

Ports & Harbors

July-August 1991

Vol.36 No. **6**



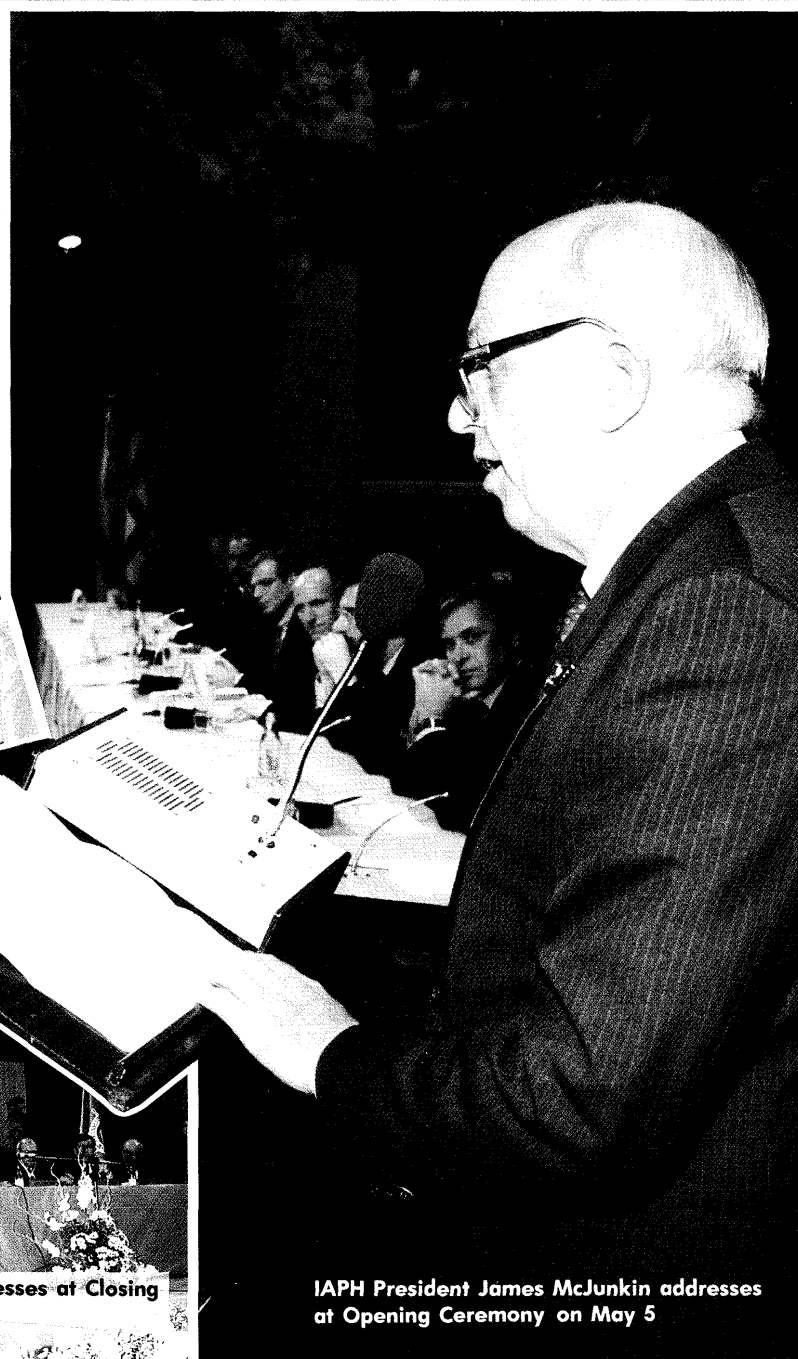
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17TH IAPH WORLD PORTS CONFERENCE

opens at Barcelona on May 5, closes at Valencia on May 10

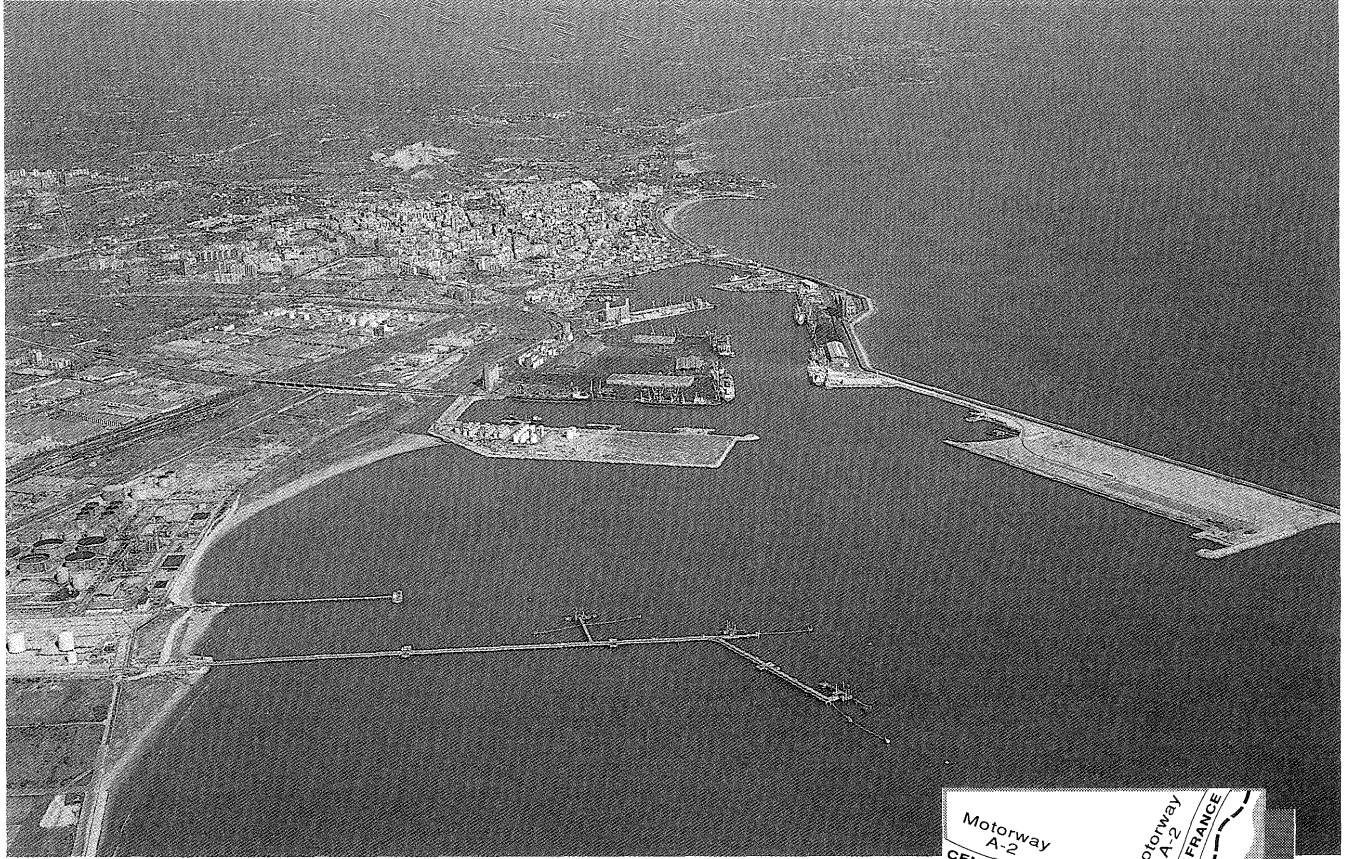


John Mather, new IAPH President, addresses at Closing Ceremony on May 10



IAPH President James McJunkin addresses at Opening Ceremony on May 5

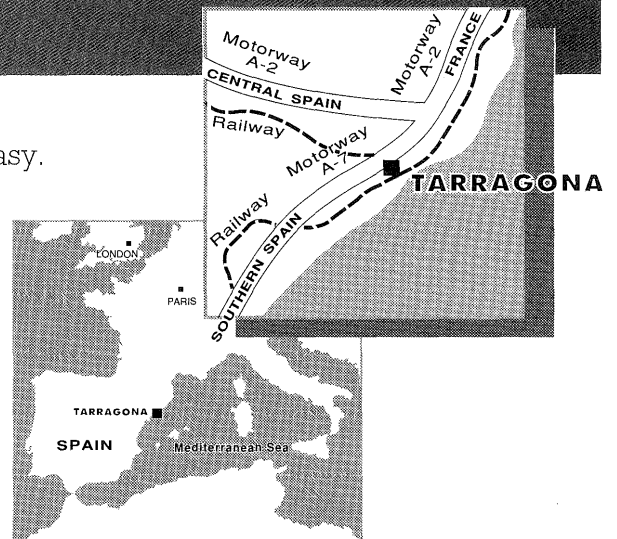
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Ports & Harbors
July-August, 1991
Vol. 36
No. 6

Ports & Harbors

Published by
The International Association of
Ports and Harbors
NGO Consultative Status, United Nations
(ECOSOC, UNCTAD, CCC, IMO)
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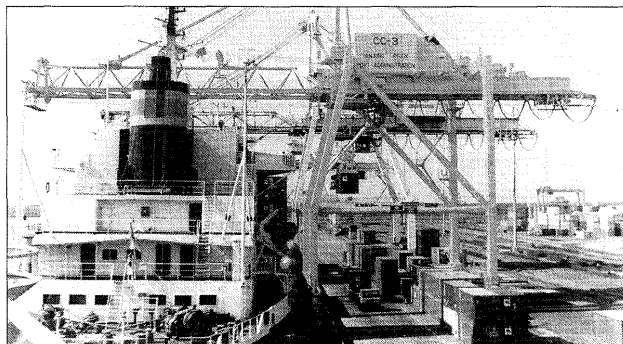
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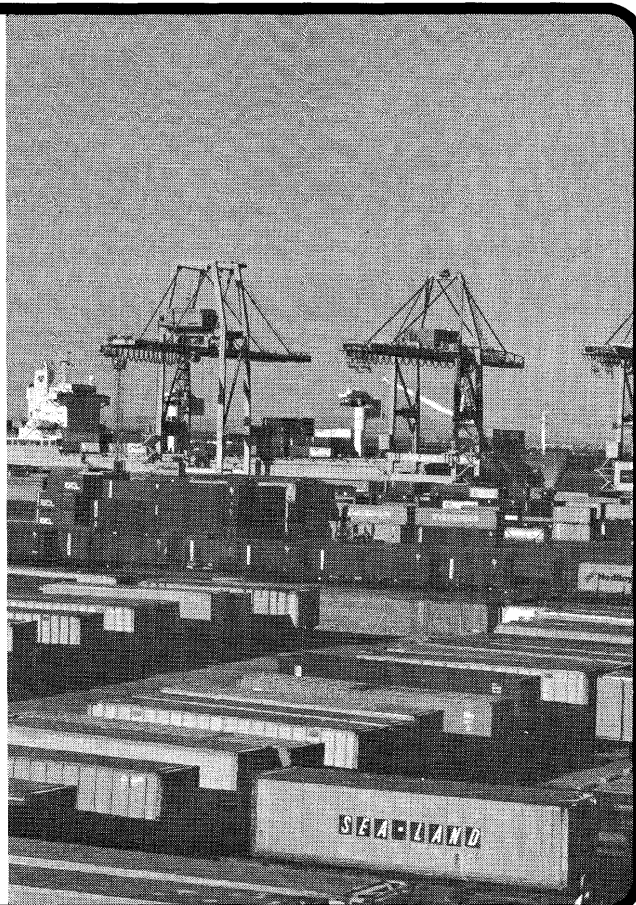
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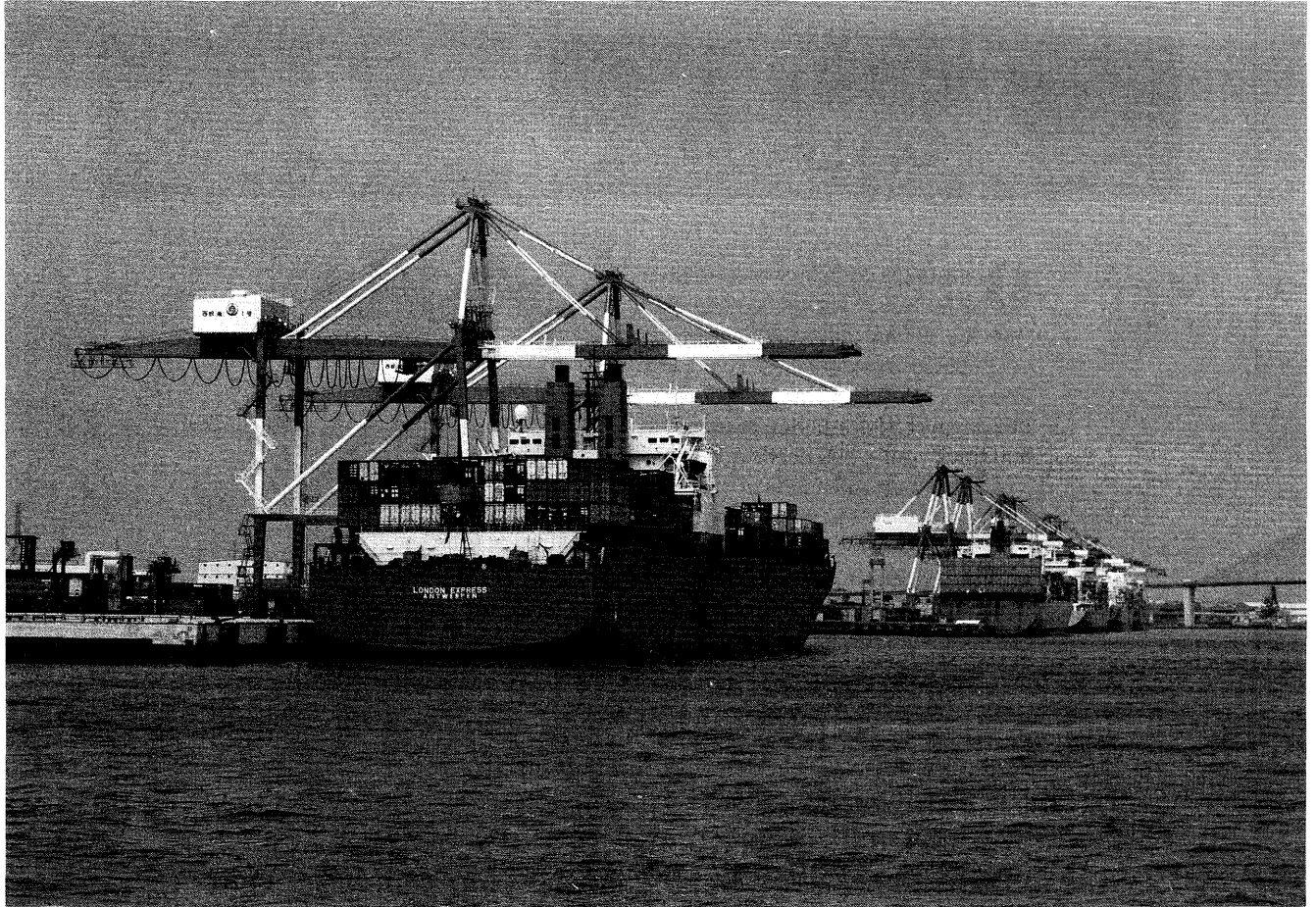
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The 17th Conference in Spain Confirms IAPH's Increased Commitment for Clean Ports

790 participants from 51 countries debate, dine and enjoy Spanish hospitality while cruising

By Kimiko Takeda

IAPH members reacted with excitement when the Spanish Conference was announced, but a real surprise followed when our host announced that the Conference was to take place on board a cruise ship. For most IAPH members and their partners, a cruise on the Mediterranean Sea had seemed a most unlikely experience until they heard Dr. Fernando Palao's invitation address and viewed the video presentation of the arrangements for this uniquely original style of conference in Miami two years ago.

Indeed, our hosts had selected a most charming setting for our gathering — on board the "EUGENIO COSTA", where we were able to combine the serious business that kept the delegates busy in debating at the Conference Hall on the aft of the ship with the chance to view the Spanish ports and islands from an unparalleled vantage point.

Even busier groups of people were the IAPH officers and the Organizers. For all of the Organizing Committee members, especially the Conference Chairman **Fernando Palao** and, Executive Secretary **Juan-Aracil** as well as the top officials of the respective ports, it was hardly possible to find a moment of relaxation for personal enjoyment — contrary to the slow, luxurious tempo of life one naturally associates with cruising. Nevertheless, as an elegantly looking swan on a lake maintains serene appearance through the unseen frenzied activity of its feet so the conference organizers were busy behind the scenes to ensure that everything went smoothly.

The Conference attracted 790 participants from 51 countries (as announced by the Organizing Committee), including some 30 people who attended the pre-Conference meetings in Barcelona only.

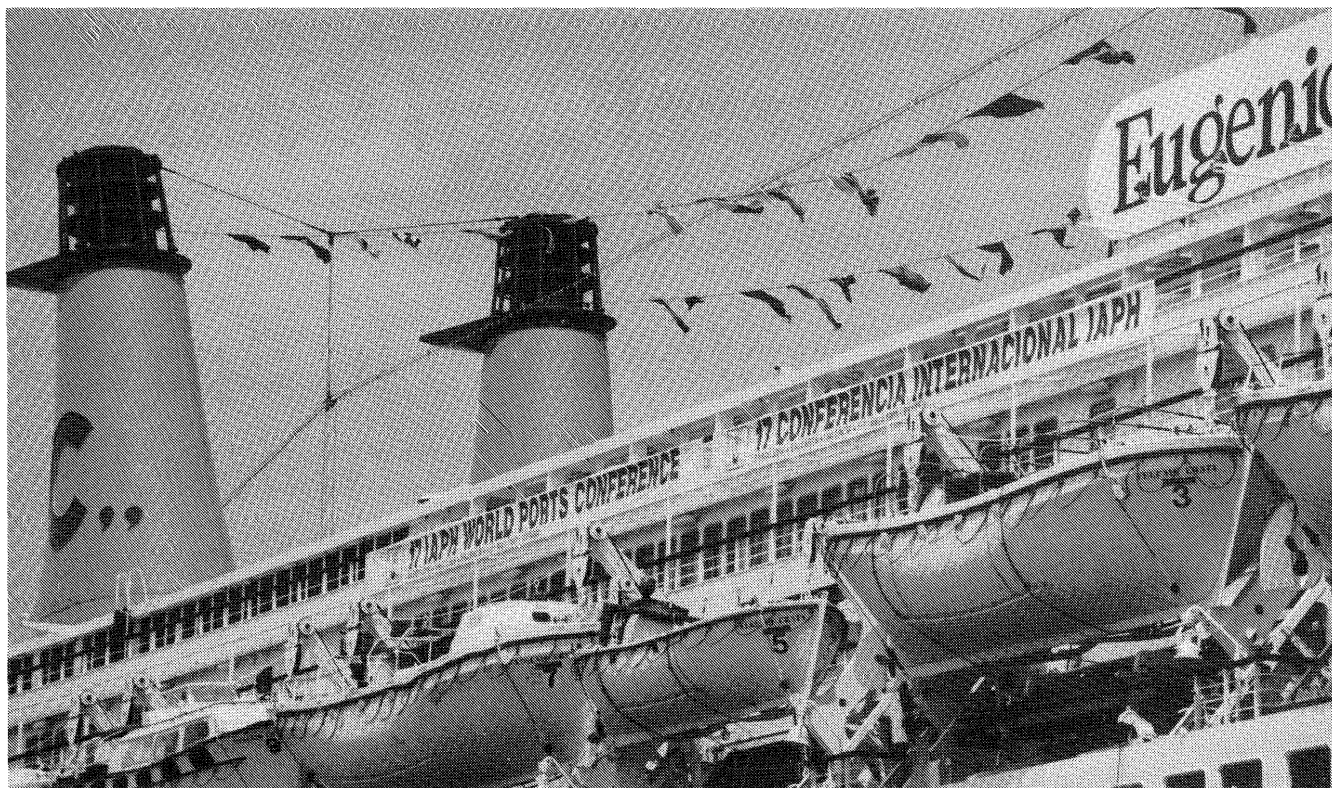
The topics of the working sessions were wide-ranging as outlined on pages 20-21. Every morning and afternoon from Monday through Friday, the ship's Conference Hall was fully occupied by the enthusiastic IAPH participants who, of course, gave priority to the business sessions even when their spouses went out sightseeing at each of the ports of call.

All delegates received a 330-page Report containing 28 different conference papers which had been printed by the Organizing Committee for the day-to-day working sessions. The presentations made at the respective sessions well represented the challenging issues affecting ports of today and tomorrow. The participants were given much food for thought as they deliberated future course and considered how to prepare themselves to cope with the changing world economic and environmental requirements.

Everybody is aware, of course, that behind the successful Conference there had been meticulous preparations for staging the week-long series of meetings, receptions and tours. The success of the gathering was the culmination of all-out efforts of those dedicated people, our Conference hosts, the officers, committee chairmen and members and many, many more people — at the cost of their ideas, energy, money and time. The higher the profile of IAPH, the more painstaking is the work such volunteers are called upon to perform.

As Mr. McJunkin once said, the history of IAPH has been woven by all these dedicated members who have participated in the challenging work which the Association has constantly tackled for the collective interests of world ports. It is indeed the case that IAPH's genuine work lies in the framework it provides for its members to work together, beyond the language barriers and distance which separate one from another.

The results of the 17th Conference were disseminated first in the General Report from the Secretary General through his circular letter dated May 31, 1991, and through the June issue of this journal. They concerned the resolutions resulting from the activities of the Technical Committees which sought to promote IAPH's policy and positions as a means to find ways to contribute to increasing the environmental quality of ports and their communities.



The "Eugenio Costa"



*First Plenary Session
on May 6*

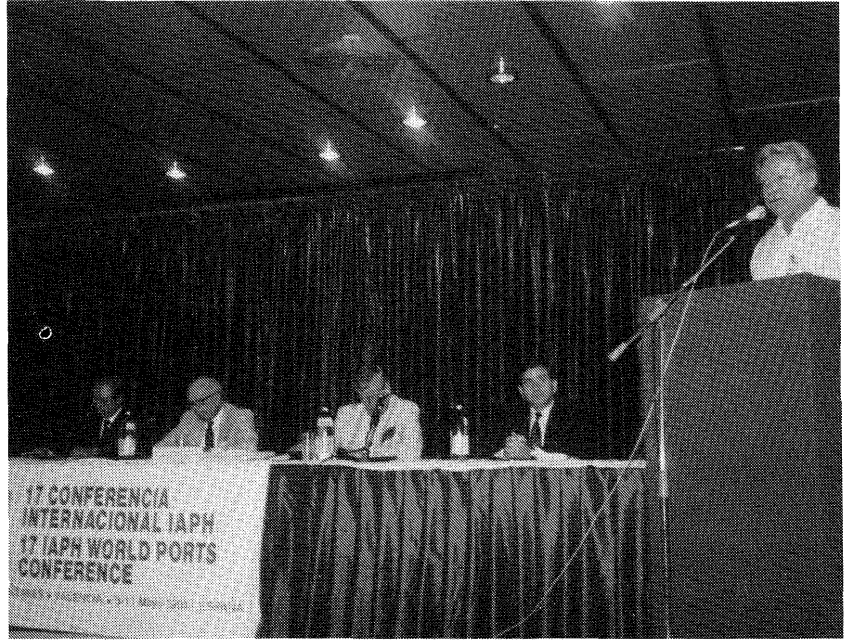
Finally, our sincere thanks go to the host ports and sponsors and in particular those listed below.

Mr. Jose Munne, President of the Port of Barcelona
Mr. Javier Tarancon Torres, President of the Ports of Balearic Islands (Mahon, Palma de Mallorca and Ibiza)
Mr. Fernando Huet, President of the Port of Valencia
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Boarding



First Plenary Session on May 6



Pre-Conference Joint Meeting of Board/Exco



City tour organized by the Port of Barcelona



Organized Committee members in meeting

Official Opening Ceremony

from 17:30, Sunday, May 5, 1991
at "Palau de la Musica Catalana"
in Barcelona

Address by
Dr. Fernando Palao
17th Conference Chairman
Director General of Ports,
Ministry of Public Works
and Transport, Spain

(The original was given in Spanish)

Your Excellency, Minister of Public Works and Transport, the representative from the Town Hall of Barcelona, as well as the Secretary General of the Transport Service and the representative of the central government in Barcelona, and the President of the IAPH.

As Chairman of the Organizing Committee of the 17th World Ports Conference of IAPH, I have both the satisfaction and the honor of welcoming all of you to this Conference, and likewise I would like to greet the authorities that are with us this evening.

How fast time gone by! Just four years ago in Seoul the Spanish candidature was presented to organize this Conference and two years back, in Miami, our proposal was accepted, as well as the organizational model for the proceedings. At that time, it was just a project and everything seemed so far away, although for the Organizing Committee it soon became a subject of anxiety. We wished to comply with all the deadlines and did not want to make even the least mistake, because we wanted everyone to feel quite comfortable throughout the Congress. First we became concerned about general problems, and then our attention focussed on the small details. We began with the overall planning and then proceeded to the financial problems and management issues. I trust it will not be the remark to end up with, because for the organizers it will still take a long time to recover from so much work.

Ports are as old as ships, as maritime trade and cultural exchange, and with their momentum for discovery, they combine in their structural activities, the more modern and the other, older tradition. In ports we see that the traditional ways of trading go alongside more daring and innovative ideas. Spain and Barcelona are the right setting for all of us that have something to do in ports. There's a combination of the old and the new, tradition and innovation, yesterday and tomorrow.

This splendid building of the turn of the century, which



Dr. Fernando Palao

was built in the framework of the national cultural renaissance in Barcelona, inspired buildings this beautiful, and we hope that spirit of innovation will continue in the future. We believe that this building and setting is the right place to begin such an important Conference as this one, to solve the problems of ports looking to the future.

The Royal Atarazanas, the 14th century shipyard, is an extraordinary example of industrial architecture of that time. Ships were built there, which travelled to ports all over the world. Merchandise and people were sent and arrived here. I am sure the walls and the structures of the Atarazanas will feel a momentum of rejuvenation with more than a hundred ports and forty-four countries represented in this Conference. The Atarazanas will remember the ships built there, which, having come back from their trips, enriched the history of the shipyard with all the adventures that they had gone through.

Ports are economic and transport hubs. They are marketplaces and meeting-points. They also have the right setting both for poetry and for drama, and tonight is no exception. Tonight we inaugurate this Conference and exchange of information and personal contacts. We will share what we think and what our concerns are with others. This is a cruise with high expectations, for the passengers are eager to discover things and to look towards the future on the horizon. The combination of both travelling and working at the same time, of knowing that we also have to look towards the future, provides the right sort of setting for a Conference like this.

The Organizing Committee has made the greatest efforts to combine the working sessions with visits of tourist and cultural interest. I am certain that the time allocated for us in each one of the ports we are going to visit will seem

extremely short given that we have a very heavy schedule. I pray that on another opportunity, all the original visits will be completed at a different pace so that you may all gain a more comprehensive view of the different areas we are going to visit

On the other hand, the organization model chosen for the conference facilitates and fosters personal contacts, which are one of the objectives of this meeting.

Somebody said that friendship is the harbour of port life, a place to shelter safe from the storm, where one can go when the storm is raging outside. Let us strengthen the links of friendship amongst all working in ports and improve not only our professional approach but also the personal contacts which will be required in our professional and non-professional activities. We have taken on board the challenge of organizing a non-conventional conference — which, of course, entails a number of risks. For everything to run smoothly, it is necessary to count on your support and help.

I am certain that thus we shall be able to solve all problems that might arise, even unexpected problems if there are any left. This support which we require, we have felt through the preparatory work for this conference. We have not only had tremendous cooperation from the IAPH Head Office in Tokyo and all the personnel there, but have also been encouraged by the enthusiastic response given to all of you, which went well beyond all our expectations even in those moments of international insecurity not so long ago — which are now happily over.

Lastly, I shall allow myself a little indiscretion. The exchanges of fax messages with the IAPH Head Office in Tokyo have been constant, and in the last few weeks Mr. Kondoh from Tokyo has contributed to easing the pressure on the Organizing Committee by adding some personal comments at the end of his fax messages, such as remarking on the cherry blossoms in Tokyo. I will adopt for a moment this Oriental technique of including sentiments and will add to this my words of greeting and welcome the expression of my hope that this month of May in Spain will bring the climate we normally expect and a smooth sea. Barcelona is dressing up for the Olympic Games of 1992. The Balearic islands and the city of Valencia are waiting for us with open arms. We shall have a wonderful, smooth voyage. A fantastic conference is about to begin! Welcome aboard!

Opening Address by The Right Honorable Mr. Jose Borrell Minister of Public Works and Transport, Spain

(The original was given in Spanish)

Councillor, Mr. Chairman of the 17th World Ports Conference of the International Association of Ports and Harbors, Honorable Governor, Ladies and Gentlemen:

It gives me great pleasure to welcome such a wide and qualified representation of port authorities from around the world to this 17th Conference of the Association.

It is especially satisfying for me to be able to welcome you to Barcelona and above all to this building, which is one of the most representative examples of the strength and spirit of this city.



Mr. Jose Borrell

But I would not like my words of welcome to be mere protocol. On the contrary, I would like to take advantage of your presence and at this time, as a first working session, describe some of the elements of Spanish port policy in the present economic and institutional context. As I am sure you are aware, Spain has recently substantially reformed its administrative organization, the responsibilities of the Ministries of Public Works and Transportation being grouped into a single ministry of Public Works and Transport.

The reasons for this integration will be perfectly understandable to all of you from your perspective as port authority directors. A port is nothing more than a great meeting point of methods of transport, and this intermodality and the coordinated management of infrastructures and services are the *raison d'être* and the ultimate aim of ports.

Undoubtedly the macroeconomic perspective of this situation is one of the main reasons justifying this merging of responsibilities in one ministry. Furthermore, the integration of investment processes in infrastructures, and their administration and operation as a whole in the overall transport system will, we hope, bring about a decisive contribution towards better coordination and efficiency.

You know better than I that throughout the world, various models regarding the ownership of ports exist. In some circumstances ports belong to private concerns of an industrial or mining nature, in other cases they belong to railway or transport companies, in still others to strictly port companies which are dependent on public or semi-public entities such as chambers of commerce, and have municipal ports belonging to regional, government, or federal entities or ports which are governmentally owned. Each model is justified in and of itself by historical, political, legal, economic and social circumstances which have, through time, affected the distribution of responsibilities among the various public authorities and private bodies.

In general, commercial ports in Spain belong to the government. This model is a result, in part, of our Latin tradition, which tends to make coastal areas part of the public domain with government control, and in part from more recent historical reasons connected with the military origin of ports which have been transferred to civil authorities without losing state control. The Spanish Constitution of 1978, our door to democracy and freedom consolidated this principle — such a deep-rooted tradition in Spain — and establishes a distribution of authority between the Central Government and the Autonomous Communities, leaving the administration to the Government, to which the ownership of what we call Government ports of general interest

corresponds.

But as there are notable differences between the different types of ownership of port areas, we perceive in the world — the world which you represent — a consensus regarding the forms of administration. The majority option is, more and more, one of decentralization, the incorporation of the administering entities, independent management and, in general, the growing number of port entities to carry out their activity under the best and most efficient business conditions possible.

Our ports are administered by independent public entities of organization, which are of a different type from the Government agencies, with their own budget and a certain amount of independent managerial control.

But in the Ministry of Public Works and Transport we propose to undertake immediately a legal reform to strengthen the independent administration of our ports, and to cut out the red tape in their administration, bring it into line with private legal ordinances, to structure staff organization, and to strengthen the management unit and port responsibility from a technical and an economic respective, based on what the port is: a company which interchanges methods of transport. The old, one hundred-year-old Port Authority must be changed into a holding company of port firms, which will give a boost to the management efficiency of our ports and which, together with other measures, both in terms of stowage and the modernization of premises, equipment and methods, will allow us to successfully face the great challenge which the legendary date 1993 represents for our country.

But this efficiency alone is not enough to make one of our ports the incoming and outgoing door for European commercial traffic. Another essential condition will be that land transport networks which connect us with the rest of Europe guarantee efficiency, a fact which is particularly true for the port of this, the host city of our inaugural session.

For this reason, I would like to point out to all of you — representatives of the entire world — the enormous efforts being made by Spain to invest in infrastructures of all kinds, in transport and in communication. Without doubt, it is the greatest effort of our contemporary history, a history which has been traditionally marked by insufficient land transport infrastructures in the perimeter of the country, conditioned by a radial conception derived from both a centralistic and uniform concept of the nation which has favoured the historical proliferation of many ports along the extensive Spanish coastline.

This circumstance, together with Spain's peripheral situation with respect to the centre of gravity of the industrial activity of Europe, certainly does limit the dimensions of the scope of our ports and, consequently, their size and amount of traffic.

To give you only one example, all of the commercial Spanish ports managed by the government move 20 percent less merchandise than the Port of Rotterdam alone, or approximately the same amount as the Port of Antwerp. This dispersion of Spanish port infrastructures could be interpreted as an obstacle, as the inability to attract large volumes of traffic brings with it the difficulty of incorporating technological advances and impedes the attainment of certain economies of scale which are prerequisite for the construction of modern, efficient ports. But if we must make a virtue of necessity, we can also appreciate some advantages which must be evaluated favourably and, with rational investment planning efforts in the Spanish transport system, be capi-

talized upon. Our little concentrated port structure many have advantages in the future, if the future brings with it the liberalization of continental European cabotage traffic, overcrowding in land transport systems, and the growing sensitivity to the impact they have on the environment; the use these systems make of non-renewable energy, and the enormous cost and the growing secondary effects these infrastructures present.

More than three-quarters of the ships entering Spanish ports weigh less than five thousand gross register tonnes and more than half of them weigh less than two thousand gross register tonnes. These ships do not require large-scale port structures. Their lay-time and cargo capital costs are lower and involve less use of more expensive port infrastructures.

In many cases, these ships are hired for one operation only and are not subject to the conditions which apply to regular line ships. For these reasons, we believe that with additional management effort we can cover our merchandise transport needs, servicing ships of this size, by avoiding or delaying considerable expenditures in other methods which have greater environmental and social impact. One might say that the concentration of our population on the coast — more than a third of the Spanish population live in coastal towns — puts coastal navigation in Spain on a par with inland navigation in the rest of Europe and we can and must take advantage of the strategic nature of this situation.

Ladies and gentlemen, in the next few days you will be studying port subjects which represent common problems shared by everyone, the general nature of which and the search for the appropriate solutions make the existence of associations like IAPH logical, and which also affect Spanish ports to a large degree. In the course of this conference you will be visiting five of our ports. Two of them, Barcelona and Valencia, are commercial ports which are especially important and will play a considerable role in the future of our port system. They are equipped to be the doorway of Europe, to handle traffic from and to the Middle and Far East and, to the Eastern European and North African countries.

The other three are island ports, some of which have a long tradition as privateer ports and combine commercial services to the islands with a considerable tourist and cruise trade which understandably takes place in the Mediterranean as this old sea provides the perfect climatic and cultural setting for this activity. Believe me when I tell you that I regret not being able to accompany you with your work and that this feeling is produced not only because of my certainty that this work will be interesting, but also because I will be missing the chance to participate in this very original method of organizing a conference, which seems to me to be very much in tune with the concept of a non-concentrated port system.

I hope that our prayers to the Barcelona City Council Department of Meteorology will make it possible for you to have the wind behind you and calm seas before you. I welcome you to all these ports and give you my most cordial welcome to a country which also began an important crossing five hundred years ago, one of the most important crossings in the history of humanity and today, on this five hundredth anniversary, will once again be the meeting point for some of the most important events for the people of the entire world: the Olympic Games, the International Expo and the Cultural Capital of Europe — three events which allow people to meet for reasons other than economic interest or conflict,

in order to participate together in tasks which we might term to be in the interests of humanity, moving forward step by step in search of that which is truly in the best interest of all.

Allow me, ladies and gentlemen, to express the hope that in this crossing you find in each of the ports you visit that, as in Tokyo, the cherry trees are in full bloom. I trust that besides working, you will have the opportunity to make contact with the Spanish sea, land, people and culture and that you leave with a pleasant memory of your stay and of the people of the ports of Spain, who are working with you toward the goal of communication between countries, economies and people.

With this hope, allow me, in the name of his Majesty, the King of Spain, President of Honour of this Conference, and in the name of the Honourable President of the Spanish Government, the Vice-President of Honour of this Conference, to declare this Seventeenth World Ports Conference of the International Association of Ports and Harbors open. Thank you very much.

Speech by Mr. Joan Clos Barcelona Town Councillor (on behalf of the Lord Mayor of Barcelona)

(The original was given in Spanish)

Your Excellency, Minister and Head of the Department of the Catalan Government for Ports, on behalf of the Lord Mayor of Barcelona I welcome you to Barcelona. In the first place, I would like to thank the organizers of the 17th IAPH World Ports Conference. As you well know, in the last few years the authorities of Barcelona, together with other administrative bodies, has made an enormous effort to reclaim the sea-front. Barcelona is now going to reclaim no less than five kilometers of sea-front and create a new waterfront, and has now come up with a way of getting Barcelona to turn towards the sea rather than having its back towards the sea, because it is now establishing close links between the Port and the City of Barcelona. For example, many hectares of land between the port and the city are now being redeveloped and improved. Both the City and the Port of Barcelona are expecting this redevelopment to make an orderly advance towards the sea and, likewise, we are expecting the inflow of many foreigners and citizens from the rest of Spain into the port of Barcelona for recreational purposes.

Our city hopes that this project of reclaiming the waterfront will be successful, because in reclaiming land from the Mediterranean sea the citizens of Barcelona will have five kilometers of beaches where they will be able to spend their leisure time, besides having a new port. For years and years the relationship of the citizens of Barcelona with the sea has been strictly one of work, sweat and tears. There were industries between the water and the buildings where people lived. We had trains and port services, which divided the city from the sea. Now many projects have been implemented, and we hope that the resulting belt of industrial and port activities will be such as not to hinder a better relationship between the City of Barcelona and the sea.



Mr. Joan Clos

We would like to thank the Director General of Ports and the Minister and the Catalan authorities for helping us to reclaim this waterfront. This project is one that I hope will be discussed during your gathering, because I think it is an encouraging project and one that entails innovative ideas which should provoke much discussion among you.

As the Director General said earlier, Barcelona will be the host for the next Olympic Games, and in the next few years — or even today — if you go sightseeing, I am sure that you will realize that many public works are underway right now, and that there is much activity because we are changing and improving our infrastructure. However, that doesn't mean that our hospitality is not as good as it always was. We believe that the history of Barcelona and the history of Catalonia up to now have allowed the more privileged classes to exploit and to get considerable profits from maritime trade between Barcelona and North and South America. However, we have become far more modern and I'm sure you have been able to see that, and to realize that many more citizens are able to enjoy the profits that inhabiting a port city entails. This building, I believe, reflects the tastes of those privileged classes of the turn of the century. I am now going to speak with the meteorological service in Barcelona as I am sure they will be able to change climate for you!

Speech by Mr. Joaquim Molins Councillor of the Department of Town Planning and Public Works, Generalitat de Catalunya

(The original was given in Spanish)

Your Excellency, Minister, President of the IAPH and delegates from all authorities:

With these brief words, I would like to greet you on behalf of the government of Catalonia and on my own behalf. I would like to greet all the participants in the 17th IAPH World Ports Conference. There's no doubt that the issues that you will be discussing in the up-coming Conference will address the topics of port management, computerization, human resources, and the impact of current trends on the environment — an issue of the utmost importance. And if to the vital relevance of the issues to be discussed, we add

the high technical level of the participants in the IAPH conference, the working sessions will be undoubtedly be fruitful.

For centuries ports and harbours have been sometimes the most important areas for commercial and cultural exchanges amongst different peoples. Ports have been, in themselves, due to the complexity of the operation and organization of their own structure, a world apart. Allow me to tell a personal anecdote. For a brief period in my life, I worked in the Port of Barcelona. I recall that the first time I crossed into the harbour from the city, overcoming the barriers which existed, a friend of mine who was my "cicerone" in this new world I was entering, recalled to me, emulating Dante that nothing behind these barriers is like anything that happens in the city. The port world is a world apart. The labor and economic relations in a port are completely different from those which exist elsewhere or in other economic activities. Today the morphology of many of our harbors has adapted to the new developments in transportation and has adopted the new technologies being used, and obsolete old-fashioned facilities have been given up, with whole areas of harbours being transformed into cultural amenities, parks, commercial areas and the like.

Barcelona, with a two-thousand year history behind it, has always been an open city. Today it is preparing, with great expectation and joy, for the Olympic Games of 1992. The Port is not an exception to this. A plan for the Port is well under way. Very many problems have had to be addressed during the implementation of this plan given that, of course, both the sea and the land come together in this particular area — in the Port area — and we were very close on this issue. Although you are going to stay here for a very short time, I understand that yours is an itinerant conference. I hope, nevertheless, that you have already felt the warmth of this very historical city. This Palau de La Musica Catalana which is the pride of the city, is in the very center, the very heart of Barcelona's musical life, a place for classical music and folklore. So you couldn't have chosen a better place in which to open this 17th IAPH World Conference. Thus allow me to welcome you and wish you not only a very pleasant stay amongst all of us here in Barcelona but also an equally pleasant time throughout the whole of the conference.

Address by Mr. James H. McJunkin IAPH President Port of Long Beach Delegate

Your Excellencies, distinguished guests, fellow conferees, ladies and gentlemen:

As President of the International Association of Ports and Harbors, it is my pleasure and honor to express, on behalf of all Conferees and their companions, our deepest gratitude and appreciation to our hosts, the Ministry of Public Works and Transport, the Port of Barcelona, the Balearic Ports — Palma de Mallorca, Alcudia, Mahon, Ibiza and the Port of Valencia for their warm and generous hospitality in welcoming us to the 17th Conference. The ability to go to sea and visit five Spanish ports while we conduct our business, network with old friends and make new ones is a once-in-a-lifetime experience which we will never forget.

We are particularly honored and very flattered that



Mr. Joaquim Molins

His Royal Majesty the King of Juan Carlos of Spain has consented to be Honorary President of this Conference.

Your Excellency, Mr. Jose Borrell, we are very grateful to you for taking time from your busy schedule as Minister of Public Works and Transport to address us this evening.

We are also honored by the presence of Mr. Joaquim Molins.

Councillor, we thank you for your kind words of welcome. You must be very proud of this charming and beautiful city. Mary, my wife, and I arrived two days early so that we might see your city. We are very pleased that



Mr. James H. McJunkin

we did. Indeed, like the Seoul Conference four years ago, this Conference of IAPH is again convening in the city chosen to host the Olympic Games one year hence. It seems the Olympics are chasing us! We wish the Barcelona Olympics great success

May I also, on behalf of everyone present, express our appreciation to a man of many titles: Director General of Ports of the Ministry of Public Works and Transport; IAPH Conference Vice-President; and Chairman of the Organization Committee for the 17th Conference are among Mr. Fernando Palao's titles. Mr. Palao's efforts and those of his colleagues in the Organization Committee have made this Conference possible. We thank you and we commend you. Well done!

I shall now recognize our Vice-Presidents: John Mather, 1st Vice-President, Mr. Cheung Yeun Sei, 2nd Vice-President, Mr. Carmen Lunetta, 3rd Vice-President; and Mr. Hiroshi Kusaka, Secretary General.

I would be remiss if I did not recognize that we have

representatives of other international organizations with us tonight.

Welcome to the Conference.

I would be even more remiss if I did not recognize the Honorary Members in attendance: Mr. Wong Hung Khim, Immediate Past President of IAPH. Mr. Ben Nutter, Mr. Toru Akiyama and Dr. Hajime Sato, Mr. J. den Toom, our past President, Mr. John Wallace, Mr. Jim Stewart and Mr. Andre Pages.

You here tonight, collectively, have built and operate a world network of ports whose capacity and efficiency goes well beyond the vision of the most astute and forward looking port officials of 1955 who met in Los Angeles to form IAPH. Nearly all of the gentlemen here have lived through this 36-year period. For many of us, it contains our working careers. You will note I said "gentlemen" — I know better than to discuss ladies ages in public!

As the world continues to draw closer together through the medium of trade, the ports of IAPH — which are clearly the nodal points of trade — must continue to adopt change as a routine matter if they are to meet the needs of commerce. Certainly none of us here, for example, can clearly visualize the port system of 36 years hence, just as our founding fathers could not visualize the ports of today.

The ever-increasing rate of change and the globalization of trade and shipping make it imperative that ports have a voice before the international organizations such as the various U.N. agencies and I.M.O., whose actions become more important with each passing year. The need to help bring all ports up to the standards required by containerization and the other requirements of modern global shipping are also aims that all ports must assist in meeting. The globalization of communications, such things as EDI which will be discussed at this Conference, I believe will necessitate more need for face to face meetings on a global scale. Fortunately, we have in IAPH in place to serve these needs. Membership in and active participation in IAPH has become a necessity for a progressive port. I simply do not believe that a port can keep up with the changes without it.

This places a heavy burden on IAPH because, if it is to remain useful to its membership, it must constantly strive to be contemporary or — to paraphrase the theme of this Conference — IAPH must help ports meet the challenges of today and tomorrow.

Clearly, IAPH is meeting those needs of today. The

Association is more active in more areas and has more prestige than ever before. The number of you gathered here tonight speaks more eloquently than I ever can of the need and value of IAPH. You are here despite the fact that war was raging in the Mideast when you were making your travel plans, despite the threat of terrorism and despite the economic recession in many of our countries.

I shall not attempt to describe the great work accomplished by the Committees during the past two years. Tomorrow, the Committees will do that themselves. Please be there. You will be impressed.

Secretary General Kusaka and the Head Office staff are the glue that holds the Association together. Their output is truly amazing. Secretary General Kusaka will also give his report tomorrow.

I could go on and on describing the accomplishments of IAPH including such things as the new liaison arrangements with the World Trade Center Association, the Airport Operations Council International and the World Teleport Association, but I shall not and will limit myself to one last topic.

At the Executive Committee Meeting in Fremantle last year, a committee composed of the officers of IAPH, including the Vice-Presidents, was formed to begin a strategic or long range plan to ensure that IAPH meets the future needs of its members. Like most ports it is now impossible to function without planning. This Committee will be making its thoughts public during the coming week. I ask each of you to give your thoughts to Messrs. Mather, Cheung, and Lunetta on your ideas for meeting the future needs of the ports. One thing that is definitely needed for the future is for more of you to be more active in IAPH projects. Do get active! If a committee interests you, go to the Committee Chairman and tell him of your interest. You will receive a warm welcome.

Let us now begin what is sure to be a memorable week of learning and fun, thanks to our great and gracious hosts.

I cannot leave the podium without, on behalf of the North and South American delegations, thanking you Spaniards for sending Christopher Columbus to find the New World 499 years ago. Otherwise, we might still be running naked through the jungle and forests, instead of being at this magnificent gathering.

Thank you!

First Plenary Session

Monday, May 6

At 09:00, **President McJunkin** opened the meeting with his welcoming words to all the delegates and presided over the full session agenda dealing with the Association's affairs. Following the previous issue in which we announced all the major decisions and resolutions resulting from the plenary sessions, in this issue we feature some additional reports on the issues which were presented at the session from the various committees and individuals.

Credentials Committee: Chairman Molenaar (Rotterdam)

Mr. Molenaar reported on the status of membership in attendance concerning the Regular and Board members and confirmed that the quorums required in the By-Laws in both categories had been duly met. The numbers reported were: out of 233 Regular Members, 97 were present at the Conference and 48 represented by proxies; out of 87 Board Members, 45 were present and there were 14 proxies.

Secretary General's Report: Mr. Kusaka's Address

Mr. President and fellow members:

It is a pleasant duty for me to report on the activities of our Association for the past two-year period following the last conference held in Miami two years ago.

Our Association has been extremely active during the past two years. As outlined in my written Report to this Conference, our officers, committees and members have been engaged in carrying out work covering various fields of common interest to all of us. The scope of our activities has been vast, covering all the major cities of the world, where an IAPH presence has been possible through the efforts of numerous individuals who represented our organization in their respective roles in the various international meetings. Thus I would like to thank them and the respective port organizations which were always behind these enthusiastic activists of our Association. Of course, I cannot forget the support we received from those people whose names are unknown to us, but whose quiet commitment to the cause of IAPH has been of immense help to our committee chairmen in their work.

Throughout the history of IAPH, our conference has played a significant role in fostering the growth of our organization. From one conference to another, the Asso-



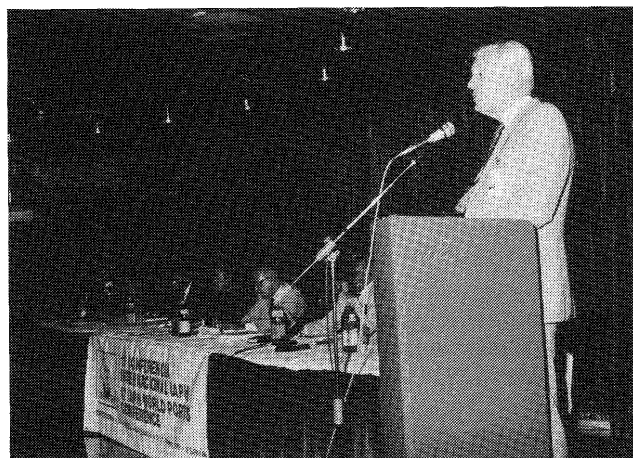
Mr. H. Kusaka

ciation has succeeded in achieving a steadily more important position as an international body which represents the world port community. I am convinced that the 17th World Ports Conference convening now in Spain will be an event of the utmost importance for our Association as we strive to further enhance our capacity to meet the varied needs of our members and the interests of all ports and port communities throughout the world.

I would like to finish by expressing my profound respect and thanks to our hosts, Spain's Ministry of Public Works and Transport and the various Spanish ports for their enthusiastic and dedicated service in arranging for our delegates and accompanying persons to experience such an exciting and innovative event as this cruise conference.

My sincere respect and gratitude go to all IAPH members for the energy, time and ideas which they constantly offered in supporting the Association's work.

Thank you!



Mr. Molenaar

Ad Hoc Committee on the Future: Chairman John Mather (Clyde Port)

Mr. Mather explained that the Committee's discussions were still to take place during the Conference and that his statement for the members should be available later in the week. It was at the closing session that Mr. Mather presented a mission statement as part of his inaugural address as the new President on Friday, May 10. (Further details are outlined later in this issue under the title: "Strategic Planning Committee" on page 30).



Mr. W. Don Welch

Budget/Finance Committee: Chairman Don Welch (South Carolina State Ports Authority)

As reported in the previous issue, recommendations made by the Chairman include the creation of a new budget item to be known as "Strategic Action Projects" and a 3% increase in dues for 1992. These were unanimously supported by the Conference. The Chairman commented that "with these all accomplished and in place, the financial future of IAPH will be assured. (The 1991-1992 budget as approved in Spain is introduced in Table 1 on next page).

Membership Committee: Chairman John Mather (Clyde Port)

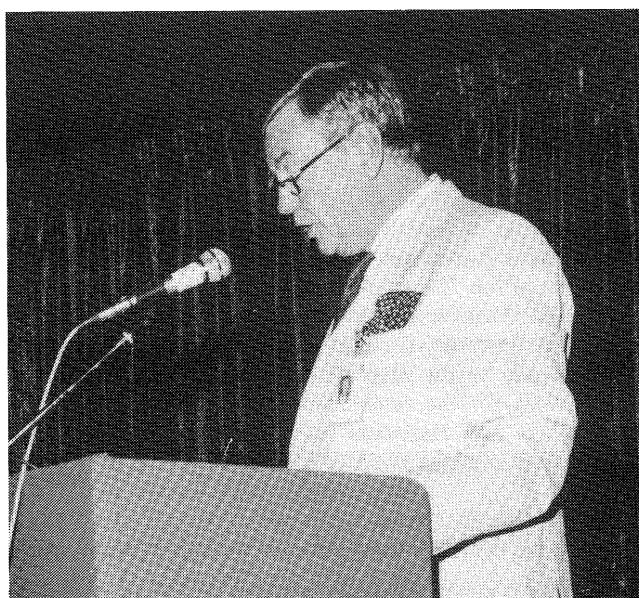
Mr. Mather made his report, which is partly introduced below.

Three terms — or six years — have passed since I was appointed to chair the Membership Committee at the Hamburg Conference in 1985. To be very honest with you, throughout the period I have been serving on this Committee I have learned that a single campaign letter and a kit of literature on IAPH is of little use in attracting new members. What I have gradually learned has been the importance of meeting people face to face and speaking with them about how IAPH members have been cooperating with each other in solving the various issues of common interest on a global and regional basis. In this regard, I believe everyone at IAPH is equally qualified to meet people from non-member ports and to speak to them about IAPH as the first step in a dialogue with such future IAPH members wherever the occasion may arise. In this sense, I fully agree with our Secretary General's position that, no matter how limited the opportunities to recruit new members may appear, we should continue our campaign efforts.

As outlined in the Secretary General's Report, at the moment there are 233 Regular Members, 111 Associate Members and 7 Temporary Members. Although the number of members has seen no major change during the last two years, the number of dues units subscribed by Regular Members has increased by 30 units as a result of the last tonnage report by the Regular Members. Thus I would like to say how deeply grateful our Committee is to those members, who have shown their strong support in shouldering an increased level of membership dues.

Again at this Conference, our Committee recommends to the Board and the Executive Committee that the temporary membership arrangement be continued for a further period, with the same fees and with conditions partly amended to meet the ever more speedy policy-making process of the respective port managements.

I trust that our Committee, under the new chairman,



Mr. John Mather

Mr. Carmen Lunetta, following this Conference, will be able to win the continued support of the Association's members in achieving the further enhancement of our membership, upon which in the final analysis our future depends.

Table 1: Budget for 1991 and 1992

(Unit: 1,000 Yen)

Items	1991	1992
REVENUES	362,968	347,616
1. From the last term	208,086	188,551
2. Revenue in the term	154,882	159,065
1) Membership dues	135,301	139,545
(1) Regular members	123,616	127,401
(2) Associate members	11,685	12,144
(3) Temporary members	0	0
2) Contribution	0	0
3) Interest receivable	9,265	9,204
4) Other incomes	10,316	10,316
(1) Advertisement	9,021	9,021
a. Ports and Harbors	6,670	6,670
b. Membership Directory	2,351	2,351
(2) Publications	1,295	1,295
5) Miscellaneous	0	0
EXPENSES	174,417	154,329
1. Personnel Expenses	56,754	60,110
1) Wages and allowance	41,781	44,263
2) Retirement allowance fund reserve	4,700	4,979
3) Social insurance and welfare	5,403	5,724
4) Commuting remuneration	1,080	1,188
5) Professional services	2,790	2,956
6) Reserve	1,000	1,000
2. Non-Personnel Expenses	84,653	65,309
1) Office expenses	17,779	16,317
(1) Office rents	10,820	10,420
(2) Office utilities	200	206
(3) Equipment and supplies	5,893	4,825
(4) Traffic expenses	866	866
2) Correspondence	3,549	2,838
3) Publications	36,799	34,252
(1) Ports and Harbors	25,733	25,160
(2) Membership Directory	5,051	5,203
(3) Committee Reports & Others	6,015	3,889
4) Overseas travel expenses	10,306	6,369
5) Data collection	100	100
6) Social expenses	1,650	1,650
7) Conference expenses	11,830	1,143
8) Miscellaneous	640	640
9) Reserve	2,000	2,000
3. IAPH Liaison Work/Rep. Initiative	16,210	16,210
4. Technical Com. Financial Support	3,000	3,000
5. Strategic Action Projects	13,800	9,700
1) French Version of P&H	6,000	0
2) Dredging Task Force	1,000	1,000
3) IMO/IAPH Joint Program	800	2,700
4) Yet to be determined by Board	6,000	6,000
BALANCE FOR THE YEAR	-19,535	4,736
BALANCE	188,551	193,287

Constitution and By-Laws Committee: Chairman John McCarthy (Tacoma)

Mr. McCarthy, who succeeded Mr. Leach (Houston), reported that the Committee, jointly with the Legal Counselors, had given consideration to the concept of changing the current numerical designation of the vice-presidents. The suggestion was that the vice-presidents (now identified as 1st, 2nd and 3rd) should be renamed simply "vice-president", while continuing to be in charge of their respective regions as provided for in the By-Laws. The terms of the key officials have been getting steadily shorter, and it has become increasingly unrealistic to expect that such officials will complete the full three terms currently required for aspirants to the Presidency. The Committee will give further consideration to this matter and some suggestions will be made after the Conference.

IAPH European Rep. Report

Mr. A.J. Smith outlined his written report concerning his wide-ranging representation activities in establishing and sustaining links with many governmental and non-governmental organizations located in the European Region. In particular, he invited IAPH members' attention to the fact that the IMO Secretary-General has initiated proposals for a sub-committee on ports and harbors. It was hoped that IAPH members would encourage their respective national delegations to IMO to give their strong support to the IMO Secretary-General's initiative. (For reference to the background, the IMO document is reproduced in the box right).

His report contained a number of recommendations which, together with those from the other Technical Committees, resulted in the Resolutions No.2 (on the environment) and No.3 (on the UNEP status), details of which appeared in the previous issue (on pages 18-20).

In connection with Mr. Smith's affirmation of the need for the IAPH membership to have improved access to information on the liaison reports, Mr. Herbert Haar, the Dredging Task Force chairman, stated from the floor that a working group will be started at IMO, with representation from PIANC and IAPH and representatives from IADC and SIDA, with the task to work out over the next six months the terms of reference for a dredging bibliography. He added that on-going reference material abstracts could be put into ports management information systems so that port directors and chief engineers would have ready reference and access to the latest dredging technology worldwide.

UNEP grants IAPH observer status

In accordance with the recommendation, the IAPH Secretary General sent a letter to Dr. Mustafa K. Tolba, Executive Director, United Nations Environmental Programme (UNEP), in Nairobi, seeking consultative status towards a more formal and continuing relationship and thus, if possible, leading to joint programming which may contribute to boosting the quality of the global environment.

In response to IAPH's request, Mr. Jerry O'Dell, Chief, Conferences and Governing Council Service of the UNEP, wrote to the IAPH Secretary General under the date of June

18, 1991. In the letter, Mr. O'Dell says, "I am pleased to advise you that IAPH has been added to the list of international non-governmental organizations with observer status at the Governing Council of UNEP in accordance with Rule 69 of the Rules of Procedure of the Governing Council."

It was stated that the arrangement has been made for the IAPH Secretary General to receive documentation/information/invitation to all major and relevant UNEP related conferences and meetings.

IMO

**International Maritime
Organization**

**MEPC 31/4/2
5 April 1991
Original: ENGLISH**

WORK OF OTHER BODIES Strategy for port interface

Submitted by the International Association
of Ports and Harbors (IAPH)

IAPH, as the representative voice of the world's ports, has always acknowledged the pre-eminence of IMO as the authoritative United Nations agency dealing with the twin objectives of securing maritime safety and protection of the marine environment.

The world's ports, by virtue of their land/sea interfacing role, can and do contribute significantly to IMO's endeavours.

The complex demands of international maritime trade, and increasing public awareness of the need to safeguard the marine environment, bring the pivotal role of ports in both these respects more sharply into focus.

It was timely and extremely appropriate, therefore, that the IMO Secretary-General should take the initiative which has resulted in the proposal for a strategy for port interface which is now submitted for consideration by the fifty-ninth session of the Maritime Safety Committee, the thirty-first session of the Marine Environment Protection Committee and the thirty-fifth session of the Technical Co-operation Committee.

IAPH wish to express its wholehearted appreciation of the Secretary-General's initiative, and strongly commends to the respective committees its resulting proposals for the establishment of a Sub-Committee on Ports and Harbours with terms of reference as described in pages 11-13 of the paper.

Note by the Secretariat:

The same note has also been submitted to MSC 59 and TC35.

W/5410e*

Technical Committee Forum

Monday, May 6

The presentations by the respective committee chairmen in Spain were made at Working Session 2: Technical Committee Forum, on the afternoon of Monday, May 6. This session was chaired by **President McJunkin**, and following the oral and video presentations by the respective chairmen on their activities the floor was opened for questions.

In particular, some delegates from African ports voiced sentiment that the international cooperation programs that IAPH had set up for the developing ports through the CIPD were vitally needed and, therefore, should not be discontinued under any circumstances. President McJunkin assured the audience that IAPH would continue all possible assistance to the developing ports.

The Conference heard that **Mr. C. Bert Kruk** was stepping down from the CIPD chairmanship in his belief that it was a time for change, after having served on the CIPD since the Hamburg Conference. Mr. McJunkin expressed his deep appreciation to **Mr. Kruk** for his contribution to IAPH. It was at the closing ceremony of the Conference held in Valencia that the new IAPH President **John Mather** announced the name of **Mr. Goon** of Singapore as Mr. Kruk's successor as the CIPD Chairman.

After the Conference, Secretary General Kusaka has sent a letter to the Port of Rotterdam expressing the deep appreciation of IAPH for the great contributions that Mr. Kruk and his port afforded IAPH in supporting the various international cooperation projects.

The achievements and strategies highlighted by each committee were as follows:

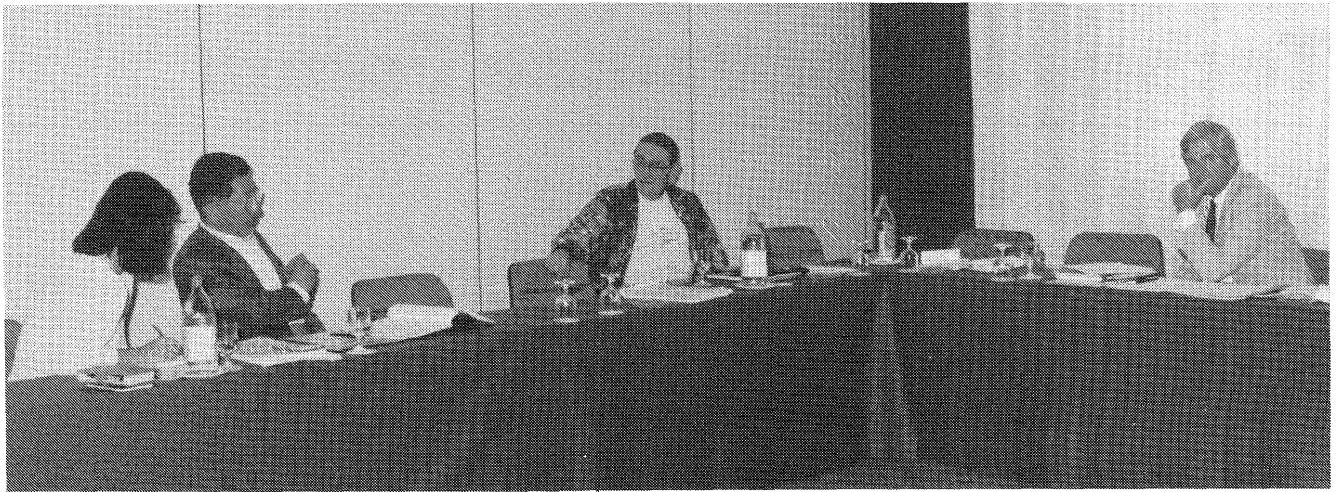
Port & Ship Safety, Environment and Construction (COPSSEC): Chairman Jean Smagghe (Le Havre)

During the past biennium, COPSSEC's efforts have been centered on environmental issues. The major work completed in the past has been:

- Guidelines on Port Safety and Environment updated every two years;
 - Guidelines on Environmental Planning and Management in Ports and Coastal Areas Developments (issued in Miami in 1989); and
 - the follow-up to the work completed in relation to other international associations with a view to improving navigational safety in the neighbourhood of ports, etc.
- Strategies set up were:
- up-dated terms of reference for each sub-committee;
 - creation of a working group to coordinate the activities of the other technical committees with reference to the environment;
 - completion of a questionnaire on environmental priorities distributed to all IAPH members, and an analysis of the responses; and
 - completion of special guidelines on the main environmental problems identified by the questionnaire.

COPSSEC meeting in Barcelona





CHO meeting

Cargo Handling Operations (CHO): Chairman Robert Cooper (Auckland)

The Committee's work has focussed on containers and, specifically, has involved:

- a survey on changing dimensions and ratings for containers (completed in 1989);
- monitoring of the international activities on the same subject (such as the agenda for the ICHCA Sorrento Conference and studies carried out by the Commission for European Community); and
- a survey on Automatic Equipment Identification (AEI) at the initiative of a Sub-Committee headed by Mr. Donald G. Meyer of Tacoma.

The Committee will continue its efforts to contribute to work on container terminals while maintaining close collaboration with the COPSSEC and other committees in and outside IAPH.

Trade Facilitation (TF): Chairman Fernand Suykens (Antwerp)

The Committee's efforts have been directed towards investigating the issues related to trends in international trade

facilitation through cooperation with the relevant international bodies — such as the CCC and UNECE — and related ports. To this end, a memorandum of understanding has been signed and guidelines have been agreed between IAPH and CCC on the anti-drug and anti-fraud campaigns.

Two tidal waves in the recent development of trade facilitation are the European Single Market and Electronic Data Interchange (EDI), requiring the Committee's special attention.

In accordance with the Committee's recommendation, a resolution on the settlement of disputes was passed in Spain. (See page 19 of the previous issue).

In summarizing the Committee's work, Mr. John Raven, IAPH Special Reporter for CCC, comments in his recent report as follows:

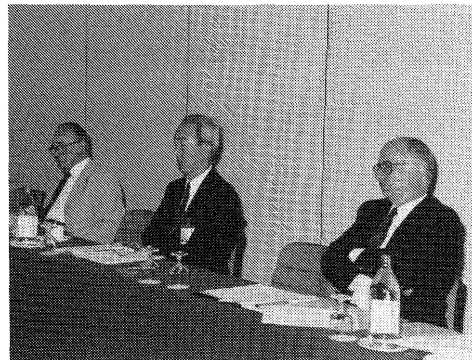
"In EDI we must pay up or shut up. This is a very costly activity in which we need high-quality expertise to take part in detailed work and even higher-quality skills to identify and interpret major policy issues. It will be particularly difficult and costly to mount a respectable consultative framework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

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

"We should maintain our current participation in CCC and UN/ECE meetings."



Attendants at a Trade Facilitation Committee meeting



CLPPI meeting

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

The CLPPI's task has been to protect the legal interest of ports on behalf of IAPH members. In the past biennium, the major international conventions covered by the Committee include:

- The Salvage Convention
- The Maritime and Liens and Mortgages Convention
- A draft HNS (Hazardous and Noxious Substances) Convention
- The Athens Convention on Liability for Passengers and their Luggage
- The International Convention on Oil Pollution
- The Diplomatic Conference on Liability of Terminal Operators

The Committee believes that IAPH must have an active presence wherever these rules are being formed or revised so that, before new laws are introduced, we are aware of any obligations they may impose on us and any rights they may grant us.

Mr. Valls strongly hopes that IAPH will make a constructive and positive input at the 1992 Conference in Brazil and for this purpose he believes that defining the Association's policy on the environment at the 17th IAPH Conference is very important.

The CLPPI will continue monitoring all possible international conventions currently being debated, while studying their legal implications.

International Port Development (CIPD): Chairman C. Bert Kruk (Rotterdam)

Since the Miami Conference, the CIPD has endeavoured to pursue the further improvement of the various Schemes designed to provide assistance for member ports in developing countries.

Although the Committee has tried hard to set up projects in the form of the 57+ and the Regional Ports Co-operation Schemes (now renamed Regional Seminar Scheme), it has

been impossible to obtain sufficient financial support from the Association for execution of the project, despite the fact that a motion was presented to the mid-term EXCO in 1990 proposing that the CIPD projects should be financed from the general IAPH budget instead of the special fund framework, which comes from the voluntary contributions of member organizations.

Then Chairman **Kruk** summarized the other work executed since the Miami Conference dealing with:

- The Bursary Scheme
- The Award Scheme
- The Monograph Scheme
- The 57+ Scheme
- The JOBMAR Scheme
- The Regional Ports Co-operation Scheme
- Liaison with UNCTAD

The Chairman also reported on the missions he has undertaken and the meetings he has attended on behalf of IAPH.

Public Affairs (PACOM): Chairman Bob Calis (Fraser River)

For the PACOM, especially for the Chairman who was newly appointed after the Miami Conference, it has been a challenging task to see how effectively the Committee can guide and assist ports worldwide in their dealings with local communities, city corporations, regional councils and national governments in the context of the continuing trends in containerization, the size of vessels and the impact of these trends in ports.

In his presentation, the Chairman referred to several aspects of the environment that ports find themselves in today, specifically identifying areas of concern such as **the economic environment** (the economic situation in the port area and its hinterland and the economic impact on the nations we serve), **the urban environment** (associated with the issues involved in urban development into port areas), **the preservation of wetlands and wildlife habitats**, **competing uses for properties** between ports and other bodies and the political environment.

The Committee proposed continuing to work on the education programs for schools, for what better way is there

(Continued on Page 20, Col. 2)

Hot Topics at Working Sessions

The theme of the Conference, Challenges for Ports — Today and Tomorrow, was explored in Working Sessions on six key topics.

1. Electronic Data Interchange

Reference was made to: Singapore's TRADENET system, which allows traders to submit electronic declarations for import, export and transshipment cargoes using the EDIFACT standard for data exchange and Rotterdam's INTIS network which mainly involves door-to-door shipping companies and reduces the flow of paper from participant organizations.

2. European Integration

Major political changes have catapulted European ports into prominence. Two issues were studied: the effects of new trade perspectives within the Eastern bloc with the changeover from centrally-planned to market economies; and the heightened competition and opportunities for co-operation between ports likely to be triggered by the new Common Market of 1993.

3. Trends in Passenger Ships and Maritime Industry

Cruise ships have a long history as instanced in studies highlighting the marked and continuing growth of marine-oriented tourism. They examined world trends in cruise ships, ports of embarkation and/or call, itineraries and markets; the dominance exhibited of cruise travellers from North America; and the need for some Mediterranean ports to upgrade their facilities to United States standards in a bid to reduce the gap with the most favoured cruising region — the Caribbean.

4. Environment

Heeding United Nations calls, the accelerated development of port industrial areas prompted IAPH to develop a comprehensive environmental policy. Befitting its paramount importance the topic was accorded three sessions.

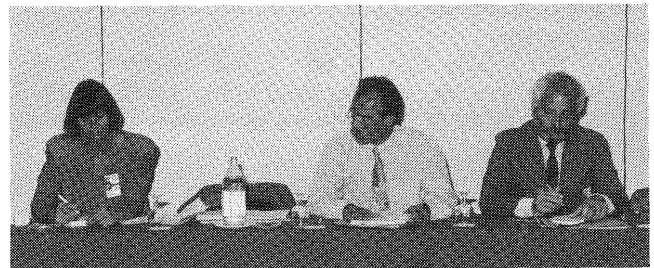
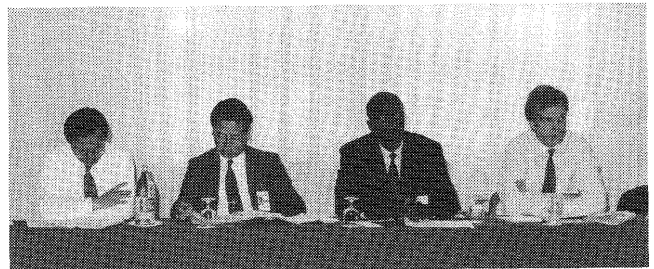
Ports and their Environments

Water pollution sources were identified and action

recommended with a case study of how Le Havre has tackled the problem of effluent from the titanium dioxide industry. Impacts of dredging on the environment were studied by emphasising the material as a highly-manageable resource and the need for the special placement of contaminated waste. IAPH was alerted to the more stringent New Assessment Procedure embodied in the London Dumping Convention.

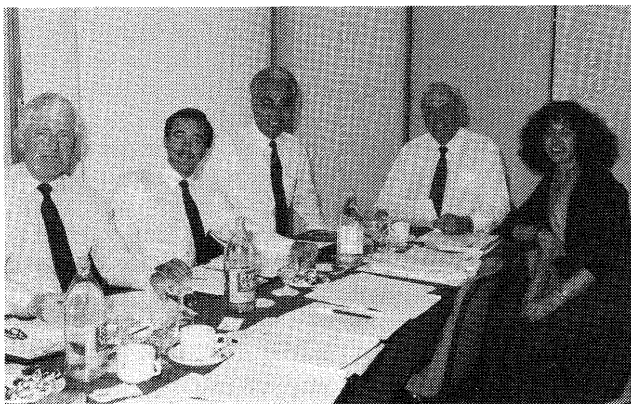
Environmental Problems of Ports in Developing Countries

An examination of environmental problems in African ports, typified by Abijan's pollution, was the prelude for a consideration of North-South cooperation to achieve sustainable development. Help and advice are required by sub-Saharan ports in providing reception facilities for pollutants.



(Above pictures) CIPD meeting

(Left) PACOM meeting



Public Affairs (PACOM)

(Continued from Page 19, Col. 2)

to educate the citizens of the future as to the value of ports? It plans to develop programs for ports to assist them in the important functions of communicating with various organizations and elements of information of the public.

The Committee, with the cooperation of all member ports, wishes to have a package of information put together so that it will be available for anyone who wants to pick it up.

Port-City Relations

Three case studies exemplified different aspects of port-city environmental relations. Osaka illustrated how dredged sediment and urban waste have been used to provide the site for a technoport. Urban waterfronts in Canada demonstrated the opportunities and pitfalls of developing these resources. Korean planners underlined the need to engender close port-city connections in the greenfield site at Kwangyang Bay.

5. Port Management

Port management has been an issue of perennial interest at conferences throughout the twentieth century. Not surprisingly, it was the only other topic afforded three sessions.

International Characteristics of Ports

An evaluation of municipal ports in Northwest Europe and France's adherence to public and semi-public ports underlined that privatisation is not the only solution. As witnessed by the Clyde Port Authority and Wellington, however, it is the strategy being pursued in the United Kingdom and optionally in New Zealand.

Organization Models for Port Management

A variety of organizational models were examined including an assessment of Barcelona's Logistic Activities Zones; New Zealand's initiatives to improve efficiency and accountability through deregulation, corporatisation and privatisation; and the Port Authority of New York and New Jersey's reorganization following the advent of containerisation from a dock to a customer-oriented, multimodal organization tailored to the needs of logistics firms.

The Role of the Port Authority

Evolutionary studies of port authorities in Portugal and Nigeria highlighted the importance of political factors. Reflecting shifts in power, Lisbon's port authority was restructured in 1987 as a 'management enterprise' and in 1988 the Nigerian Ports Authority was earmarked for commercialization.

6. Human Resources

Typified by the abolition of the Dock Labour Scheme in Britain, advanced capitalist countries have been preoccupied with shedding workers while multi-skilling those remaining. Emphasis has been centered on appropriate professional in-house training to boost productivity, flexibility and customer service levels, and equalise variations in port performance.

Second Plenary (Closing) Session

Friday, May 10

Nanaimo and Whangarei become sister ports

At the beginning of the session, the sister ports agreement was concluded between the ports of Nanaimo, Canada, and Whangarei, New Zealand, before the IAPH delegates. The representatives from both ports were introduced by President McJunkin to address the gathering on the background of the arrangement.

Eight Resolutions passed

As already featured in the previous issue, altogether eight resolutions were passed at this final session, ably led by **Mr. Patrick J. Falvey (New York)**, Chairman of the Resolutions and Bills Committee.

Honorary Members elected

In accordance with the recommendation by the Honorary Membership Committee chaired by **Mr. Robert Cooper (Auckland)**, the Conference elected three individuals, namely **Mr. Cheung Yeun Sei**, the 2nd Vice-President (Korea Maritime and Port Council, KMPA), **Mr. Herbert Haar, Jr.**, Chairman of the IAPH Dredging Task Force (Port of New Orleans), and **Mr. Richard Leach**, Chairman of the Constitution and By-Laws Committee (Port of Houston), who were leaving IAPH after their many years of meritorious



Mr. Cheung Yeun Sei, right

service to the Association.

Mr. Cheung and Mr. Haar, upon receipt of their Honorary Membership Certificates from the President, delivered their farewell addresses to the meeting.

Farewell address by Mr. Cheung

Mr. President, dear IAPH members:

Thank you very much for electing me as Honorary Member of your Association.

First I wish to express my deep appreciation to **Mr. Toru Akiyama**, **Dr. Hajime Sato** and my other friends from

Japan, and all the IAPH officers for their guidance and support given to me in the past. It was indeed a great honor for me to be able to serve your Association and meet so many good people representing various ports throughout the world, through my participation in the Conferences and Executive Committee meetings. Particularly it was the greatest honor for us to host the 15th Conference in Seoul in 1987.

I regret I cannot stay longer with you in IAPH due to my new appointment in Seoul, but I will continue making all efforts towards achieving the further growth of IAPH in my new position as Honorary Member.

Thank you once again for your wonderful cooperation and friendship.

Farewell address by Mr. Haar

Mr. President, Mr. Secretary General, and fellow members of IAPH:

I am most honored by this recognition and want to thank you. I want to also recognize **Dr. Willis Pequegnat** and **Mr. Joseph LoBlanc** who have worked with me over the years on my work with the London Dumping Convention as scientific and legal counselors. I also want to recognize the assistance of the IAPH Secretary General and his staff and the financial support of the IAPH membership. **Mr. Ron Brinson**, the former president of AAPA, and **Mr. Erik Stromberg**, the current AAPA president, along with the strong financial support of the AAPA membership have also been most noteworthy. The Port of New Orleans has also been a strong supporter of my work with IAPH. The IAPH Dredging Task Force and the AAPA Harbours and Navigation Committee members have also been supportive and most helpful over many years.

I am happy that I will not be put out to pasture, as the expression goes, but will have the opportunity to continue in an active supportive role at the request of the new Dredging Task Force Chairman **Dwayne Lee** on fund raising activities and on special assignments involving the UN Conference on the Environment and Development.

Thanks again for this very special recognition and honor that you have awarded me.

Address by the outgoing President James H. McJunkin

President Mather, Distinguished guests, delegates, ladies and gentlemen:

Certainly, being President of IAPH is the high point of my 34 years in the port industry.

As I pondered what to say here today, it struck me that it has for me been a very rewarding experience. You have given me so much for the very little I have been able to give you in return. First of all you have given me the chance to make so many friends all over the world. Secondly, you have taught me so much more than I have been able to pass on to you, and thirdly, you have given me your unfailing support.

As I pondered further, I realized that this is as it should be. To paraphrase my late great President John F. Kennedy, you should not join IAPH unless you expect to give much more than you get back. The more active you become in



President McJunkin and Mr. Haar, right

the Association, the more you are able to give and more satisfaction you get in return.

Two years ago when accepting the Presidency, I stated that I savor a feeling of great relief in that I knew I would be well protected by members of my IAPH global family to whom I am closely connected and am easily convinced that the ports of the world are truly a global family. The evolution of world trade and its global transportation system requires ports to coordinate their efforts. Our goal should be and in my view certainly is to move an ever increasing flow of cargo cheaply, quickly, and free of damage. If we cannot do so, the entire system breaks down.

Like any family there are occasional differences of opinions and approaches as one member competes with another for the slice of cake on the table. More importantly, however, when threatened by outside forces, the family bands together to resist these forces. Ports do the same. The common issues for example that have been before us all week such as environment, communications, training, land transportation systems and the development of all ports are seen as issues which affect all of us and require our common action.

Before I leave I must thank my wife, Mary, for untiring support and I must also thank my immediate IAPH family: Khim Wong, the immediate past president, vice presidents Mather, Cheung, Lunetta and Palao for their help and encouragement. My special thanks go to the committee chairmen and committee men and women who in reality are the ones that accomplish the tasks of IAPH. Of course, there would not be a meaningful IAPH without the great efforts of Secretary General Kusaka and his staff. I thank you for these efforts.

Mr. Palao, you and your organizing committee, have held a remarkable family reunion. It will be something that all of us will long remember as one of the most informative and pleasant occasions of our lives. We thank you and will you please convey our gratitude to all your associates.

Let me paraphrase another of our great Americans; our late great General, Douglas MacArthur who said, "Old soldiers never die, they just fade away". I say "old IAPH Presidents never die, they just slowly fade away".

Before I start to fade away, I will now turn the meeting to our new President and my friend John Mather. Having worked with John, I leave knowing that IAPH is now in very good hands. He will do a magnificent job of IAPH. John, the presidency is yours.

Address by the new President John Mather

Mr. Chairman, Ladies and Gentlemen:

It is indeed a great honour for me today to become President of IAPH and I hope to continue the excellent work which Jim McJunkin has done for IAPH over the last two years — and our predecessors over many years. Not only is it a proud moment for me personally, but also for the Clyde Port Authority and the City of Glasgow. Since my Chairman, Sir Robert Easton is here today, and particularly his good lady, I would like to thank them most sincerely and also my fellow Directors and Executives for their forbearance, support and encouragement through the years in which I have involved myself in the affairs of IAPH.

I have been involved in IAPH since 1980 and over these years I have made many many friends throughout the world and covered a lot of ground both in travel and on IAPH issues.

This unique Association, now has 350 members covering 81 countries. To attract even more new members, fundamental decisions have had to be taken during this Conference as to the future of IAPH. We have had to ask ourselves — What do we want IAPH to be? What do we want IAPH to do?

With the size of our membership, the fact that it is inclusive of the major ports of the world, the unrivalled expertise within EXCO and our other committees, makes IAPH a major force on the world maritime scene.

The input which IAPH can and should make to the discussions of an ever increasing number of international forums can be considerable and authoritative. IAPH, we believe, has to continue to be the lead player in the world ports scene and play a greater role in representing its members in those important issues which affect their day to day port operation and development.

IAPH has always had to adjust its thinking to keep abreast of ever changing international port related developments and wherever possible have been closer links with other national and international organisations. We are doing so again!

We have recognised that when tackling some key issues, an expertise is sometimes required which lies outwith the IAPH membership. To get it invariably costs money. This matter of funding IAPH activities has caused concern in the past and we have had to look at it closely this week. We have needed to give clearer guidance to members on how this should be advanced.

Over the years since I became identified with IAPH I have had nothing but the fullest cooperation and support from fellow members, especially those located in the African/European region. Their advice on occasions and in particular during the period when I was preparing a draft on the way ahead for IAPH has been absolutely vital.

I promised you a situation report. This is it!

The Committee of the Future, set by the Executive Committee in Fremantle and which brought forward an initial report to this Conference has also been working with the Secretary General and his staff.

Yesterday, in a meeting, the Committee and the Secretary General sharpened a Mission Statement to be submitted to today's joint meeting of the Board and EXCO.

I would also like to thank our Conference Vice-President, Fernando Palao and our Conference Executive Secretary,

Jose Juan-Aracil and all their staff for the excellent arrangements prior to and during this quite unique 17th World Ports Conference. What a nice way to conduct our world ports business.

Spain, of course, is a very real sense is my second home and I am therefore glad that this week you have had the opportunity of seeing some of Spain's scenic beauty and absorbing a little of its long history and enduring culture.

Earlier this year there was some anxiety about travelling to Spain because of the uncertainty of the Gulf War situation. We were clearly right to overcome that anxiety. On a positive note the Gulf War has shown us a remarkable international solidarity behind the great task which faced the United States. That is what I feel we also have in IAPH.

It has also shown us the most remarkable capacity and capability of that region's ports in getting the very necessary war material to the right place at the right time. I strongly commend you in that regard to speak with Muthanna Al Kurtass (of Saudi Arabia) on his experiences.

This close bonding in IAPH would not be possible without the dedication and hard work of the Head Office staff. Special mention is therefore made of Mr. Kusaka and all the Headquarters staff — they are a tower of strength in the Association. They all work very hard and are very efficient in the way they keep our members informed of what is happening in the ports industry throughout the world. Their communication system is second to none. I have the highest regard for them all and I am sure every member here thinks the same way. To you then Mr. Kusaka and all your colleagues at Headquarters, our special thanks.

In conclusion Mr. Chairman, ladies and gentlemen:

Thank you for making me President — Know that I will do my best and know that I will be as good as you enable me to be.

Remember the great words — There is a divinity that shapes our end rough hew it as we may! Thank you all!

Conference Closes at Valencia

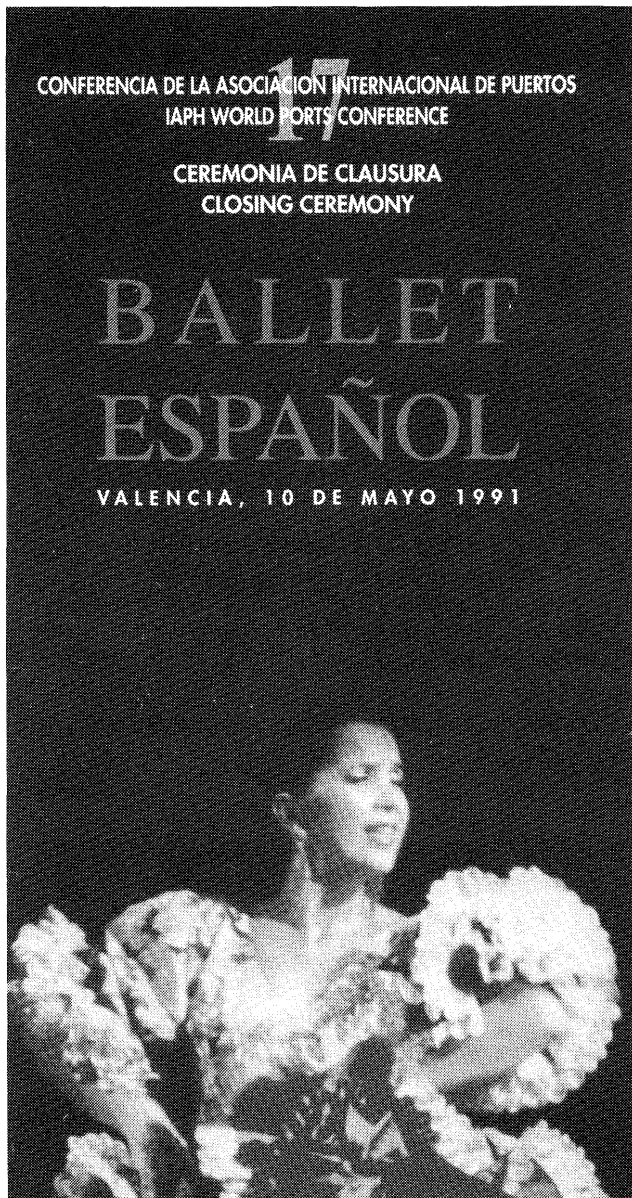
Valencia was the last port of call for the Eugenio Costa, the ship which served as the home of the Conference participants during the past six days. In the morning, some participants were able to visit Valencia's fish market, while some visited the Lladro porcelain factory, previously arranged by the local group of the Organizing Committee.

The closing day's luncheon and preceding cocktails were hosted by the Port of Valencia at the Tinglado (Platform) No.2. All the delegates, who had just come out of the morning sessions, enjoyed viewing a giant paella cooked in front of them as aperitifs were served, before they were able to savour the paella and other Valencian specialities.

The official closing ceremony took place at the "Palau de la Musica" of Valencia from 18:30. It followed the closing remarks by Dr. Fernando Palao, the Conference Chairman, Mr. Eugenio Burriel, Town Planning and Transport Councillor of the Valencian Community and Mr. Manuel

Official Closing Ceremony

from 18:30, Friday, May 10
at "Palau de la Musica"
in Valencia



Panadero, Secretary General of the Ministry of Public Works and Transport.

From IAPH, the new President Mr. John Mather delivered his address in appreciation of all the wonderful work done by our hosts for the unquestioned success.

To end up the event, our hosts treated the participants with a performance of Spanish Ballet — flamenco dancing — played by Maria Rosa and her Ballet members, internationally recognized as representing genuine Spanish folklore. We were all thus presented with another unforgettable night in Spain.



Dr. Fernando Palao

Address by Dr. Fernando Palao 17th Conference Chairman Director General of Ports, Ministry of Public Works and Transport, Spain

We have practically come to the end of the Conference. Although it didn't seem possible, we have reached the Closing Ceremony without leaving behind any of the Congress Members and without anyone falling into the paella or dying of cold on this wintry journey. We have eaten and drunk to the point of loathing the most exquisite dishes and liqueurs but, in spite of all, the technical work sessions have been full of congress members and the exchange of ideas has been beneficial. A French playwright's recommendation was "Do what you must and leave the work to the gods!" On this occasion, the gods, except for the one in charge of the weather, have done a good job.

As pointed out in the Opening Ceremony, we have briefly visited a series of Spanish ports, cities and islands. It has been impossible to provide a deeper knowledge of the areas visited. The schedule has constantly imposed conditions obliging superficiality. I trust this brief contact may have left a good taste in your mouths and that we may have the chance to have you with us again sometime.

Both the work presented and the personal interventions in the sessions have been of great interest to us all and I trust that the Association may acquire new impetus from this world conference.

Representatives from 51 countries and 120 port authorities have attended this Conference, and therefore it has probably been one of the greatest concentrations of port administrators in history. It is a source of great satisfaction for us that this has taken place in Spain.

In these words of farewell, I cannot forget to mention those directly involved in organizing this Conference, with growing dedication for more than four years. Their dedication and enthusiasm have gone far beyond what anyone could have expected of them. I would like to express my gratitude to all of them from the first to the last, and on their behalf I wish to apologize for any problems that might have arisen during the course of the Conference which, due to its nature, was unprecedented for us.

The collaboration of institutions like the Civil Engineering College in the Conference Secretariat and of the

Port Entities of Barcelona, the Balearic Islands and Valencia, which we have visited, and of their staff, has made this Conference possible. I must also mention here the group of construction companies that have sponsored this Conference and made the project financially viable in view of their specialisation in ports, which makes them part of the great Spanish port family.

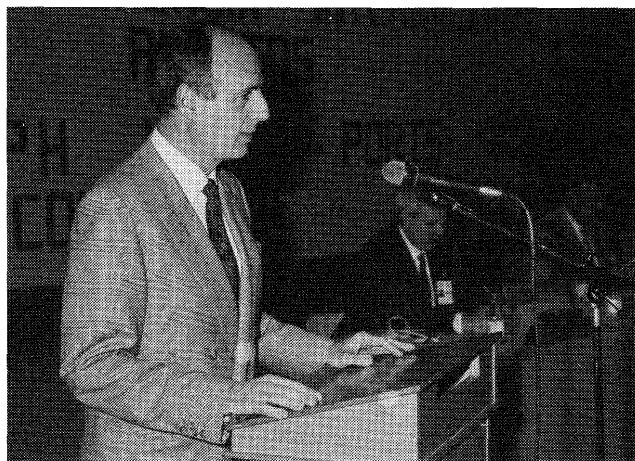
At the inauguration of the Conference I expressed my acknowledgement of the collaboration received from the Association's Secretariat in Tokyo, but I would like to reiterate my admiration of their efficiency and dedication. I cannot forget the confidence that the President, Mr. McJunkin, and the other key officers of the Association placed in the Spanish organizing group following the presentation of the proposed project — an almost unprecedented venture — in Seoul. The support given at all times, in spite of the initial doubts shown by some members, and above all at times of greater uncertainty due to the international political situation, has been an indispensable stimulus for our work. I wish the new President Mr. Mather every success in his actions for the benefit of the Association and the port community.

A great variety of companies has contributed to the development of the Conference. The efficiency of their people in carrying out their respective tasks has enabled the overall project to go smoothly.

I would like to single out the Costa Crociere company and all the ship's crew and staff from its Captain down to its last worker whose professionalism, helpfulness and kindness we have all witnessed. I would also like to convey my gratitude to the tourist agencies that have collaborated with us and to the simultaneous translators and stewardesses that have been with us throughout the Conference, as well as all to the artists who, on different occasions, have shown us their skills both in the most elevated artistic fields and in their performances reflecting folklore and popular culture.

Finally, I would like to express my thanks to you all for your understanding and flexibility and for having contributed to the success of the Conference by your cordiality. You are leaving a lot of friends in Spain among the port family. Keeping up these friendships is, without doubt, an effective contribution to world peace which we all wish for. It was Seneca who said, "Good success forgives temerity". Probably my most important contribution to the organization has been the role of providing that temerity and that of my colleagues on the Organizing Committee — the temerity of working for the success of the Conference. If it has been a success, it's thanks to them and, if that is the case, my temerity can be forgiven. I wish you all an earnest "farewell" as we end this 17th World Conference of the International Association of Ports and Harbors. I convey my best wishes to the organizers of the 18th Conference, which will take place in Sydney in 1993. Many thanks.

(The original was given in Spanish)



Mr. Eugenio Burriel

Address by Mr. Eugenio Burriel Public Works, Town Planning and Transport Councillor of the Valencian Community

My Right Honorable Secretary General of Transport, Government Delegates, President of the International Association of Ports and Harbors, Ladies and Gentlemen:

I am very proud to welcome you to Valencia on behalf of the Valencian Generalitat, the Government of the Valencians. The choice of Valencia as the final place for this important International Conference of Ports is a source of great satisfaction for us. As I am sure you have been able to appreciate, you have come to a welcoming land, a land full of history related to the sea and seafarers and a land that is marching towards the future. Valencia has always been a meeting-point for seafaring people of the Mediterranean and beyond. Age-old cultures have come in this way, starting with the ancient Greeks, and even the Italian contribution of the Renaissance entered through our ports — and particularly through Valencia. That was at a time when Valencia had almost no proper port installations and little sufficient protection for navigators, so there is all the more reason for your to come here now that, as you have been able to see, we have a port undergoing a huge development procedure, while at the same time, there is a great project for growth already underway, for the immediate future.

From the Government of the Generalitat, we go as far as we can to take part in these projects, these great port projects administered by the Spanish Government. We think the existence of our Autonomous Ports is a big success — and particularly in our case, the Port of Valencia. Although the Port is the fundamental responsibility of the Spanish State, the Administration of the City of Valencia is also present on the port's Administration Board, so that it may put forward ideas and dreams and work in coordination with the State because the Port is a significant institution not only from an administrative point of view, but as regards its surrounding society and beyond, both in a Spanish and European context.

We believe that this attitude of coordination and of working together is opening up the Port of Valencia and its future, and that is why we will go on offering the collaboration of the Valencian Government.

We are responsible for other, smaller ports, which at

one time were commercially important but which today have lost out because of the structural changes in world navigation and coastal traffic, and yet they were crucial in opening Valencia up to the modern world and in the development of exports at the end of the last century and in the early years of this century; they played a major part in the whole great spread of exports to Europe and the orange industry but they fell into severe crisis because they had lost their commercial sense. From our control we are trying to connect them to the dynamism of large ports today by giving them a new sense, a status in fishing activities abandoned for a long time, by providing them with the necessary conditions to achieve such a status and also by assigning them new functions for leisure and sports activities which are more suitable for these ports than for large ones. On the one hand they offer great possibilities for our region's progress and at the same time good living standards for our citizens and visitors.

We would like to emphasize that offer to this international society and to add it to the efforts made by large ports in the struggle for communication among people and between those that have always been in cities and their port structures, because we think that port development is not only a type of economic development, it is a fundamental way of getting to know people and of contributing to the potential of citizens worldwide in the future. So, from Valencia and the Valencian Government, thanks to you all for being here; welcome, and enjoy the time you spend here with us and please come back when you can. Many thanks to all of you.

(The original was given in Spanish)



Mr. Manuel Panadero

Address by Mr. Manuel Panadero Secretary General of Transport, Ministry of Public Works and Transport, Spain

Honourable Authorities and friends:

Since last Sunday I have had the honor and pleasure of taking part with you in the inauguration of this Conference and of being present during the entreaties and promises made to the gods so that they might change the unpleasant weather we had then, and it seems that satisfactory results have been achieved — at least, the weather has improved and enabled you to enjoy to a certain extent the Spanish climate and the cultural and artistic riches of the places that have taken part. Today, I am greatly honored by being able

to participate in the closing ceremony of this Conference of Ports, as I believe that this IAPH Conference represents a landmark in the development of world events in the sense that the world economy unfailingly goes through trade and trade fundamentally goes through ports. Everything that may go towards improving the efficiency of the world port system, everything that, in short, may contribute to improving the services that they provide for the world economy, undoubtedly contributes to improving the economy and to developing the work which you undertake each day in your respective activities. Therefore, I sincerely believe that the 17th Conference — like previous conferences — is an event of important scope, from whichever viewpoint it may be analysed.

Moreover, in the most ancient history of humanity, ports are a fundamental economic and cultural connecting element in the lives of people. It would be impossible to describe how culture or the circulation of all kinds of elements that have gone towards improving citizens' living standards would have evolved without ports. We live — in fact, we are at present — in the old Roman *Mare Nostrum*, where port tradition moves from Greek ports, the old Ports of Piraeus, the Port of Ostia in Rome, and the ancient Carthage. The history of the Mediterranean, where the City of Valencia is situated, cannot be written without reference being made to the basic and fundamental importance of ports.

I am very happy about the progress of your work. I believe that a meeting of this kind not only contributes towards developing techniques, interchanging ideas and gaining greater acquaintance with problems and their solutions, but also towards something that is just as meaningful — the improvement of people's relationships and a better knowledge among citizens from different countries. Such an event is where culture in its widest sense is found and how friendship and acquaintances are made, and these are the indispensable bases for the progress of everything that has to do with the human species on this planet.

Your work has developed wide aspects — increasingly more technical — and this is important because the port has become a more and more necessary link in all economic and human activity.

The old idea that many of us were taught when we were somewhat younger, of the port being a link in the transport chain, has clearly been surpassed by recognition of the reality that the port in a most dynamic sense, is evidently a link in the transport chain and also a center for economic activities, a place for cultural intermingling, a place where logistics are developed and a place connected with recreational activities and the growth of tourism. In short, it is a synthesis of man's everyday chores in the multiple activities to be found there.

That is why it is increasingly difficult to define what a port is, and your activities are becoming more and more complex for all of you. In that sense, I think the only thing that ought to encourage you in your work is for you to be absolutely sure that all your efforts, as I said before, contribute very directly to improving the living standards of the human beings on our planet, because without ports there would be no trade and without trade there would be no division of work or production of wealth — things which, in short, allow those living conditions to be made better.

Logically I am very happy that this 17th Conference has been held in Spain due to the fact, as I said before, that your Conference is an authentic world event and so, for my country it is a real satisfaction that you have been able

to celebrate it in Spain so that you may get to know us better and above all, I hope you have been able to form a closer relationship with each other and with the Spaniards that have taken part in the Conference.

I also believe that this Conference and all the work put into organizing it has the enormous virtue of becoming a forum of experts and one voice that can convey the opinions of the international port community to other applications with its visit on of which elements and actions can go towards improving the whole working of the economic system and international relations. I believe that if a forum like this one that you have, absolutely irreplaceable, did not exist, it would necessarily have to be created.

Finally, I would like to thank the out-going President, Mr. James McJunkin, for his work and collaboration in arranging this Conference in our country. I personally thank the Organizing Committee and you will allow me to symbolize this in the person of Fernando Palao, a personal friend and dear colleague, for the work put into making the assignments successful but also entertaining, enabling contact to be made and relationships improved among those attending the Conference, which I consider to be fundamental element.

I also congratulate the new President, Mr. John Mather, on his new responsibility at the head of IAPH, and lastly, on behalf of His Majesty the King of Spain, Chairman of Honour of this Conference, and of the Minister of Public Works and Transport, I formally declare this 17th World Ports Conference of the International Association of Ports and Harbors closed. Many thanks.

Ladies and Gentlemen, there will now be a short interval after which we will see a show of Spanish music and dance. Thank you very much

(The original was given in Spanish)



President John Mather

Address by the new IAPH President John Mather

Let me say quite categorically that as far as Spain and its people are concerned, I am a committed aficionado!

I mentioned earlier today that I have a personal stake in this country. In light of today's events I must have been

far seeing in locating a home in Calpe. I am at least in close proximity of Valencia. And perhaps with the power represented at this table I can have something done about investment and inheritance taxes.

And with justification!

The ambience of this region has a great appeal — made more so by the generosity and hospitality of its peoples. For 25 years I have much enjoyed it all — especially in the past — when I was younger — lazy lazy day — busy busy nights.

As far as its architecture — well!

Just a few days ago, the Opening Ceremony for the 17th IAPH Conference took place at the Palau de la Musica, a wonderful example of Catalanian Baroque giving us the idea of the past heritage of Mediterranean Spain.

Today, the Closing Ceremony takes place in this beautiful building, an excellent example of the Catalanian avant-garde architecture which shows not the past but the future of this fertile Valencian Region.

As you may see, this building is becoming well known in the world of music because of its not perfect acoustic.

IAPH members, with my total concurrence have asked to express their very special thanks to His Royal Majesty King Juan Carlos (Primer).

I would also like to transmit, Mr. Secretary of State of the Government our sincere thanks to the Minister of Public Works and Transport, for making this 17th IAPH Conference come true.

I then would like to thank you especially Senor Fernando Palao as the Conference Chairman, Professor Jose-Luis Juan-Aracil, Executive Secretary of the Conference Organizing Committee for their marvelous welcome to Spain and for their detailed planning and the arrangements made on many occasions to meet individual needs of our delegates.

To you Mr. Chairman of the Port of Valencia and with you the Chairmen and Managing Directors of all other ports visited during our voyage, we express our heartfelt thanks and gratitude.

Lastly, may I say to all of you and to all IAPH friends who unfortunately were unable to join us in this splendid Conference. I look forward to seeing some of you at the EXCO meeting to be hosted by the Port of Charleston next year; and thereafter each one of you in Sydney, Australia for the 18th IAPH World Ports Conference.

Thank you and I wish you all a safe journey home.

(Note: Mr. Mather announced the names of the EXCO members and Chairmen of Technical Committees for the new term, which were already published in the previous issue of this journal.)

Interviews by Neil Sinclair

Mr. Neil Sinclair, Manager, Editorial Services, Lloyd's of London Press Limited, acted as an IAPH reporter for the 17th Conference. Following the previous issue, we are pleased to present three more interviews conducted by Mr. Sinclair in this issue.

NAP Seen Needed To Clarify Certain Grey Areas

Herbert R. Haar, Jr.

**Chairman of the IAPH Dredging
Task Force (1980 - May 1991)
Special Assistant to the President,
Port of New Orleans**

"You've got to be part of the process," stressed Herbert Haar as he looked back on his long and distinguished involvement with dredging issues and the International Association of Ports and Harbors.

Haar, who retired last month (May) as chairman of the IAPH Dredging Task Force, is a firm believer in effecting change from within. He has been involved in almost every influential international decision that his successor as Dredging Task Force Chairman, Dwayne Lee, would continue this level of involvement.

After 11 years as IAPH dredging chief and decades in the ports' industry, Haar is eminently qualified to identify those issues of most crucial importance to ports and harbours worldwide. Perhaps the single biggest current items are the London Dumping Convention (LDC) and next year's United Nations international conference on development and the environment. Haar, who is special assistant to the president of the port of New Orleans, has helped shape or remould the LDC to an image which better reflects the port industry's interests.

Together with IAPH scientific consultant Dr. Willis Pequegnat, Haar has succeeded in obtaining better treatment of dredged material under the LDC annexes.

"For example", it was accepted that ocean disposal of dredged material disposal is often an acceptable disposal option," he said.

And the LDC consultative group has now authorized the disposal option that is of least detriment to the environment.

"This action holds out the promise of even further benefits to port interests in the future," said Haar.

However, despite these and several other significant achievements, Haar remained concerned that a total ban on the dumping at sea of dredged material was still a possibility. Much will depend upon the new assessment procedure (NAP) — a highly complex mechanism designed to remove certain ambiguities in the Dumping Convention.

The NAP has yet to be formally adopted and Dr.



Mr. Haar (left) and Mr. Smagghe

Pequegnat told conference delegates that if it didn't succeed, a total ban on dumping of dredged material could follow.

"If the NAP fails to gain approval, I think there will be considerable problems," he warned.

However, there could be serious problems if it does become enshrined in the Dumping Convention. Haar alerted the IAPH in his conference paper to the possibility that if the NAP is adopted, some nations will call for inclusion in the prohibition list of certain metals and organics that are commonly found in virgin clay dredgings.

"Such an action could be devastating for ports if applied to dredged material even though the contaminants would not be bioavailable under normal conditions of ocean disposal," he said in his paper.

Nevertheless, Haar views the NAP as a vital reforming measure, needed to "clarify certain grey areas."

He said it was presently under consideration by the LDC consultative group and will be presented to contracting parties for their consideration for use on a trial basis for a one-year period starting this year.

For this reason, and others, Haar will be handing over the Dredging Task Force chairmanship at a crucial time for the ports' industry. He is, however, confident that Lee will continue the IAPH's high level of involvement in international bodies which consider issues germane to ports and dredging. Haar is particularly keen that the IAPH be represented at the UN conference on environment and development which takes place in Rio de Janeiro. The IAPH was represented at the initial preparatory committee meeting in Geneva and Haar urged that a representative attend the second and third meetings.

The Rio meeting, which will be the largest international conference ever held on the environment, is likely to prove a watershed for dredging and port issues. It could also see further lobbying by the UN Environmental Programme (UNEP) to tackle over the LDC from its present UN guardian, the International Maritime Organization.

Such a move is unlikely to prove popular among the port and related maritime community, who have a very high regard for IMO and its work. Haar, ever the diplomat, prefers not to comment on any possible LDC tug of war but will certainly be watching with keen interest on the sidelines.

Investment in East Helps Generate New Port Business

Dieter Noll

Director, Port of Rostock Germany

Few delegates can have experienced such dramatic change to their port and political/economic environment in the last couple of years as Dieter Noll.

As port director at Rostock, Noll has seen German unification effect fundamental changes with many more still to come.

Although in the longer term he remains optimistic about the port's future, Noll is currently wrestling with a wide range of problems - many unforeseen or unappreciated in the immediate aftermath of unification.

One major consequence, explained Noll over breakfast in the Eugenio Costa's main restaurant, has been a 40% drop in traffic as shipowners and shippers with a choice switched to cheaper and more efficient ports in former West



Mr. Dieter Noll

Germany.

Noll, who presented a paper on the implications of change in Eastern Europe, thought it would take two to three years before the situation at Rostock improved. He cited local investment in a car plant, petrochemical factories and power stations as reasons why Rostock should reverse the present sharp decline in cargo throughput.

In the short term, about the only major new contract of which Rostock is assured is the handling of Soviet Army vehicles and equipment. Noll said Rostock would get all — or at least most — of the estimated 6 million tons of Soviet Army material to be shipped out over the next few years. A bonus for Noll in these times of Soviet problems with hard currency payments is that the bill will be paid in Deutschmarks by the government in Bonn.

Nevertheless, Noll faces a very tough time until large scale new investment in the east begins to generate new port

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Dedicated to Total Elimination of Paperwork

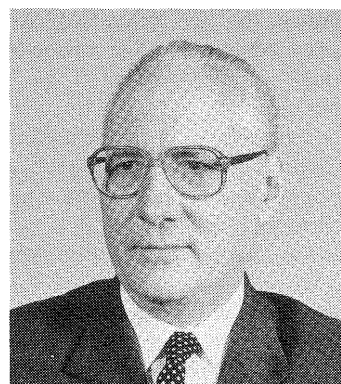
Fernand Suykens

Chairman of the IAPH Trade Facilitation Committee since 1985 General Manager, Port of Antwerp

Trade Facilitation and the tall, distinguished figure of Antwerp Port General Manager Fernand Suykens have become almost inseparable fixtures.

As chairman of the key Trade Facilitation Committee, Suykens has for years been in the vanguard of the crusade to increase port efficiency through the simplification of business transactions.

Although he has long championed the application of electronic data interchange (EDI) in the maritime trade arena, Suykens is also pushing for the simplification or (in some cases) total elimination of paperwork rather than its replacement with screen to screen transactions.



Mr. Fernand Suykens

"Today, the question that comes up more and more is do we need all those papers? Bills of lading — do we really need them? You don't have them for aircraft."

The increasing application of EDI has, of course, already helped to speed up the flow of trading information and in certain areas eliminated paperwork. Suykens spoke enthusiastically about the extension of EDI throughout the ports' industry.

"Gradually all ports, or at least major ports, have introduced EDI for vessels to give advance information such as estimated time of arrival, cargo data and billing details.

"It started with port authorities and has now been extended to the wider port communities — shipping agents, stevedores, terminals, etc."

Suykens, who it seems is rarely separated from a large cigar and a group of colleagues discussing trade issues, pointed out how several major north European ports had

(Continued on Page 32, Col. 1)

IAPH ANNOUNCEMENTS AND NEWS

Strategic Planning Committee

The Ad Hoc Committee created by the Executive Committee in Fremantle at its meeting in May 1990, chaired by Mr. Mather, met twice in the meeting room on the ship during the Conference. The Committee formerly known as the "Committee of the Future", was originally set up with Mr. Mather as chairman, with the Vice-Presidents and the Secretary General serving as members, added more members in Spain. The participants of these extra-ordinary brain-storming sessions were: **John Mather** (as chairman), **Carmen Lunetta**, **Robert Cooper**, **Jean Smaghe**, **Patrick Falvey**, **H. Molenaar**, **Don Welch**, **J.M. Moulod**, **Goon Kok Loon**, **Fernando Palao**, **A.J. Smith** and **Luis Ajamail** (as facilitator), and **Secretary General Kusaka** and his senior staff.

Through the two meetings, the Committee came up with a Mission Statement to be submitted to the post-Conference Executive Committee. The statement includes the following points:

The Mission of IAPH is:

to serve the interest of its member ports through timely communications and by representing, as a single voice, the positions of common interest to ports before international organizations and the maritime industry;

to foster good relations and collaboration among all ports;

to promote trade and goodwill among members; and

to assist member ports by providing technical guidelines and utilizing the resources and skill of the organization and its cooperating members to aid the development of modern, efficient world port systems.

The Committee will now focus on:

1. development of our financial and human resources
2. direction setting
3. timeliness in responding to our members' needs; and
4. achieving a stronger worldwide voice

The ultimate aim is to produce a Strategic Plan for the Association.

Chairman Mather concluded that the Committee will continue this work with the Secretary General and will report on its progress to the membership and to the Executive Committee in 1992. In this connection, Chairman Mather proposed establishing a Strategic Planning Working Session in which all interested members can participate at the Sydney Conference.

IAPH Guidelines Expanded, Distributed

As products from the 17th Conference, the following IAPH Guidelines have been newly produced by the sub-committees of COPSSEC and distributed to IAPH members from the Tokyo Head Office. For easier identification of these newly completed reports, each one has been colored so as to be known as the "red", "blue", "green" and "orange" books.

The background to the production of these guidelines is explained in the Report from Mr. Jean Smaghe, Chairman of the COPSSEC, which is included later in this issue (pages 32-35).

Those prepared by the Port Planning Sub-Committee

Red book: IAPH Guidelines on Port Safety and Environmental Protection — Supplement to Chapter 3.1 — Port Planning and Design (42 pages)

Blue book: IAPH Guidelines for Environmental Planning and Management in Ports and Coastal Area Development (89 pages)

Prepared by the Port Safety Sub-Committee:

Green book: Practical Guidelines for Ports on Environmental Issues — Water Pollution — a Concern for Port Authorities (23 pages)

Orange book: Practical Guidelines for Ports on Environmental Issues — Dangerous Goods and the Port Environment (25 pages)

Technical Committee Reports to Members

The Tokyo Head Office has sent to the members who did not attend the 17th Conference in Spain the various reports which all the delegates received there. They include the Secretary General's Report, reports from the six Technical Committees and their sub-committees and a report on the IAPH/BPA representation work for 1989 — 1991.

The 18th Conference Of IAPH in Sydney

The venue and dates of the 18th World Ports Conference of IAPH and the theme for the Conference were announced by Mr. M. Moore-Wilton of Maritime Services of New South Wales, who was elected as the IAPH Conference Vice-President.

Dates: April 17 - 24, 1993

Venue: Hilton Hotel, Sydney, Australia

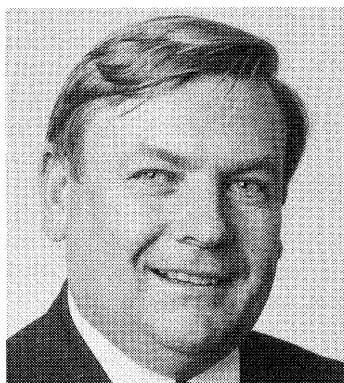
Theme: "Ports: The Impacts of Global Economic Changes"

Invitation Address by the Host for the 18th Conference By Max Moore-Wilton

Mr. President, Ladies and Gentlemen:

It is my pleasure to outline the plans of the Maritime Services Board of New South Wales, for hosting the 18th Conference in Sydney, Australia.

First, let me say that, our Spanish hosts, led by Senor Palao, have excelled themselves in their organization of this



Mr. M. Moore-Wilton

Conference and have given the Maritime Services Board a very hard act to follow in 1993. However, the Maritime Services Board extends a hearty welcome to all delegates and accompanying persons to our conference in Sydney.

Sydney is Australia's oldest city, and the capital of the State of New South Wales. As Australia's premier tourist destination and major overseas gateway, I am sure it will provide a first class venue for the conference.

"Ports: The Impact of Global Economic Change" is the proposed theme for the 18th Conference. In this exciting last decade of the 20th century, the world's port community faces many challenges to provide the necessary, flexible and efficient responses in infrastructure and services to world commerce and industry. It is obvious from the discussions at the 17th Conference that there is a recognition that we must adapt to meet these challenges. It is our objective, in New South Wales, that the 18th Conference will look to the future and provide us all with a scenario for the developments of the world's ports, in a comprehensive and complementary way.

As organizers of the 18th Conference, we look forward to working closely with the Executive Committee of the

Association, the Head Office staff and with all the members of the committees and sub-committees, who will drive our work agenda for the conference.

The opening ceremony will be held at our new convention centre in Darling Harbour. And the Sydney Opera House and the MSB's International Passenger Terminal at Sydney Cove will also be used.

Sydney is an ideal location for conference delegates to get to know Australia. We are looking forward to welcoming you "down under", to a land of fascinating contrasts and, hopefully, new experiences. We have a short video to show, which will illustrate, much better than my words, the range of activities and locations that you are likely to see.

I, therefore, Mr. President, have much pleasure in welcoming each and everyone of you and your spouses to Sydney in 1993. I hope you enjoy the scenes in the video. We look forward to hosting you in two years time. Thank you.

The 1992 Exco Goes to Charleston

The Executive Committee, at its post-Conference meeting, agreed to meet in Charleston, South Carolina, U.S.A., from 4 to 8 May, 1992, at the invitation of Mr. Don Welch, Executive Director, South Carolina State Ports Authority, U.S.A.

The 19th Conference In Seattle/Tacoma

At the post-Conference meeting of the Board/Exco held immediately following the closing Plenary Session, the Ports of Seattle and Tacoma presented their joint invitation to host the 19th Conference of IAPH. Their invitation was unanimously accepted.

Dieter Noll

(Continued from Page 29, Col. 2)

business. He is planning to use this period to bridge the productivity gulf which separates Rostock (and other former East German ports) from German North Sea ports like Hamburg, Bremen and Bremerhaven. Noll reckoned that although dockers' wages at Rostock were around 57% of the level enjoyed at Hamburg, productivity was only about one-third as good.

Interestingly, he said the main reason for lower productivity was the higher cost of overheads at Rostock. Surplus head office and other supervisory staff plus the relative absence of labour-saving and more efficient computer systems was putting the port at a major disadvantage.

Noll outlined how the transformation from a centrally-planned economy to private enterprise was taking place in Rostock. Joint ventures in cargo-handling and, from next year, storage facilities was the popular route from communism to capitalism.

But Noll warned that former East Germany desperately needed improved general transport infrastructure if it was to capitalise fully on western equipment, western management techniques and manning practices in the ports.

Fernand Suykens

(Continued from Page 29, Col. 2)

grouped together under the PROTECT programme to foster EDI links. He said such co-operation would usefully be extended throughout the European Community (EC) and beyond. However, Suykens warned that the successful development of EDI took time and this had to be appreciated.¹

One of his immediate concerns is the EC's single market concept. Suykens said that Customs want to see all borders treated the same, whether land or sea.

"But a port can have an interior border for the EC and an exterior border for outside the EC," he said. "And you can't easily separate that traffic as you can do in an airport," he added.

Suykens pointed out that discussions were continuing with European Customs in an attempt to overcome any actual or perceived distortions of competition which might arise between the transport of goods across land frontiers and those shipped by sea.

As his colleague and IAPH Special reporter for the Customs Co-operation Council John Raven pointed out in his report of the Committee on Trade Facilitation: "The Commission has afforded no clue to the ways in which the removal of admittedly artificial frontier posts will be reflected in the continuing physical reality of ports."

Other areas of concern included the need to agree a common mechanism for assessing and collecting VAT entitlements in each EC member state and the monitoring of dangerous goods movements.

Suykens was also quick to respond to the spirited conference discussion on the disposal of shipboard waste which is prohibited from ocean dumping under the MARPOL Convention. A paper by World Bank representative John Lethbridge had provoked considerable debate over the way in which ports should charge for the installation and operations of waste reception facilities.

Lethbridge argued forcibly that ports should recoup the cost from ship operators by charging all ships a fee based on their gross or net tonnage. He stressed that the cost of providing a waste disposal service should appear to be "free" or otherwise shipowners and operators would be tempted to flout MARPOL regulations and dump pollutants at sea. Lethbridge suggested that the waste disposal fee be included among other port charges so as to obscure from the port user the exact cost.

Despite receiving strong support from the International Maritime Organization and the World Bank (which is funding waste reception facilities in third world countries), this cost recovery scheme has run into opposition among some ports and shipowners.

Suykens is among those port managers who believe in the principle of the "polluter pays" and who thinks port charges should be directly related to services provided.

"There should be a direct link between what you charge and what you do for it," he said.

The provision of facilities for seamen was a similar issue, he said.

"Why should a port provide facilities for seamen and every ship pay if only a few use them?"

This issue plus the many more complicated items on the Trade Facilitation Committee's agenda promise to keep Suykens extremely busy until the next biennial conference.

Minutes of COPSSEC Meeting In Barcelona, May 4, 1991

In attendance:

J. Smagghe, Chairman, Port of Le Havre
A.J. Smith, Vice Chairman, IAPH European Representative
José Perrot, Assistant to the Chairman, Port of Le Havre
Jean Michel Moulod, Ship Sub-Committee Chairman, Port of Abidjan
John Watson, Marine Safety Sub-Committee Chairman, Dundee Port Authority
Herbert Haar, Jr., Dredging Task Force Chairman, Port of New Orleans
Peter Fraenkel, Port Planning Sub-Committee Chairman, PMF
Pieter van der Kluit, Port Safety & Environment Sub-Committee Chairman, Port of Rotterdam
Fernando Palao, Direccion General de Puertos y Costas, Madrid
Bernard Coloby, Port of Le Havre
Yao Guessennd, Port of Abidjan
J.K. Hojbjerg, INTERTANKO
Ove Blydt-Hansen, INTERTANKO
Luis Montero, Port of Barcelona
Pieter Struijs, Port of Rotterdam
Kuo, Shih-Duenn, Port of Kaohsiung
Huang, Chao-An, Port of Kaohsiung
Hung, Lu-Shu, Port of Kaohsiung
Ke, Jia-Hsiang, Port of Kaohsiung
Michel Pouliot, President of IMPA
Willis Pequegnat, Scientific Consultant to IAPH
Dwayne G. Lee, Port of Los Angeles
John Mulock-Houwer, IADC
Sir David Haslam, IHO
Fraser McKenzie, Port of Tauranga
Frank R Kalf, Nedeco
Fred Weeks, Seaspeak Project
Christiaan van Krimpen, Port Management Consultants
Leo Visser, DHV Consultants
Malcolm Ridge, Port of Southampton
Eberhard Noelke, President of EHMA
Gérard Velter, Port of Le Havre
Robert Buchanan, Dept. of Marine & Harbors Australia
Ian Baird, Port Hedland
Abou Jallow, Gambia Ports Authority
Michael Hctor, Limerick Harbour Commissioners

Agenda:

1. Introduction by Chairman of the COPSSEC
2. Membership
3. Report by Chairmen of the Sub-Committees:
 - Report of the Ship Sub-Committee's Chairman
 - Report of the Marine Safety Sub-Committee's Chairman
 - Report of the DTF's Chairman
 - Report of the Port Planning Sub-Committee's Chairman
 - Report of the Port Safety & Environment Sub-Committee's Chairman



COPSSEC meeting

4. Relations with other International Organizations
5. COPSSEC priorities for the next biennium
6. Other matters
7. Next COPSSEC meeting

Introduction by the Chairman of the COPSSEC – Membership

In his welcome address, Jean Smagghe thanked our hosts Fernando Palao and Luis Montero for the good quality of the Conference organisation and the warm welcome everyone received in Barcelona.

After the approval of the minutes of the meeting held in Paris last October, and the approval of the agenda, he welcomed Captain Watson who has been recently appointed Chairman of the Marine Safety Sub-Committee. Then he thanked Herbert Haar for the valuable work he performed during so many years as Chairman of the Dredging Task Force, and he introduced his successor, Dwayne Lee.

Jean Smagghe also welcomed the ten new members who joined the different Sub-Committees during these last months: Messrs Combeau, Frawley, Struijs, Philip Ng, Khong Shen Ping, Van Krimpen, Lems, Capt. Baird, Van Meel and Ohno.

Report by the Chairmen of the Sub-Committees

Report by Jean Michel Moulod, Chairman of the Ship-Sub Committee

The Ship Sub-Committee met several times in Le Havre, Paris, Fremantle and Barcelona. During these two years, the Sub-Committee completed a report on the characteristic trends of different types of vessels:

- container ships on the North-South and East-West services,
- solid bulk carriers,
- passenger ships.

Jean Michel Moulod summarized the report and underlined the general tendency of size increase.

For the next two years the Ship Sub-Committee will continue its surveys on the trends of the vessels' characteristics adding the liquid bulk carriers to its analysis.

The second point of the presentation concerned a project of resolution in favor of the tankers equipped with segregate ballast tanks (SBT). Already, this topic was discussed during the COPSSEC meeting held in Paris. Ove Blydt-Hansen

from INTERTANKO, introduced the problem of the SBT tankers: these vessels due to their unproductive ballast only designed to preserve the environment have a GRT 20% higher than ordinary tankers. These type of vessels answering to the general interest of preservation of our environment it seemed obvious that the calculation of port dues should not involve the extra GRT.

During the discussion on the project of resolution in favor of the SBT tankers which followed Jean Michel Moulod's presentation, Captain Watson and Captain Baird stressed that this kind of ships being larger than ordinary ones, risks of casualties were higher. Captain Ridge underlined that towage charges are also higher. The members of the Committee agreed to present to the EXCO, for approval, a resolution to encourage port members to consider a port fee formula to avoid to disadvantage the SBT tankers.

Report by Captain Watson, Chairman of the Marine Safety Sub-Committee

Firstly, Captain Watson, expressed his thanks to the Sub-Committee's past Chairman, Captain van der Schaaf for the job performed during his Chairmanship. He also expressed his deepest thanks to Alex Smith who acted as interim Chairman for a while and who is the tireless active supporter of MSSC. He expressed his regrets for the weakness of real interregional contacts which could only strengthen the Association.

He presented the EHMA meeting which will take place in Bristol in 1992, and reported briefly on the preparation of the VTS meeting of Vancouver (June 1992). He underlined the efforts of Captain Weeks to promote the VTS guide, and stressed the needs of international legislation to cover the VTS activity. Captain Ridge was entrusted with the matter of pleasure boats in port waters and approaches. A survey among the ports of IAPH will be launched to analyze how ports are structured; recommendations will be made. Captain Watson also underlined the unavailability of qualified seamen to undertake work in ports especially for the reception of vessels.

Regarding the future of the Marine Safety Sub-Committee, due to the substantial task to complete, he expressed his wishes to have 15 to 20 active members and to use methods by correspondence to improve the relations.

Report of the Dredging Task Force

Herbert Haar presented the activity of his Sub-Committee during the past biennium:

- He and Dr. Willis Pequegnat, IAPH Consultant attended the 14th meeting of the LDC Scientific Group in London from April 1 to 5, 1991 and submitted an information document for consideration by the attendees.

- LDC has developed a New Assessment Procedure for evaluating dredged material for permits and has asked signatory nations to use this procedure for a 1 year trial period.

- The 3rd edition of "Dredging for Development" booklet was published by the IAPH/DTF and distributed during the Conference. He expressed his deep thanks to IADC for editing, revising, and printing at their cost for IAPH/DTF this most valuable publication.

- The 3rd edition of the booklet "DTF Status Report (1987-1991)" was published and distributed to all attendees at the IAPH 17th Conference.

- The DTF and Jean Smagghe and Jim McJunkin agreed

that the DTF should be involved in advance preparatory/regional meetings of the UNCED and attend the actual meeting of the Conference in Rio in June 1992.

- The DTF and Jean Smagghe agreed that the DTF should participate with IMO, PIANC, IAPH, the Central Dredging Association (CEDA), and an IADC working group to formulate a plan of action for the development of a Management Information System for Dredging Literature and a program to sustain it on an ongoing basis. Kick Jurriens agreed to represent the DTF to the working group.

- International Conditions of Contract-User Guide to the 4th edition dated January 1990 and the basic Conditions of Contract booklet on dredging with 2 types of discs will be mailed to all IAPH members in the near future by IADC. John Mulock-Houwer presented this new material, Jean Smagghe thanked him for this most helpful assistance by IADC.

- Budget for the 1992-1993 period is estimated at \$ 70,000. On this total the amount request to IAPH is \$ 15,000.

- Mr. Dwayne Lee of the Port of Los Angeles will succeed Herbert Haar as Chairman of the DTF effective May 14, 1991.

Report by Peter Fraenkel, Chairman of the Port Planning Sub-Committee

Peter Fraenkel reported briefly on the work carried out and completed during the last two years.

This covered, firstly, the preparation and finalizing of the executive summary of the Guidelines for Environmental Planning and Management to be approved by EXCO at this Conference. Subject to this approval, the summary is then to be sent, together with a copy of the Guidelines, to all Member Ports of IAPH and the international financing organizations, i.e. World Bank, Asian Development Bank, African Development Bank, EEC Brussels, American Development Bank, etc.

Secondly, the Committee prepared a supplement to Chapter 3.1 (Landlord functions of the Guidelines on Port Safety and Environmental Protection). Unfortunately this was completed too late for circulation at the Barcelona Conference and will now be printed in Tokyo on the secretariat's return to Japan and then circulated to all members in the usual way.

Regarding the study of channel depths and widths, regrettably no real progress was made during the last two years, but following the decision reached at the October COPSSEC meeting, active steps are now in hand to set up a working group with members of PIANC, and it is hoped it will be possible to have a draft report available in time for the Sydney Conference in 1993. This work should be pursued in close association with the Ship and Marine Safety Sub-Committee and the Dredging Task Force. The other major projects which are to be pursued and included in the terms of reference in the 1991/1993 period are:

- The updating and revising of the whole Chapter 3.1. of the Guidelines on Port Safety and Environmental Protection, including the provision of a new subsection on the types of fendering available and suitable for various classes of ships and types of mooring facilities.

- The preparation of detailed practical guidelines on Port and City relations.

- The preparation of a bibliography covering the various fields included in Chapter 3.1 of the Guidelines, with the recommendation that this should be reviewed and updated

every two years.

To complete this program Peter Fraenkel estimated the budget to 2,000 pounds to review chapter 3.1 of the Guidelines and 4,000 pounds from IAPH to carry out a survey on the width and depth of the access channels. (for this last survey, PIANC will be invited to participate to the same level).

Report by Peter van der Kluit, Chairman of the Port Safety and Environment Sub-Committee

Pieter van der Kluit explained that in Miami the terms of reference of his Sub-Committee were extended to cope with all environmental issues.

Following the results of the questionnaire on the port priorities in terms of environment, a workforce was formed to carry out practical guidelines documents on water pollution and dangerous goods. The Sub-Committee met several times in Le Havre, Paris, Antwerp and Rotterdam. The document on water pollution was circulated among the members of the Sub-Committee and the full COPSSEC for comments. The paper on water pollution has been amended where appropriate according to these comments. The document on dangerous goods was also distributed to the members of the COPSSEC a few weeks before Barcelona meetings.

During the EXCO meeting, Jean Smagghe will propose the two documents for approval, then they will be issued and distributed. In other concerns, Pieter van der Kluit reported on his activity in the revision of the International Safety Guide for Oil Tankers and Terminals (ISGOTT). This guide is a coproduction of the ICS, the Oil Companies International Marine Forum (OCIMF) and IAPH. On behalf of COPSSEC and through the good services of Alex Smith, comments were submitted to ISC and OCIMF on revision proposals. Regarding the future, Pieter van der Kluit stressed that his Sub-Committee will be busy for quite some time with:

- the revision of the IMO publication called "Recommendation on the safe transport, handling and storage of dangerous substances in port areas",
- the review of the relevant chapters of the "Guidelines on Port Safety and Environmental Protection",
- the completion of practical guidelines on soil pollution and wastes from ships.

Report on relations with International Organizations by Alex Smith

As Liaison Officer with IMO, Alex Smith presented the project of this organization to set up a technical committee in charge of port safety and construction issues. This of course causes a dilemma for our association as UNCTAD with which we have also good relations (Bert Kruk being IAPH Liaison Officer) does not seem to approve this project.

In other concerns, IAPH, in its quality of non-governmental association, was asked to consider the possibility to participate to the meetings of Oslo and Paris Commissions. The Oslo Commission deals with the preventive pollution from ships; the Paris Commission's responsibility is the prevention of marine pollution from land-based sources. IAPH has responded positively, Alex Smith is in charge of the liaison with the Commissions' staff.

Alex Smith stressed the valuable cooperation of IAPH

with EHMA, IHO, IMO, IMPA and IALA. Jean Smagghe thanked Captain Noelke, President of EHMA, Admiral David Haslam from IHO and Mr. Pouliot, President of IMPA to be present and supportive: the liaison with these associations is very appreciative and IAPH gains a lot.

Then Alex Smith reported briefly on the preparations meeting of UNCED conference in Brazil, June 1992. He attended a meeting with John Mather, IAPH First Vice President last April.

He underlined that time was not on IAPH side. Working Groups have been set up to consider the different environmental topics:

- Working Group 2 is in charge of the marine resources and the integrated management of oceanic and coastal systems.

- Working Group 3 will examine the wide range of relevant existing institutions and relevant agreements.

In this framework, our Association will have to produce its existing material:

- the IAPH Environmental 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

Next preparatory meeting will be held in Geneva, August 12.

COPSSEC priorities for the next biennium

Jean Smagghe clearly stated that environmental issues will remain the priority for the coming biennium. IAPH has to define its policy in terms of environment. For this reason, a project of charter was discussed between the members of the Coordination Group on Environment. The draft charter number 3 was distributed to the members attending the meeting. Jean Smagghe asked for comments, stressing that this charter will be reworded by the Bills & Resolutions Committee. Pieter Struijs suggested some changes. Due to the lack of time, it was decided that he will work on the wording with Pieter van der Kluit and Alex Smith: their proposal have to be submitted to the Coordination Group on the Environment before the final proposal to the Exco meeting of Sunday 5.

Other Matters

Rear Admiral Sir David Haslam presented the role of the International Hydrographic Organization (IHO) (See annex on page 36)

Next COPSSEC meeting

The date of the next COPSSEC meeting was discussed during a separate meeting of the Chairmen of the Sub-Committee. Dwayne Lee, being in London for the LDC in late November, to enable him to attend, it was decided to hold the COPSSEC meeting in London on the 22nd of November.

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

End of the meeting.

OPEN FORUM

The New Zealand Experience —

Pioneers in Ports Privatisation

**By the Honourable Richard Prebble
Member of Parliament
New Zealand Labour Party**

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)

The path of reform in New Zealand in the past 6 years raises interesting issues.

Since 1988, we have halved our ports labour force, while cargo throughput remained unchanged and, in some cases, actually increased slightly. Structural reform has enabled us to achieve significant improvements in workforce attitudes. They are useful achievements. On the other hand,

there are some structural problems which we have not so far tackled correctly.

Let me begin by indicating the context from which port reform emerged in New Zealand.

The Fourth New Zealand Labour Government, in which I was a senior Minister, came to power in July 1984 in the middle of a currency crisis. We inherited an economy where the doors of the banks had just been slammed shut on all foreign exchange dealings.

New Zealand, in the early 1950s, had enjoyed the third highest living standard in the world after the US and Switzerland. Subsequently, confronted by the challenge of international change, successive Governments forgot that we originally gained that place by competitive market performance. They thought they could protect our living standard by walling out competing imports and providing perks, incentives, subsidies and concessions to encourage our export producers.

State intervention, over time, changed the goals of our producers—resource allocation increasingly aimed at capturing income from the Government, rather than income from the market.

The same forces gradually distorted the goals of service industries, including our port operations.

In a competitive economy, service industries prosper by helping producers to improve the level of their efficiency. In a protected economy, because the government tops up the income of the productive sectors, cost plus charges for inefficient services will tend gradually to become the norm.

ANNEX

The role of the International Hydrographic Organization (IHO)

The IHO is an international organization which was formed in 1921 and has its headquarters (The International Hydrographic Bureau) in the Principality of Monaco. The aims of the IHO are to coordinate the activities of national hydrographic offices and to achieve the greatest possible uniformity in nautical charts and publications. Charts of ports and port approaches must be available to all shipping, otherwise ships would not be able to enter or leave ports: mariners must be informed of all changes of navigational significance before they enter or leave ports.

The IHO has, at present, only 57 Member States, representing almost all of the governments which produce nautical charts, but there are over 90 maritime states which do not yet have a capability to produce charts of their own waters. Individual ports in these 94 maritime states, must therefore rely on some other country's national hydrographic office to produce and keep up-to-date the charts needed for vessels to approach and use their ports in safety. Each port

must therefore establish good links with the country producing charts of their area of responsibility.

The IHO has adopted International Chart Specifications and its Member States are gradually adapting all of their charts to these standard specifications, so that they can be understood and used by mariners of any nationality, regardless of language differences. Regional IHO Commissions are working to produce a global series of standard INT (or International) Charts at medium and large scale, so that there will be only one version of each chart covering all of the most commonly used sea routes and all the significant ports of the world. IHO has worked closely with IMO to adopt the World Wide Radio Navigational Warning Service, with the Associated NAVTEX and Global Maritime Distress and Safety Signals (GMDSS) systems, in order to keep ships at sea informed of any significant changes or Maritime Safety Information. This vital element relies on each Port and Harbour Authority maintaining close links with the NAVAREA broadcast coordinator.

A very recent development which links IAPH with IHO is the rapid introduction of Electronic Chart Display and Information Systems or ECDIS. Traditionally mariners have navigated using paper charts and all vessels are required by IMO's SOLAS Convention to carry a set of charts and nautical publications adequate for their intended passage. The accepted paper charts are those produced under the authority of a national hydrographic office; in the case of

In many areas, including ports, this situation was exacerbated by trade union monopolies. Originally granted to protect workers, they resulted ultimately in the entrenchment of uneconomic levels of manning and unproductive work practices. Moreover, large and crucial sectors were publicly owned in New Zealand. We were operating state businesses that accounted for 12.5% of GDP on a traditional departmental basis, with a conflicting mix of incompatible commercial and non-commercial goals — often with full monopoly protection.

Protection is a costly business. Government expenditure, in the decade to 1984, rose from 28% to 39% of GDP. Economic growth, however, averaged only 0.9% a year — half the OECD average — and one quarter of Japan's achievement. Net public debt increased six-fold in the same 10 years. Debt servicing costs rose from 6.5% to 19.5% of Government spending.

By the time we took office in July 1984, New Zealand's relative living standard had dropped from 3rd in the world to 25th place or worse. At that rate, we could have ended up 60th by the end of the century.

Our Government set out to tackle those problems across the board, to correct the perverse incentives, improve efficiency, get input costs down and force producers to face the reality of the market. That was the only reliable basis for sustainable future growth in jobs and living standards for New Zealanders. We took quite dramatic steps to phase down and phase out farm subsidies and import licensing. Phased programmes were announced to reduce import tariff levels. The finance industry was deregulated. Government departmental businesses were transformed into state-owned corporations with commercial objectives. Corporatisation developed, case by case, from 1987 onward, into a major privatisation programme. That, in a nutshell, is the context that surrounded the development of our ports reform programme.

Ports and Harbors, the paper charts rely on the data provided to the national hydrographic office by the Port/Harbour Authority, which accepts responsibility for the completeness and accuracy of the data provided. However, within the last five years, commercial companies have started to produce types of ECDIS which provide, on a VDU screen, visual displays of navigational data over which a radar picture may be overlaid. In some cases, the navigational data has been supplied to the ECDIS manufacturers by the national hydrographic office or by a Port/Harbour Authority direct. There are, however, other cases where the commercial manufacturers have digitised the data themselves, sometimes not even from officially produced charts but from commercially published recreational or yachting charts. IMO and IHO have jointly realized the problems involved — navigational, legal, copyright, etc. — and have now published, (as IHO Special Publication, SP 52, "Provisional Specifications for Chart and Display of ECDIS" and the first of 5 planned Appendices dealing with the problems of updating an Electronic Chart. Various Working Groups are considering the Colours and Symbols to be used on ECDIS, the foremost to be used in the exchange of digital data etc.

Within the last two years, trials of ECDIS prototypes have been carried out in the North Sea — on board the Norwegian Hydrographic Ship LANCE and a large bulk-paper carrier. Essentially, these trials have been very closely linked with navigation of ships using data provided by various

In New Zealand, ports, by statute, were the responsibility of elected harbour boards. Like most other publicly-run business operations in New Zealand, harbour boards had a range of goals — commercial and non-commercial. As well as trading, they also had statutory duties to provide recreational facilities, enhance the environment and engage in maritime planning.

Neither boards nor managers had any way of knowing to which of these conflicting goals they were supposed to give priority. Harbour boards were monitored by and accountable to the ratepayers of the surrounding territorial region. In conflict with that accountability, their development planning and investment decisions were subject to the control of a Government-appointed New Zealand Ports Authority.

In common with other publicly-owned New Zealand business operations, harbour boards were demonstrably inadequate in their performance. Their contradictory goals and the confused accountabilities were incapable of providing the right incentives to management. The evidence showed wasteful investment, ill-defined financial objectives and a 2-3% return on investment. Prices did not reflect economic costs. Costs were rarely transparent. Cross-subsidisation was common. Harbour boards were, therefore, playing a not insignificant role in the misallocation of resources which had, for many years, been eroding the performance of the economy as a whole. Individual ratepayers and taxpayers did not have the ability or incentives to appraise and modify the performance of these port enterprises.

Those basic structural problems were exacerbated by a monopolistic labour relations regime. Industrial relations and manpower questions coloured almost every consideration. A pool system of waterside labour was operated by a statutory body — The Waterfront Industry Commission. At each port, registers showed the name of each watersider permitted to work there. Employers could not hire directly. They had to submit labour requisitions on the prescribed

ports in and around the North Sea. Other trials are in progress in North America, in both USA and Canada, as well as in Japan. As the chief objective of an ECDIS is safe navigation in confined waters, particularly in ports and harbours, it is vital that IAPH should be closely involved with these developments. At the 3rd EHMA Congress, in Bremerhaven, May 1990, Lieut Cdr. EM Bradley, Bristol, and Mr Oyvird Stene (Norway) (on behalf of the IHO) presented papers on the "use of Electronic Charts" and the EHMA appointed Lt Col Bradley to liaise with the IHO on the significant implications of ECDIS for EHMA members.

The IHB however regards this as very much a global problem and the IHB would be very pleased to liaise with IAPH, through COPSSEC, not only in the development of ECDIS but also in the provision of hydrographic advice to developing countries and the establishment of regional centres for the maintenance of the specialist hydrographic equipment needed to monitor the depths throughout the whole area of water for which the port/harbour authority has responsibilities (including the more remote areas within their limits which are being increasingly used by deeper draught and more expensive recreational yacht) so that all users of the port/harbour have fully updated and adequate charts. Unless mariners have such reliable and updated charts, there will be no traffic into or out of a port and all port developments will be wasted.

form. The Commission decided who to send them, and even what position each person would have in a gang. No basis existed to develop loyalty between worker and employer. No incentive whatsoever existed for stevedoring companies to seek out or train the more productive employees. A process of increasing mechanisation had been taking place over many years — resisted, rather than encouraged, by port workers.

Mechanisation, in the 12 years to 1983, had reduced the man-hours required to handle the nation's cargo by no less than 47%. In the same period, the number of workers fell by only 33%. Watersiders were earning roughly twice the average national weekly wage but, on average, only worked 25 hours a week. They were, in effect, taxing everything that moved in or out across the wharf to fund their own privileges.

Other people elsewhere in the economy paid the price, not just in lost income, but also in lost jobs. Watersiders were getting a guaranteed basic wage, whether or not they worked, plus extra pay for working — bonus, site and productivity allowances, meals, travel, dirt and washing up time, stoop money, rain money, spare man provisions special cargo rates specified in 75 pages of fine print in their general principal order, 100 pages of supplementary orders for particular ports and 57 additional company-by-company and ship-by-ship agreements.

Where ships were ready to sail by Thursday, Watersiders had to be paid, in some cases, through to Saturday, including Saturday double time. If a ship was in port on Saturday ready to start work on Monday, then Watersiders got paid that Saturday to start unloading on Monday. Labour had to be ordered in advance. Once it was ordered, it had to be paid, whether it was used or not. Gang sizes set long before mechanisation were maintained regardless of need. Conventional meat trade vessels, for example, had used gangs of 20 during the 1950s and 1960s, with 8 on the wharf and 12 in the hold. Subsequently smaller holds, which needed only 6 men below, became the norm, so 6 former jobs in the hold vanished. No change occurred, however, in the size of the 20-man gang. Spelling was the norm.

This century-old practice originated when cargo was moved by hand. The work was arduous and pace was maintained by using large gangs whose members worked in rotation. Mechanisation made spelling irrelevant. But the practice was maintained — gang members took systematic turns at doing nothing. Actually, spelling developed, in some cases, into authorised absenteeism. People were sent home on full pay.

In the really early 1970s, all kinds of perks were developed to persuade the unions to accept the benefits of containerisation. These anomalies gradually became enshrined permanently in agreements and even in legislation.

At ports in New Zealand, we had two rival trade unions working side by side — Waterside workers mainly on the ship, employed under the pool system operated by the Waterfront Industry Commission, and harbour workers mainly on shore, employed by the harbour boards.

Demarcation had become far more important than religion or politics. For roll-on roll-off vessels, the boundary was a so-called chalk line. Harbour workers drove their forklift up to that point, then set down the load or climbed off the machine. A watersider climbed into the driving seat — or picked up the load with a different forklift — to position it in the hold. Often, that doubled up the necessary supervision as well. Otherwise rational human beings were ready to fight

to the death to defend these outrageous practices.

Reform, therefore, involved major labour market issues in an area of strategic importance to the economy as a whole.

The waterfront has always been a sensitive area in New Zealand. In 1951, we had a national stoppage that lasted 151 days. Troops moved in to handle the cargo. The scars caused by such actions can last for decades. It was important to lay the right foundation for comprehensive port reform.

The first step in structural reform is always to research the problem, establish the damage being done and promote awareness of that damage. In November 1984, the Government, through the Ministry of Transport, published a discussion document — On shore costs associated with the transport of goods by sea were analysed in details. It reviewed the development over time of the systems we used, established the major issues, then laid out the options for improving port efficiency. A month later, the Government invited 140 key people from relevant industries to a national forum on the key issues thus identified. Submissions were sought, summarised, used to establish reform priorities and then published in July 1985.

In September 1985, the Government convened a Ports Industry Workshop attended by 46 key industry people. This workshop agreed an overriding goal for port reform in New Zealand: "A ports system which ensures efficient and cost-effective transfer of cargoes between land and sea."

In May 1986, a Ports Industry Review Committee was set up comprising a cross-section of industry participants. This Committee was instructed to report back with recommendations designed to improve efficiency and help the country to compete more effectively in overseas markets.

This long winded process of consultation and publicity gradually forced the vested interests to recognise at least some of the basic structural problems. But the risk of such consultation is that you may end up, at least in part, being captured by them.

These actions laid the foundation for a Government announcement in March 1987 of objectives for port reform in New Zealand.

We wanted:

- the separation of commercial harbour board functions from their non-trading roles;
- the removal of antiquated legislative controls over commercial port activities; and
- the imposition of standards of accountability for ports similar to those applying in private sector businesses.

Those are sound goals. Describing the implementation is a bit messy, however, and we did not get all of it right. In some cases, we had to go back and take a second or even a third shot at it.

The first stage of implementation was a new Port Companies Act, passed in April 1988. It required each harbour board to form a port company under the Companies Act, then pass the running of its commercial facilities over to that company. Ports thereby became separate, commercially accountable business operations with strictly commercial goals.

That change is absolutely crucial. The old harbour boards' monopoly on the provision of cargo handling equipment was abolished.

An opportunity was opened up for the first time in New Zealand for a partial privatisation of ports. Harbour boards retained 100% of the ownership of the new port companies, but they gained the right to sell up to 49% as they saw fit. The figure of 49% was derived by political

compromise. It failed, in fact, to deliver any diversification of ownership because private organisations had no interest in taking a minority position in port companies where the majority owners were local body politicians. 49% was a legislative provision that seemed to be doing something, while it in fact did nothing. Non-commercial functions did not pass to the port companies. They were retained by the original harbour boards.

The old centralised Ports Authority was abolished. Under the new system, port development and investment plans would be subject to the discipline of the market.

With that much under our belts, two months later, in June 1988, we moved port reform forward into the controversial labour market area. A review was initiated to decide whether the Waterfront Industry Commission was impeding the development of greater efficiency on the waterfront.

Most new port companies were up and running by 1st October. In that month, they reached agreement with former harbour board employees for more flexible hours, and, in addition, for a reduction of one third — about 1000 people — in the old harbour boards workforce.

Comparable reforms for watersiders (dock workers) began in December 1988 with a Government announcement that the Waterfront Industry Commission and the traditional pool system of employment for watersiders would be phased out. The waterfront would no longer operate under special labour legislation. It would be governed in future, like the rest of the economy, by the normal provisions of the Labour Relations Act. Legislation was introduced in March 1989, to abolish the Commission from 30th September of that year. The primary watersiders' award was, by agreement, to be cancelled from the same date. Levies were imposed both on income from harbour board land, and the value of port company shares, to help employers cover the cost of the inevitable redundancies.

An industry restructuring authority was established by statute to distribute those funds where redundancies were judged to be contributing to better efficiency. Watersiders and port employers, not without some industrial disruption, negotiated a new award. Principles were agreed at national level. Local negotiations settled the more detailed terms and conditions. Then during October 1989, 44% of the watersider workforce became redundant at a single stroke. Meantime, we had been thinking again about port company ownership, which plays a critical role in incentives and accountability.

In December 1989, harbour boards were abolished. Their shares in port companies were passed in most cases to regional territorial authorities. Quite clearly, that was not the perfect final, answer.

In March 1990, The Government, therefore, announced its intention to repeal the requirement for 51% of shares to be retained by local authorities. That change was accomplished last August in a Port Companies Amendment Act.

There is no longer any special restriction on the ownership of port company shares in New Zealand. On the other hand, whether or sell or not is a question that remains at the discretion of the regional authority owners of the shares.

Those are the main structural, legislative and institutional changes implemented by the Government in New Zealand since 1987.

How much have they accomplished?

In October 1989, the waterfront workforce declined overnight by 44%. This change, along with redundancies during the previous year, gave us a total reduction of just

on 50% in the workforce. Half the number of people are handling the same volume of cargo or more, without difficulty.

The redundancy payout required to procure those reductions will total about \$45 million. That sounds a lot, but the payback period is less than a single year. According to official estimates, the direct savings in year one alone will be \$58 million. Comprehensive figures are so far impossible to obtain, but labour productivity has clearly risen substantially.

By early last year, the port of Tauranga, for example, was handling 60% more cargo per ship/day in port than previously. The productivity of Tauranga gangs loading logs has risen by 150%. Six men are handling 110 M an hour where 12.5 men formerly handled only 70-80 M. Tauranga now claims the highest log-loading productivity in the world.

As a result of our reforms, spelling has ceased to exist, gang sizes nationwide are down by 40-50 percent. A number of ports now work 24 hours a day, 7 days a week. One shipper says this change will mean a saving in ship costs of \$15-21 million a year. The removal of the old harbour board monopoly on the provision of mobile handling plant is saving one ship operator \$10,000 per roll-on roll-off vessel per port call. That is worth \$600,000 in savings every 6 months to the company concerned.

Investment in new technology had previously been impossible without prior union approval: Even where approval was given, the workforce appropriated most of the gains.

Innovation is now proceeding at a rapid pace. Port companies are currently investing about \$90 million in major new plant. Previously, they were not permitted to take such decisions independently, in response to client demand. Ship turnaround times are down substantially.

In Auckland, 2-3 days has been reduced, it is now 1-2 days. Napier turns ships round in a day, where it used to take 2 days.

In Tauranga, log ships which used to take 7-10 days now turn around in three. Cost savings of \$23 million a year have been reported by our biggest stevedoring company. Conventional stevedoring charges have been reduced by 20-25% since October 1989. At Bluff, cost per tonne per worker has dropped from \$3,352 in 1989 to \$1,831 in 1990.

Comprehensive figures are difficult to obtain. The New Zealand Dairy Board has stated, however, that its costs for conventional stevedoring have fallen by 30% in that time.

The New Zealand Apple and Pear Board cites a figure of 50%.

It is equally hard to get comprehensive figures for the change in port company charges. Tauranga has held its charges for the past 2 and a half years — a significant real reduction.

Auckland targeted a 10% real reduction during the company's first 2 years and achieved it within 18 months.

Charges have been reduced by varying amounts at all four container terminals and should fall further in future. Auckland container packing charges have fallen from \$950 to \$650 per container.

The situation is not, however, completely transparent. Some port companies boosted charges just before the reforms came in. Others, to simplify and standardise, have changed their charging systems. But port company charges have certainly fallen, on average, in real terms.

The Government has promised to collect, analyse and publish details of port pricing on a continuing basis, to

improve the system's transparency. Shippers who directly pay the cost of their stevedoring have seen an immediate benefit. But many shippers pay their money to shipping companies who then, in turn, arrange and pay for all the required services. In those cases, cost savings initially flow to the shipping company — not the shipper — and the outcome is less clear-cut. Savings of 5-10% have been reported for conventional cargoes such as apples and pears and some timber and dairy products. The available potential for savings on container cargo is lower than the potential on conventional cargo. Over-manning was never so high in the handling of containers, and labour is a smaller proportion of total cost. Container cargo, moreover, is often covered by fixed period contracts, usually for at least one year. One shipping company has, however, said publicly that its cargo handling costs have fallen 39% at Auckland and 66% at Nelson.

The dairy industry says it saved \$5 million in freight costs in the first 8 months. The fertiliser industry claims a saving of more than \$5 million. The New Zealand refining company saved \$8 million because competition has resulted in reduced pilotage and stowage charges by the Northland Port Company. The Minister of Agriculture has said that the changes are worth \$3,500 a year to every dairy farmer in cost savings and revenue enhancement.

That summarises what we accomplished, and it is undoubtedly considerable.

A major challenge, never previously contemplated, exists now for management to think laterally. They have completely new opportunity to devise better, quicker and cheaper ways of doing things.

We still have, however, basic problems of ownership, incentive and accountability that we have not yet resolved. As a result of the changes, ultimate ownership and decision-making rests with regional territorial bodies and regional politicians. It remains to be seen whether they will require their ports to operate on a strictly business basis, or prevent them from doing so by bringing regional politics into the centre of port management.

New Zealand has too many ports and too much capital tied up in them. We use 14-15 container cranes to handle 500-600,000 containers a year. That is already a built-in penalty on our competitive efficiency. Los Angeles and Long Beach manage 3.2 million containers a year with only 22 cranes.

Our new port companies are hell-bent on still more investment. As long as they operate commercially, the market will eventually sort out any problems which that may cause. That solution is not available where parochial local politicians invest out of pride, then subsidise the losses on the ground that the port is good for the region.

At the other end of the spectrum, other regional politicians seem intent on milking their port users for the benefit of the ratepayers. Regional authorities now have unrestricted rights to sell some or all of their port company shares.

The managers of the major port companies are unanimous in thinking that privatisation is the only way to protect the efficiency gains achieved by restructuring to date. But so far, it remains to be seen how many regional authorities will choose to make use of their new rights to sell, and how many will decide to see their port company in terms of political power, rather than business operations.

The New Zealand business round table has become sufficiently concerned to advocate compulsory divestment if regional authorities do not volunteer satisfactory proposals.

Rob Storey, Transport Minister in the new National Government elected last November, says he is watching the situation. He would "Be alert to shareholders finding excuses to hold on to shares because they were becoming attached to ports as an income stream." He would not expect them to sell on a depressed market, he said. But if he concluded that they were being unduly dilatory in selling, the Government would look at ways "of speeding the process up."

I am relatively confident that, in the upshot, most regional authorities will take reasonable decisions. They are all under pressure from their ratepayers. Most of them can add and subtract. The savings in interest achievable by selling, exceed any dividend they can expect from their port companies.

Reform has not been pushed far enough yet in New Zealand.

In my view, so far we have captured only about half of the gains which were there to be had, for the benefit of shippers and the New Zealand economy.

In retrospect, I think I have to say that we would have done better to adopt what you might call "The Pol Pot Solution" — declare a "year zero", wipe out everything previous to it and start again with a clean slate. We should have made absolutely everyone redundant, then hired back those we wanted. The people who left were paid a very handsome sum to depart. Those who stayed now work 50% harder for 10% more money.

We have gained improvements in attitude. There is also a resentment and an unhelpful wish to recover the lost privileges of the past. Also, we let far too many of the old managers slide through into the restructured management system. Even given a completely clean sheet, some of them do not know how to run a good port company.

Suppose we think about the ultimate:

Ships are unloaded virtually without watersiders, straight on to the truck or wagon. Loading is off the truck or wagon straight on to the ship. Truckers are disciplined to turn up on time, in exactly the right order. That's all there is to it.

At the suggestion of Booz Allen, not long ago, I visited some port in Georgia that I had never heard of before. That is exactly what they were doing. If I had not seen it with my own eyes, I would not have believed it possible.

Now the fact is that, in New Zealand, 60% of the containers come from a single source — New Zealand Railways Corporation. New Zealand Rail has the potential to line the cargo up like that, exactly to specifications. But our ports certainly do not, so far, have the capacity to provide the required discipline and management.

In my view, there is a lot to gain by pushing structural port reform a whole stage further in New Zealand.

International Maritime Information

WORLD PORT NEWS

Mombasa COPEDEC III Sept. 16-20

The Third Conference on Coastal & Port Engineering in Developing Countries (COPEDEC III) will be held in Mombasa, Kenya, between 16th and 20th September 1991. The Conference will be hosted by Kenya Ports Authority at the Bandari College in Mombasa. The Bandari College is the training institution of Kenya Ports Authority and also serves as a maritime training institution in the East and Central Africa region.

The COPEDEC I was held in Colombo, Sri Lanka in 1981 and was followed by COPEDEC II held in Beijing, China in 1986 and attended by over 700 delegates.

The main objective of the Conferences is to provide a forum for port and coastal engineers and port managers from both the developing and developed countries to exchange ideas and expertise in the field of port engineering and development. This is an area which no doubt will interest all IAPH member port authorities.

The Conference is being held in the exotic tourist city of Mombasa with numerous beach hotels of international standard and miles and miles of clean white beaches.

Arrangements have been made to accommodate delegates in 5 major beach hotels including the 5 star Inter Continental Hotel in Mombasa. Arrangements have also been made to provide pre-Conference and post-Conference tours in the world famed Kenya's beautiful wildlife sanctuaries and other attractions. Kenya Airways which is Kenya's national Airline has been appointed the official carrier for COPEDEC III and are offering 50% discounted fares (based on IATA fares) for delegates attending this Conference.

The registration for the Conference is being handled through the Hydraulics Research Limited of Wallingford (U.K.) who are also co-sponsors of this Conference through the ODA of U.K. Registration material and other rele-

vant information regarding the Conference including pre-Conference and post-Conference tours will be mailed to all IAPH Members from next week. Closing date for registration is end of July, 1991. All IAPH members are invited to attend this Conference and thereby have a chance savouring Kenyan hospitality and other attractions.

6th African Ports Symposium in Oct.

The 6th African Ports Symposium '91 organised by Ghana Ports and Harbours Authority will be held at the Kwame Nkrumah Conference Centre, 14th-18th October 1991, Accra, Ghana, under the auspices of the Ministerial Conference of West and Central African States for Maritime Transport.

Theme: "African Ports: Trade, Development and Challenges"

Provisional Programme (speakers to be announced later) will be:

Day 1: International Trade and African Ports.

Topics:

- African Ports: An overview
- The Changing World Economy and African Ports
- The North-South divide; a Dilemma?
- Europe 1992; Prospects for African Ports
- The Sub-regional Trade Environment

Day 2: Ports: Focus for Development.

Topics:

- Technological innovations and their impact on ports
- Port Rehabilitation Projects; The experience of a port in a developed country.
- The Ghanaian Experience
- Ports and landlocked countries

Day 3: Ports and Their Environment.

Topics:

- Bringing the Ports to the Community
- The role of ports in Community Development

● Responding to Environmental Challenges

- Waste Reception
- Environmental Pollution in Port Areas — The case of a developed port
- The International Oil pollution Compensation Fund

Day 4: Port Management: A New Dimension.

Topics:

● Strategic Planning: Key to effective Port Management

- Port Financing — Role of international institutions
- Role of Port users
- Implications for Port management

Day 5: Challenges for Ports.

Topics:

● New Frontiers in sub-regional co-operation

- Information Technology
- Containerization in Africa
- Inter-modalism and African Ports

For further details contact:
6th African Port Symposium Secretariat

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Dredging Congress in Bombay, April 1992

World Dredging Congresses are organised for the World Organisation of Dredging Associations, WODA, in rotation by the Western, Central and Eastern Dredging Associations. A highly successful XIIth Congress was held in Orlando, Florida in 1989. The venue for the XIIIth World Dredging Congress, 7-10 April 1992, will be the Oberoi Towers Hotel, Bombay, India. This matches the comfort of the Buena Vista Palace, Orlando, and has a magnificent coastal setting in the heart of Bombay.

The principal purpose is to bring

together engineers, scholars and others associated with dredging from throughout the world to exchange information on scientific and technical advances.

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The Americas

Ms. Aylward Elected AAPA Chairman

Ms. Anne Aylward, maritime director of the Massachusetts Port Authority, has been elected incoming chairman of the board for the American Association of Port Authorities (AAPA).

Ms. Aylward was elected during AAPA's recent spring conference. She is the first woman to head the board in AAPA's 80-year history.

Ms. Aylward will be installed as chairman at the AAPA annual meeting, to be held this September in Cleveland, Ohio.

(Port of Houston)

Port of Corpus Christi: Phase II of Safeharbor

Port of Corpus Christi Commissioners voted to proceed with Phase II of Safeharbor—an inshore, deepwater oil port near Corpus Christi which will be capable of handling fully loaded supertankers safely and reliably.

Phase II of Safeharbor will include environmental scoping and engineering

services, determination of further public participation and possible financing methods. Studies will also be conducted on tank farm and storage requirements and pipeline networks involved. This phase of the project is expected to cost as much as \$400,000 and take several months to complete.

Port of Corpus Christi Commissioners previously gave the go-ahead to Safeharbor Committee Chairman Bernard Paulson and committee members to meet with potential user oil companies, environmental groups and other interested parties to determine the feasibility of the project. To date, the committee has contacted 18 companies that have voiced interest in continuing with the project and is in the process of contacting additional companies and individuals.

Houston Committed to Environmental Policy

The Port of Houston Authority has adopted an environmental policy to demonstrate its commitment to conducting business in an environmentally sound and sensitive manner.

The Port Authority intends to "fulfill the responsibilities of each generation as trustee of the environment for succeeding generations," the policy states.

The Port Authority will "attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences."

The policy urges all PHA employees, port users and lessees of PHA property to conduct their operations in compliance with the policy and federal, state and local environmental regulations.

(Port of Houston)

Port of Baltimore Cargo: Up 6.5% in 1st Quarter

A significant rise in exports has resulted in more cargo moving through the Port of Baltimore during the first quarter of 1991 than in a comparable period last year. General cargo tonnage at MPA terminals increased 6.5 percent over 1990 for the first three months, reaching a total of 1,311,573 short tons.

"The port is maintaining a stable base of cargo activity through a period of drastic economic downturn for the nation," said Transportation Secretary O. James Lighthizer. "Continued future

growth at the port is dependent upon sound, organized management, stable labor relations and a concerted effort from the Baltimore maritime community to generate commercial activity through the port."

All categories of cargo, with the exception of lumber, grew at MPA terminals in the first quarter. Containers rose 2.2 percent, automobiles 17 percent, steel 109.4 percent and other break bulk 15.3 percent. Lumber, an import commodity directly affected by a recession in the domestic construction market, fell 66.4 percent.

North Locust Point Terminal experienced a 43.6 percent increase in cargo in the first quarter, to 77,284 tons. Steel at North Locust Point was particularly strong, jumping from 28,727 short tons to 66,194 tons.

Seagirt Marine Terminal, which was not fully operational until the third quarter of 1990, completed its first full 1991 quarter by moving 208,956 short tons, all containerized cargo.

The cargo tonnage trends depicted an overall stable period with exports rising 20.4 percent, to 687,402 short tons during the first quarter. Imports fell 5.5 percent to 624,170 short tons in the first quarter of 1991, indicating a lingering lack of consumer confidence in the economic state of the nation.

Expressing confidence in the positive numbers, Secretary Lighthizer pointed to two areas at the port which are important for future growth — project cargo for the Middle East and wood pulp products.

"The State of Maryland recently assumed a unique role in assisting Kuwait by serving as an international gateway to rebuilding that war-torn country," he said. "This agreement carries the potential of greatly increased traffic through the port, an impact we are already beginning to experience. It is essential that we seize all opportunities to galvanize business at the port and that these facilities operate with the maximum amount of professionalism and efficiency."

Baltimore was a leader in shipment of project cargo during the Middle East construction boom 15 years ago. The agreement signed by Governor William Donald Schaefer and Kuwait Ambassador Shaikh Saud Nadir Al-Sabah outlines several projects for reconstruction of towns and cities and spells out the use of the Port of Baltimore

and BWI for Kuwait cargo passage and storage.

The second area of future growth at the port is wood pulp, which rose significantly in 1990, jumping from 68,573 short tons in 1989 to 149,606 short tons in 1990, an increase of 118 percent. Additional growth is anticipated in 1991.

Economic Impacts of North Carolina Ports

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, 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. In addition, 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 I (Davie, Forsyth, Stokes, Surry and Yadkin counties); Region G (Alamance, Caswell, Davidson, Guilford, Randolph and Rockingham counties); Region F (Catawba, Gaston, Iredell, Lincoln,

Mecklenburg, 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.

(North Carolina Ports)

Study Finds Oakland Outpacing Rail Capacity

The California port of Oakland will continue to experience steady intermodal rail growth through the year 2000. And, if channel deepening pro-

jects are completed, growth will accelerate to the point that demand will exceed capacity at the harbor's near-dock rail terminals.

This was one of several conclusions reached by a study jointly funded by the port and the Southern Pacific and Union Pacific railroads and released on May 28 at the International Intermodal Expo in Atlanta, Ga.

The study, performed by Miller Consulting Group of Walnut Creek, CA and using methodology developed by Manalytics, Inc. and Wharton Econometrics, has four parts:

- a forecast of Oakland's international and domestic cargo growth;
- an estimate of capacities of the port's marine terminals and the SP and UP facilities;
- an evaluation of Oakland's competitive position in the intermodal market; and
- recommendations for improved intermodal handling both short and long term.

The study's railroad sponsors operate large intermodal ramps within 1.5 miles (2.4 k) of all Oakland container docks, and in some cases as little as .25 mile. The SP's facility is 85 acres (34 ha) in size, the UP's 20 acres (8 ha).

The study found that, if the port's navigation channels remain at 35 feet minimum depth, each facility will be able to handle projected intermodal growth up to the turn of the century. Under the "no dredge" scenario, combined traffic then is estimated to be the equivalent of 600,000 forty-foot containers, or FEUs.

However, if Federal and regional authorities can agree on a dredge disposal program that will allow channel deepening to -42 feet, the study predicted existing intermodal capacity will fall short by some 200,000 FEUs.

One means of keeping pace with possible "post dredge" growth, the study said, was to combine the two railroads' operations on the present SP site. "The railroads would realize substantial cost savings in a consolidated operation... and ocean carriers would benefit from lower costs and increased operating efficiencies," the study claimed.

The study also found that proximity of marine and rail terminals at Oakland is a "pivotal" advantage over other West Coast gateways. The SP and UP near dock rail yards allow fast,

cheap transfers between ships and trains, and close freeway ramps outside of residential areas promote access to regional markets for both international and domestic traffic. Also cited was northern California's status as the fourth largest and fourth wealthiest metropolitan area in the U.S. as a factor promoting intermodal growth.

Other recommendations for improving capacity and performance included "finely-tuned" drayage service, electronic data interchange applications and off-terminal storage areas for containers and chassis.

The study concluded that the port and the two railroads "share all the right ingredients to enjoy substantial and profitable growth well into the next century."

An executive summary of the study's findings and recommendations is available on request from the sponsors.

Port of Tacoma Leader In US FTZ Activity

Over \$806 million of activity in the Port of Tacoma's Foreign Trade Zone (FTZ) has made it the dollar-volume leader among more than 150 FTZs in the nation. Based on a report recently released by the Foreign Trade Zones Board to Congress, the Port leads all other FTZs in total dollar volume, for the Fiscal Year (FY) ending September 30, 1989.

A total of \$76 billion of goods were processed in FTZs throughout the United States in FY 1989, up from \$59 billion in 1988.

The Port's FTZ #86 encompasses about 920 acres of land and is used by a wide range of importers, including automobile manufacturers and electronics importers.

Many imported cars coming in through the Port of Tacoma are accessorized in the FTZ, adding American-made accessories ranging from bumpers to cruise controls. The Port handled over 158,000 vehicles in 1990. The FTZ encourages the purchase of U.S. accessories and the use of American labor in their installation.

Over 270 people are employed by TNT Auto Warehousing, a firm that handles a variety of auto manufacturers that import vehicles through the Port of Tacoma.

The Port was first granted FTZ status

in 1983, and has expanded its zone from 15 acres to about 920 acres. Foreign Trade Zones were first authorized by Congress in 1934. There are currently over 150 FTZs throughout the United States which serve as catalysts for trade and economic development.

According to Port of Tacoma Commission President John McCarthy, "The Port's FTZ is a valuable marketing tool for both our Port and companies in Tacoma-Pierce County. It has been very helpful in attracting new jobs and new cargoes to our Port."

A variety of Port sites are included in FTZ #86. These include the 120 acres of land that make up the industrial development site known as the Port Commerce Center, where \$20 million has already been invested to build four major warehouse/distribution centers. FTZ #86 also includes a variety of Port terminal areas and some lands that are being transferred from the Port to the Puyallup Indian Tribe.

Africa/Europe

Antwerp Cargo Volume Over 100 Million Tons

For the first time in its history, the port of Antwerp exceeded the 100 million tonne mark. Data issued by the Harbour Master's Office indicate that 102,009,165 tonnes of goods were handled, which represents a 6.93% rise over 1989. Whilst unloading rose by 9.5% to 62,333,033 tonnes, loadings witnessed a 3.12% increase, amounting to 39,676,132 tonnes.

The overall traffic figure can be broken down into 32,619,923 tonnes of dry bulk (+8.64%), 25,866,648 tonnes of liquid bulk (+11.42%) and 43,522,594 tonnes of general cargo (+3.23%).

Container turnover amounted to 16,553,429 tonnes (+9.93%), whereas ro-ro traffic dropped by 4.4%, i.e. 3,320,040 tonnes as opposed to 3,472,975 tonnes in the previous year.

Major climbers in the general-cargo category included: wood by 10.65%, fruit by 17.01%, grains by 104%, flour and sugar by 17.62%, and lignocellulose and paper by 3.2%. Iron and steel remained on their 1989 levels with about 9.6 million tonnes. There was, however,

a drop in the volume of nonferrous metals (-14.38%), bagged fertilizers (-26.46%), cement (-14.83%) and cattle fodder (-27.80%).

There was a positive growth in nearly all segments of bulk goods, with oil rising by 10.99%, coal by 27.94%, grain by 52.21%, bulk fertilizer by 4.91% and cattle fodder by 29.03%. An exception has to be made for ores which dropped by 6.66%.

In 1990, the number of seagoing vessels calling at the port more or less stagnated with a total of 16,764, as opposed to 16,817 the previous year.

The corresponding gross tonnage, however, increased from 134,700,837 to 140,830,679 g.r.t. (+4.55%). This would indicate that the trend of ever larger vessels calling at the port of Antwerp continues.

C.I.I. Councils Discuss Transport Issues in Cork

At a June 5 meeting held in the offices of Cork Harbour Commissioners between the Confederation of Irish Industry (C.I.I.) Transport Council and the C.I.I. Cork Regional Council major issues affecting transport within and to and from the Cork Region were discussed. The objective of the meeting was to identify major policy issues af-

fecting the Cork Region which could be represented through the C.I.I. Transport Council at national and E.C. level. Among the issues identified were

- Road/Rail access to the Port of Cork particularly for unitised traffic to and from E.C. markets.
- Investment in physical facilities in Cork Harbour through the E.C. Structural Funds.
- Support for investment in shipping capacity from E.C. Structural Funds.
- The development of air services to and from Cork including development of Cork Airport.
- Other E.C. issues relating to transport/tourism particularly the impact of the abolition of duty-free sales.

The meeting was chaired by Mr. Tom Jago, Chairman of the C.I.I. Transport Council. The C.I.I. Regional Council was led by the Chairman, Mr. Tom Meade. The participants also included the Chairman of Cork Harbour Commissioners, Mr. Conor Doyle, and the President of Cork Chamber of Commerce, Mr. Barry Murphy, and Mr. Frank Boland, Chairman, Cork Enterprise Board.

The meeting agreed that very close links be maintained between the C.I.I. Transport Council and Cork Regional Council.



Pictured at the meeting between the C.I.I. Transport Council and the C.I.I. Cork Regional Council are (from left to right): Mr. Patrick Keenan, General Manager, Cork Harbour Commissioners; Mr. Tom Meade, Chairman, C.I.I. Cork Regional Council; Mr. Tom Jago, Chairman, C.I.I. Transport Council; Mr. Conor Doyle, Chairman, Cork Harbour Commissioners.

IPER Port Seminar For Polish Officials

The Port Training Institute of Le Havre (IPER), jointly established by the Chamber of Commerce and Industry, and the Port of Le Havre Authority, organized on request of the French Ministry of the Sea, and in cooperation with the Association of Port Users of the Port of Rouen, a Port Management seminar for Polish officials from 12 to 15 June in the port city of Gdynia.

This seminar aimed at informing Polish officials of the three main ports of Gdynia, Gdansk and Szczecin, and of various maritime institutes and organizations, of recent trends in port management structures. It was jointly conducted by lecturers from the ports of Le Havre and Rouen.

The seminar programme dealt essentially with issues relating to a restructuring of the ports sector, and in particular with ways and means of introducing a larger degree of private initiative in the management and operation of the Polish ports. The main subjects covered included:

- structural changes in maritime transport and their effects on ports
- analysis of various types of port ownership and port structures
- evaluating investment requirements
- review of leasing contracts in ports
- formal and informal relations between port authorities and users
- concepts for establishing a sound pricing system
- human resources development
- port management objectives and strategies

The seminar also illustrated the excellent cooperation between various French port organizations in the field of port training, as it brought together in a joint effort:

- The Ministry of the Sea with the participation of Mr. L. Courcoux of the General Inspectorate of Maritime Training as head of the Delegation
- the Autonomous Port of Le Havre with Mr. M. Andersen, Head of the International Technical Cooperation Service
- the Port Training Institute of Le Havre with Mr. G. De Monie, Course Coordinator
- the Association of Port Users of the Port of Rouen with Mr. A. Hoche,

Director of Agence Maritime Worms — the Autonomous Port of Rouen with Mr. J. Werbowy from the External Relations and Communications Department.

Some 35 participants from the three main ports, and from Polish Ocean Lines, the Gdansk University, the Shipping Yard of Gdynia, the Maritime Institute of Gdansk, the Merchant Marine Academy of Gdynia and other ports and shipping organizations attended the three-day programme and actively participated in the lectures and the final round-table discussion, thereby showing their keen interest in the latest port developments and confirming a strong commitment for change.

Potassium Mines to Hold Others Responsible

The French Potassium Mines have made an initial written reply in the legal proceedings which the municipality of Rotterdam initiated against them. The state-owned company from Mulhouse plans, if ordered to pay Rotterdam damages, to recover the costs from other parties responsible for dumping heavy metals.

At the end of January the municipal authorities of Rotterdam instituted legal proceedings against the Potassium Mines because of the damage which they cause to the port. The Potassium Mines dump huge amounts of earth into the Rhine. This is then carried along as far as the port of Rotterdam, where it settles. The amount of extra silt per year is in the region of 250,000 m³ and has to be dredged by the municipality. In addition to this, so many pollutants (e.g. heavy metals) become attached to the soil — on its journey to Rotterdam — that the silt cannot be disposed of in the sea or on land. Alternatively, it has to be stored in a purpose-built depot for dredge spoil, "de Slufter." The construction of this depot involved considerable expense for the municipal authorities.

Rotterdam has had a number of talks with the Potassium Mines — within the context of the Rotterdam Municipal Port Management's Rhine Research Project — regarding the damage which they cause to the port (involving extra dredging and storage of the polluted silt). The parties failed to reach agreement. The municipality has

therefore taken legal steps. It is demanding retroactive damages and compensation for the damage which Rotterdam is still to suffer (a total of 100 million guilders). In addition, the municipality aims to stop all dumping in the future.

The Potassium Mines have replied to Rotterdam's legal steps in a written request to the Rotterdam district court. The company requests that the judge involve ten other companies suspected of dumping heavy metals — in France, Germany, Switzerland and the Netherlands — in the legal proceedings. If the Potassium Mines are ordered to pay compensation, they want the others to pay their share too. The judge is not expected to make an early decision regarding the request from the Potassium Mines. Furthermore, the municipal authorities of Rotterdam have asked the court to instigate a provisional expert examination, in order to speed up the legal proceedings.

Gothenburg to Trim Cargo-handling Fleet

The Port of Gothenburg is currently reducing its fleet of cargo-handling equipment in its Skandia unit-load harbour. The program includes mothballing as well as selling. The trimming is possible due to more efficient port operations methods and is not a sign of decreasing port traffic.

The program includes one of the Port's two transtainers, one of its 23 straddle carriers, and one container mover; also, two terminal tractors and ten fork-lifts will be taken out of operation.

The trimming program was decided upon already last autumn, when the Port was completing a new record year in the general cargo sector. The first months of 1991 saw cargo volumes dip considerably at the Port, but there is again an upward movement in traffic



Port of Gothenburg Sweden

figures.

— It is important to point out that the trimming of our machinery fleet is offensive, not defensive, says Werner Stoppenbach, who is executive vice president of the Port company and responsible for the Skandia Harbour.

— The change is a result of better efficiency in our terminal work. The implementation of our straddle carrier system is vital here, as is the recent re-organization of our working methods.

Asia/Oceania

Changes in Fremantle Corporate Structure

The Fremantle Port authority Board of Commissioners has approved the establishment of an Executive Management Group designed to address strategic corporate issues and future directions.

The group comprises: General Manager, Finance Director/Secretary, Director of Operations, and Human Resource Director.

This group will also join Commissioners for entire Board meetings in the future and be supported by members of the Corporate Executive for particular agenda items, as and when required.

In addition, the Corporate Executive has been expanded by adding the Employee Relations Manager, Financial Services Manager, Planning and Development Manager, Engineering Maintenance Manager and Information Systems Manager.

General Manager Trevor Poustie said that since the establishment of the corporate structure there had been changes in directions and demands on the Authority.

Further major challenges had also been identified as the Authority continued to move into waterfront reform, commercialisation and implementation of the approved recommendations from the Ministerial Review.

The expanded Corporate Executive would also need to address the recommendations from the overhead cost review and other reviews and analysis of specific sections of the port and our relations with other government

agencies.

The Corporate Executive now comprises: General Manager, Finance Director/Secretary, Director of Operations, Human Resource Director, Marketing Director, Harbour Master, Wharf Manager, Financial Services Manager, Information Systems Manager, Planning and Development Manager, Engineering Maintenance Manager, and Employee Relations Manager. (*Fremantle Port News*)

Award of Hong Kong's Container Terminal 8

**By R.A. Kent, Planning Branch
Planning and Local Services Division
Marine Department, Hong Kong**

A consortium comprising a wide range of shareholder interests has been awarded for the development rights of Hong Kong's Container Terminal 8. The consortium includes Hong Kong International Terminals Ltd., Modern Terminals Ltd., China Ocean Shipping Co., China Merchants Holding Ltd., amongst others.

The terminal will be formed by reclaiming the seabed to the northwest of Stonecutters Island. It will occupy an area of 58 hectares and have four berths with a total annual capacity of 1.6 million TEUs.

The first berth of Terminal 8 will be required by 1993 at a projected growth rate of 14%. Hong Kong's container terminal handling capacity will increase to 6.6 million TEUs when Terminal 8 is completed in 1995.

During 1990, Hong Kong handled 5.1 million TEUs. Of this total, 3.8 million TEUs were handled at the seven container terminals with the remainder being handled in the stream.

Wireless Data Network For Port of Singapore

The busiest port in the world is preparing to expand operations with the help of wireless data terminals. LXI Inc. (Norcross, GA) has received an order in excess of \$1 million for a network of over 500 LXI RF terminals. The terminals will be mounted on Yard Vehicles to track container movement from 23 docks at the Port of Singapore.

The LXI wireless network will help port officials track containers more

accurately and in real-time. The system is expected to make a significant contribution toward improved customer service and operational efficiency. The fully redundant communications system uses a Stratus fault tolerant computer as a Network Controller and dual radio systems to provide non-stop service. The Network Controller ensures data integrity and one-second message response time between the 500 terminal RF network and the Yard Control Computer.

When a container is moved, an operator enters the container number using the terminal keyboard and transmits the information over the radio link to the Yard Control Computer. The Yard Control Software then directs the operator by sending a message to the proper terminal indicating the disposition of the container.

The Wireless Network will be installed by General Automation Singapore Pte. Ltd., an authorized LXI Distributor. General Automation will install and service the system, and train the operators.

For further information on high throughput RF applications, please call a Project Coordinator at LXI, (404) 447-4224.

Nagoya Public Aquarium To Open in Fall '92

Construction work on the new Port of Nagoya Public Aquarium on the West Pier is moving ahead on schedule to meet its Opening Day target in the fall of 1992.

The theme of the Aquarium is "A Voyage to the Antarctic," and the building is divided into five sections that trace a cruise from Japan to Antarctica: Marine Life around Japan, The Deep Sea, Tropical Marine Life, Australia, and The Antarctic.

The Aquarium will have three floors and offer approximately 18,630 square meters of floor space on the spacious site (approx. 17,700 sq.m).

About 70 water tanks holding approximately 2,300 tons of water are planned, making this the largest facility of its kind in Japan.

The Director of the Aquarium is Dr. Itaru Uchida, a world-renowned specialist in the study of marine turtles. The Aquarium will be outstanding especially for its attempts to breed endangered species of sea turtles and

restock them. Research and facilities will be state of the art.

(*Nagoya Port News*)

Penang: First to Launch Preferred Berth Scheme

Penang Port took the lead as the first Malaysian Port to introduce its preferred berth scheme to shipping companies. To-date four shipping lines and a consortium are operating under the scheme which was introduced on November 19, 1990.

The shipping lines are Malaysian International Shipping Corporation (MISC), Regional Container Line (RCL), Evergreen/Uniglor Line and NYK Line while the consortium is the Main Group Services which is operating on the Straits/Taiwan/Japan route.

According to PPC Traffic Manager, Mr. Encik Idris Muda, the scheme which is commonly referred to as PBS (Preferred Berth Scheme) was introduced by PPC as an incentive to encourage more lines to bring a higher volume of container traffic to the Port of Penang and not to discriminate against small operators.

"While we continue to provide an efficient service to other operators, we feel that it is necessary to recognise clients who can assure us a high and consistent level of traffic and accord them preferential berthing and backup facilities. This will also result in better planning and higher productivity," he said.

He also added that service to small operators will not be jeopardized as the Port is currently being served by three gantry cranes and one mobile crane at the quayside and a host of reliable backup equipment at the yard. According to Mr. Encik Idris another gantry crane is expected to be commissioned in July 1991.

(*BERITA pelabuhan*)

Auckland: Impact of 24-Hour Operations

The introduction of 24-hour cargo handling in Auckland's ports during the past 12 months has had a direct impact on the operations of whole port community.

Many of that community, including road transport operators, shipping companies, importers and exporters, stevedores and customs, agriculture and

forestry, only work eight or at best 12 hours per day.

With the port generating a large amount of cargo requiring road and rail transport, and making it available on a 24-hour basis, it will not be too long before pressure is exerted on those groups to also look at longer hours of operations.

The road transport industry will be one of the first to feel this pressure. Often by scheduling operations, and managing their staff efficiently, road transport operators are already taking advantage of the longer working hours using the second work period to move containers in and out of the port.

The importing community may also have to face up to the prospects of receiving delivery of cargo at times perhaps outside their normal trading hours. This can be accommodated by trucking companies holding yard keys for their clients premises, being able to open the yard, deliver the container, and leave again securing the premises when they depart.

Such developments have far-reaching effects into both those working communities. Hours of work, and terms and conditions of employment are all affected, and employers will have to consider much more carefully how they can manage their staff and their business operation to achieve the best efficiency and remain profitable.

Currently most cargo handling from the port is carried out between the hours of 7 am and 11 pm. The Fergusson Container Terminal is open until 11 pm every night, and the conventional port also whenever second work periods are being worked. However, a study of trucking movements has shown that generally it is only owner drivers who utilise the port in those evening hours.

The pressure in ports internationally is towards 24-hour operations, and this is now developing in New Zealand. If the road transport industry, and importers are only working 8-10 hours per day, inevitably pressure points will occur, with the problems associated with that.

It is time now to start considering two shift operations after hours access to client premises, utilising "quieter" times in the port's working day for cargo delivery and collection; and ensuring that the port community is ready and flexible enough to adapt to this new development. *(Ports of Auckland)*

Dredging And Disposal And Environment

Ports of Auckland has been progressing applications for the disposal of dredgings for more than two years. Recently, this has attracted opposition from environmental and pressure groups, and has been given some publicity. Here are some facts...

The purpose of the application, simply, is to ensure that the port maintains operational depths at its berths so that shipping can use those facilities with confidence and without the risk of "touching bottom." As a company, Ports of Auckland can dredge the berths at any time but it does require approvals for the disposal of the dredged silt elsewhere in the harbour or the Hauraki Gulf, or if it were practical, on land.

Inevitably, applications of this kind often attract a lot of emotional and heated argument, and it is important to understand the facts of the applications and the research and planning work which has been completed.

- The loss of water depth around the berths has been created by silt which has run off the city land, parks, building sites and urban development into stormwater drains and through outfalls into the harbour and gulf by the wind and tide flows but some of it loses momentum, sinks into the harbour and settles.

- Independent analysis has confirmed that the silt is suitable for marine disposal and is definitely not "toxic" as has been described in some submissions.

- The Ports of Auckland proposal is to dredge the silts and carry them to a disposal ground 14 nautical miles from the port. The seabed in that area is very similar in appearance and content to the silt proposed to be deposited there, and the actual site is an area of comparatively still water, not significantly effected by wave action or tides, so that the silt would sink and settle with little impact on adjacent areas.

- Land disposal is not an economic option because of the high salt content in the water, which limits vegetation regrowth for several years, and the practical problem of trucking silt in solution across the city to any site.

- About 1,400 truckloads would be required to carry the equivalent dredgings contained in just one dredger

hopper.

- The silting up of the commercial berths including Fergusson Basin and other areas could mean a serious loss of exports and revenue for the port unless dredging is able to be carried out, and the dredgings disposed of.

- The need to dredge is part of every port's requirements in New Zealand but Auckland is the first to encounter such opposition as it progresses through the necessary approval process.

- Disposal of dredgings will not take place during the snapper spawning season. It has often been the experience in the past that disposal of dredgings improves fishing because algae and other items in the nutrient chain are released by the disposal action, and fish are attracted by this extra food supply.

- Ports of Auckland Ltd. is complying with all the requirements for the water right hearing process, providing independent research and other environmental and technical information. In fact more than \$900,000 in consultants' reports, research information and "expert studies" has been prepared to support the company's need to dispose of silts.

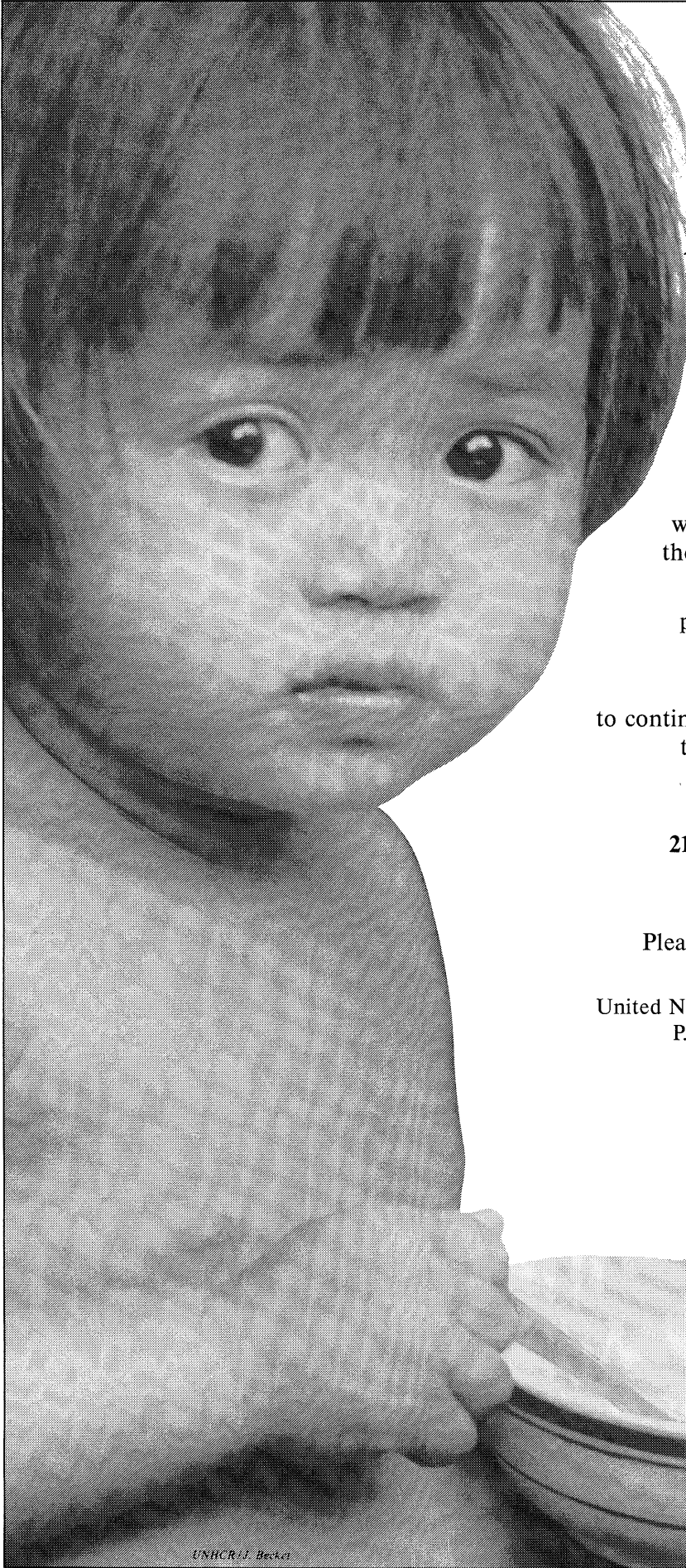
- Ports of Auckland has been granted a water right to permit disposal of dredgings to return the Port of Auckland to its required depths but this has been appealed to the Planning Tribunal by the Auckland City Council and other groups.

- The total dredging and disposal requirement of Ports of Auckland for the whole port would cover an area of only 0.039% of the Gulf area.

- Long term too, more extensive dredging and disposal is required for the commercial port in Auckland and the port of Onehunga, and major further costs will be incurred to progress those requirements. That must have an immediate impact on port costs and port charges.

- Overall, the need to dredge and dispose of those silts is a critical issue for the port. It effects its future capability of handling container ships, other deep draught ships and cruise liners. The company recognises environmental responsibilities and also its commercial obligations to its port user customers, and its legal obligations to maintain the harbour and berth depths at levels identified on marine charts.

(Ports of Auckland)



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Did you know that UNHCR
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In 1988, 1989 & 1990:
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