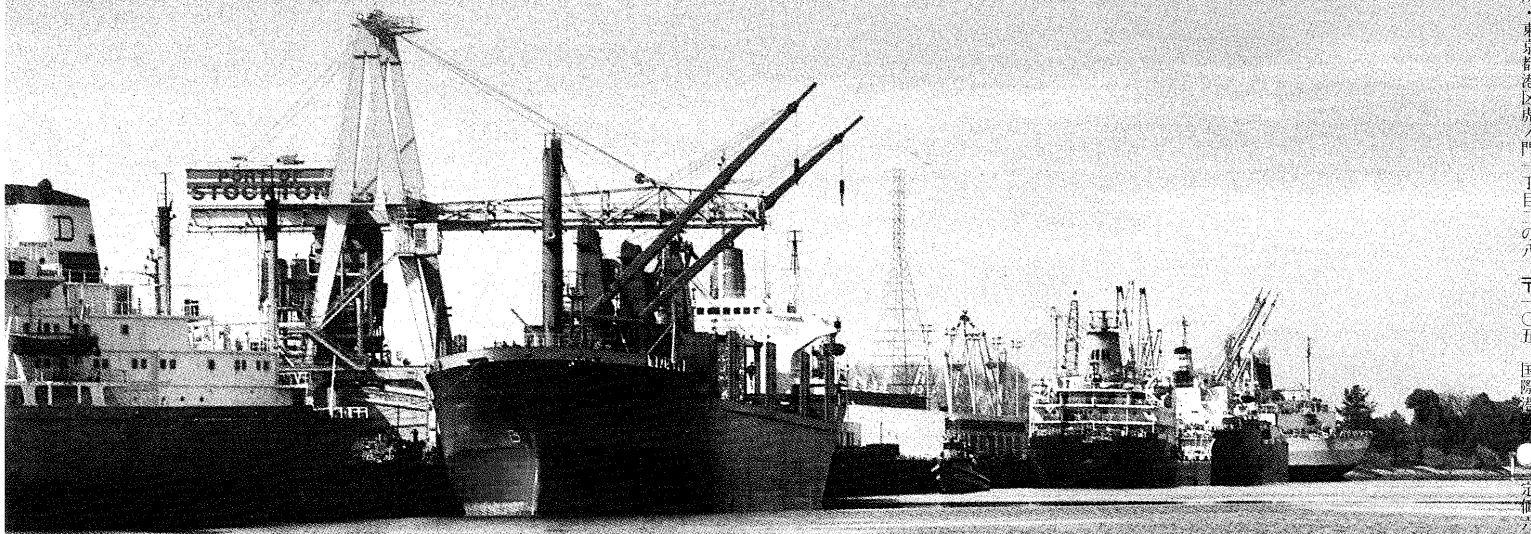
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