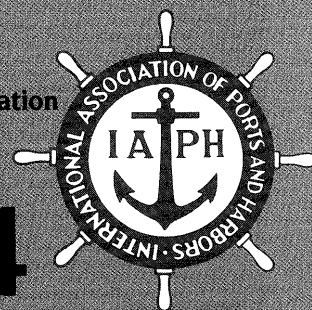


Ports & Harbors



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Ports and Harbors

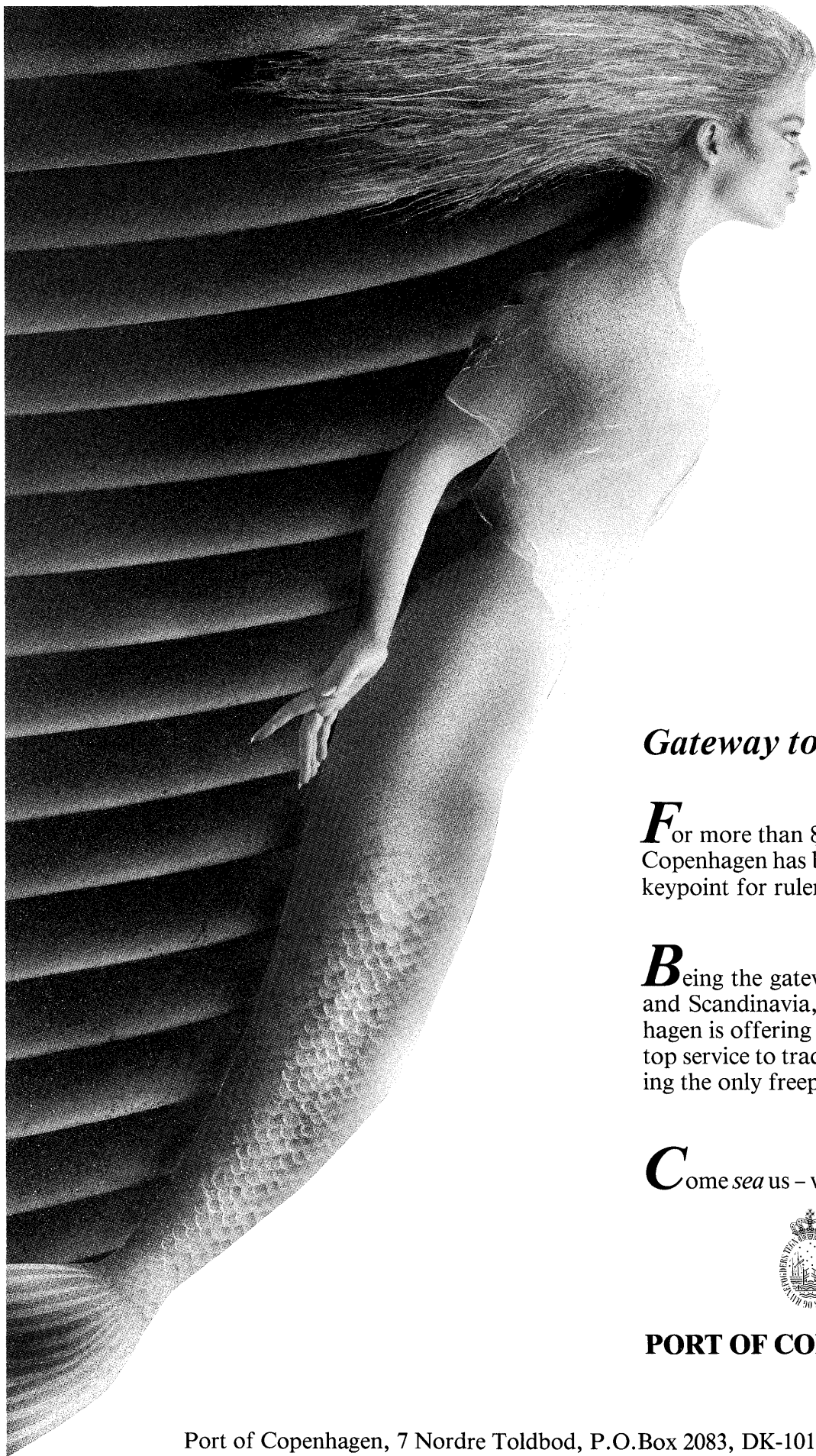
May
1992 Vol. 37 No. **4**



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General Manager
Port Automome du Havre,
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Director-General
Department of Transport
New South Wales
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ECONOMIC AND SOCIAL COMMISSION FOR ASIA AND THE PACIFIC



IMO

SEMINAR ON ENVIRONMENTALLY SOUND PORT DEVELOPMENT 31 August - 5 September 1992, Yokohama



The United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) invites those who are interested in environmental issues concerning port development to participate in the seminar on Environmentally Sound Port Development, 31 August - 5 September 1992 at Yokohama. The Seminar will be organized in cooperation with the International Maritime Organization (IMO) and hosted by City of Yokohama under the auspices of the International Association of Ports and Harbors (IAPH) and Ministry of Transport of Japan.

The topics of the seminar are:

- Environmental Impact Assessment of port development
- Control of pollution/contamination in port area
- City/Port environment problems
- Deposition/Disposal of wastes in port area
- Environmental consideration for design and construction of port facilities
- Regulations for the protection of the port environment
- Experiences in tackling port environment problems

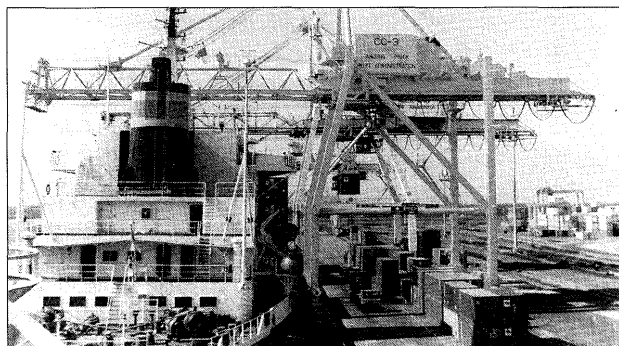
Research/review papers on these topics are invited for presentation at the seminar and those interested are requested to send a summary of their papers (approximately a half page of A4) to ESCAP by 15 May 1992. The writers of papers selected for presentation at the meeting may receive subsidies for their participation.

**Further details can be provided on request from David L. Turner, Chief,
Transport and Communications Division, ESCAP.**

Tel: 66-2-282-9161, Fax: 66-2-280-6042/282-9602, Telex: 82144 SUCOP TH.

If you are interested in the seminar and wish to be kept informed of developments, please send contact details, viz. (a) names, (b) organization, (c) position held, (d) address, (e) whether participant as delegate or to present a paper, (f) if latter, title of paper and a summary of the paper should be included.

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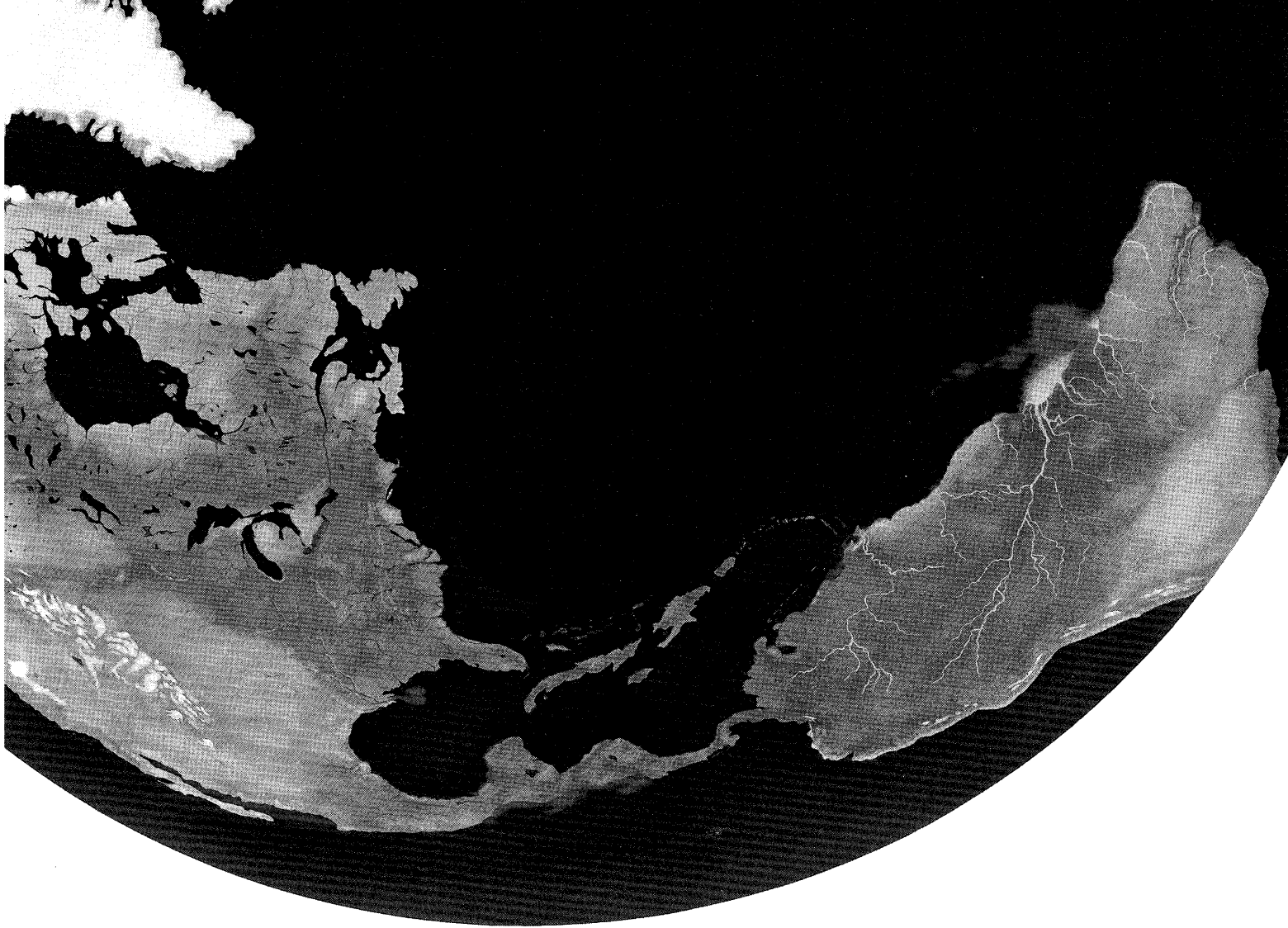
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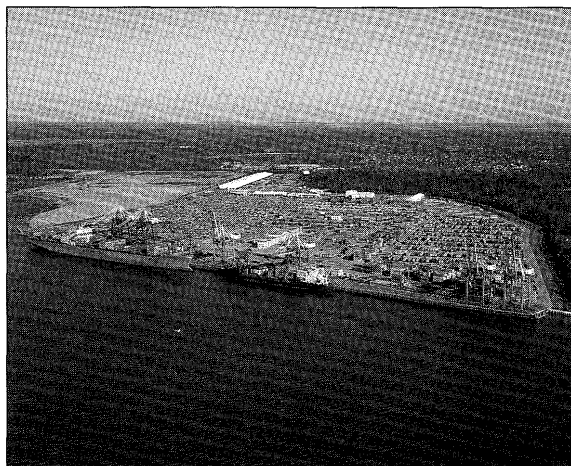
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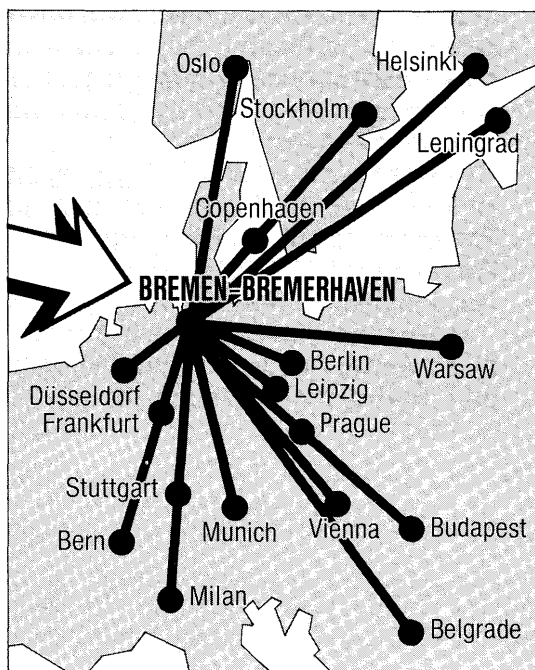
**Ryuzo Nakada - Director - Japan
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Minato-ku, Tokyo 105, Japan
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IAPH ANNOUNCEMENTS AND NEWS

IAPH Recommendations for The Management of Dredged Material to Prevent Pollution

*Paper presented to the Fourth Session
of the Preparatory Committee for
The United Nations Conference on Environment
(UNCED)
2 March — 3 April 1992, New York*

By Dwayne G. Lee
Chairman, IAPH Dredging Task Force
Deputy Executive Director of
Development
Port of Los Angeles

1. Introduction

1. The International Association of Ports and Harbors (IAPH), with over 400 members in 83 nations, has been an active participant in the work of the Preparatory Committee in its consideration of appropriate strategies for the protection of the marine environment from pollution at sea. IAPH presented a working paper to PrepCom 3 in Geneva, Switzerland (12 August — 4 September, 1991) setting forth its views as to how marine pollution strategies should be dealt with at the 1992 UNCED.

1.2 This submission presents a summary of the principles which IAPH believes should guide the work of the 1992 UNCED insofar as it addresses dredged material disposal at sea and the need of many ports to utilize this disposal option.

1.3 Certain principles have emerged in recent years — particularly as a result of the experience in regulating dredged material under the London Dumping Convention — which should govern any future efforts to control the disposal of dredged material at sea.

2. Governing Principles for the Management of Dredged Material Disposal at Sea

2.1 **The Role of Ports From a Global Perspective.** The

ports of the world play a vital role and serve important national, regional, and global interests — in carrying out waterborne trade and commerce. Port operations are crucial elements of many national economies and are a fundamental basis for commercial, legal, and political relationships between states. Port operations are especially important for many developing countries that rely heavily upon maritime commerce to sustain their economic growth and development.

2.2 **The Need for Dredged Material Disposal.** Many Ports rely upon disposal at sea of dredged material from needed maintenance dredging activities and from new port and harbor construction. For these ports, there is no practical alternative means of disposal. The great majority (over 90%) of dredged material disposed at sea is not contaminated. There has been a general consensus in international fora considering the issue that the disposal of clean dredged material should be allowed under any regime for controlling pollution at sea. In some cases, IAPH ports are faced with the need to dispose of dredged material containing various levels of contamination. In this case, there should be no automatic prohibition against ocean disposal. Marine sediments have been shown to possess unique properties that bind contaminants so that they are not available to the marine biota. This has resulted in acceptance of the concept of “bioavailability” in assessing whether contaminated dredged material can, under appropriate circumstances and at carefully selected disposal sites, be safely disposed at sea. The experience of ports with the use of certain “special care” techniques — such as clean material capping — has also demonstrated that contaminated dredged material can be sequestered from the marine biota to allow its safe disposal at sea. This has led to the adoption of Special Guidelines for Dredged Material under the London Dumping Convention for use in assessing the suitability of contaminated dredged sediments for sea disposal.

2.3 **The Needs for A Holistic Approach to Waste Management.** There is a growing recognition of the need to utilize a “holistic” approach to waste management under which contamination is not simply transferred from one environmental medium to another and in which the disposal option of least detriment is selected. This allows an equal consideration of all disposal methods. Where sea disposal



Mr. Lee

is shown to be preferable for contaminated sediments, this form of disposal should be acceptable.

2.4 The Precautionary Approach Does Not Preclude Sea Disposal of Dredged Material. There has also been a growing emphasis in various international fora upon taking a "precautionary approach" to waste management. Such an approach does not require rejection of the sea disposal option or dredged material. The issue is one of risk assessment, *i.e.*, whether a reasonable evaluation can be made of the likely impacts from disposal. At the Fourteenth Meeting of the LDC, Contracting Parties endorsed use of the precautionary approach under which "...appropriate preventive measures are taken when there is reason to believe that substances or energy introduced in the marine environment are likely to cause harm even then there is no conclusive evidence to prove a causal relation between inputs and their effects." (LDC 14/WP7.) This provides for an assessment of impacts from sea disposal to determine whether there is reason to believe it will likely cause harm. The Dredged Material Guidelines adopted under the LDC, and the draft New Assessment Procedure (NAP) being developed under the Convention, are useful assessment tools for determining whether contaminated sediments can be safely disposed at sea. These protocols reflect a precautionary approach to dredged material management that is designed to provide protection to the marine environment while at the same time recognizing the critical need of many ports to use the sea disposal option.

2.5 Ports Should Not Be Made Responsible For Upstream Sources of Pollution. Proposals have also been made by certain nongovernmental organizations (NGOs) that permits for the disposal of dredged material at sea should be conditioned on ports taking steps to control or reduce upstream land-based sources of pollution. Such an obligation cannot reasonably or practically be imposed upon port operations. While IAPH supports efforts by its member ports to control upstream sources of pollution where a port is uniquely situated to do so, in most cases ports do not have the political or legal authority to impose prohibitions or regulatory restraints upon land-based sources of pollution. This is the function of national authorities through domestic laws, regulations, and permit requirements. If controls are to be imposed upon land-based sources of pollution, this should be done directly through appropriate national authorities and international conventions directed at such sources. There should be no attempt to exert such control indirectly by imposing responsibilities upon ports that they have no power to enforce.

2.6 IMO Should Continue to Play a Key Role in Marine Pollution Control Strategies. Any initiatives at the 1992 UNCED to establish a new framework for the control of marine pollution should build upon comprehensive work already carried out under the LDC and the principles identified above. The work of the LDC has been done under the secretariatship of the International Maritime Organization (IMO), which has had extensive involvement in all phases of controlling marine pollution. IMO should play a key role in implementing and administering any new approaches to the protection of the marine environment.

3. Conclusion

3.1 IAPH asks that appropriate consideration be given to the principles set forth above in formulating recommendations to the 1992 UNCED and in connection with decisions made at the Conference.

IAPH Supports Statement for Climate Changes Convention

IAPH was one of the 20 organizations of various backgrounds representing the international business community to present a joint statement to the fifth session of the Intergovernmental Negotiating Committee for a Framework Convention on Climate Changes, which was scheduled for 18 -25 February 1992 in New York.

Of the joint statement, which was drafted at the initiative of the London-based World Coal Institute, IAPH was able to make some modest input through Mr. A.J. Smith, our European Representative, based on the expertise gained by the technical committees of IAPH. The statement follows.

JOINT STATEMENT BY INTERNATIONAL BUSINESS

Presented to the Fifth Session of the
Intergovernmental Negotiating Committee
for a Framework Convention on
Climate Changes
18 — 25 February 1992, New York

INTERNATIONAL BUSINESS ORGANISATIONS
IN SUPPORT OF THIS STATEMENT: AGIC (Belgium), Australian Chamber of Manufacturers, Australian Coal Association, Australian Gas Association, Australian Mining Industries Council, British Steel, Business Council of Australia, Canadian Coal Association, Confederation of Australian Industry, German Hardcoal Mining Association, Global Climate Coalition (USA), International Association of Ports and Harbors (Japan), International Road Federation (Switzerland), International Road Transport Union (Switzerland), Metal Trades Industry Association (Australia), National Association of Forest Industries (Australia), Organisational Association of Arab Petroleum Exporting Countries (Egypt), State Minerals Advisory Council (Australia), Tractebel (Belgium), World Coal Institute (UK).

The business community believes that management of the environment requires coherent and cost-effective integration of economic, social and environmental policies. Sustainable growth requires participatory approaches which involve accountability and the broad-based involvement of all sectors in the formulation and implementation of policy. Industry, as the driving force of economic growth, creates the resources needed to protect and enhance the environment.

To effectively confront global environmental problems requires commonly agreed action by all countries. We are of the view that any Framework Convention should encourage the development of sensible, flexible and comprehensive response strategies which reflect not only the substantial scientific, economic and environmental uncertainties,

but also the clear economic costs of possible response strategies.

Virtually all recent analyses suggest that should governments decide to control greenhouse gases, the costs to most countries in terms of GDP losses — will be high. The economic burden of controlling emissions will vary even among industrialised countries. This variance in costs is essentially attributable to differences in resource endowment, infrastructure, population density and patterns of energy use. The business community urges governments to look at the impact that the adoption of any expensive and ill-conceived measures would have on all countries, but especially on developing countries and countries with economies in transition.

North and South are economically interdependent. Trade, interest rates, capital flows and commodity prices are the common denominator of this interdependence. The linkage is so intimate that a 1991 World Bank report estimated that a 1% per annum change in OECD growth could affect the growth rate of developing countries by an average of 0.7%. Lower economic growth rates in industrialised countries could result in a deteriorating balance of trade for developing countries and for countries with economies in transition. The business community stresses that an integrated assessment of the possible economic consequences of reduced growth in developed countries on the economies of developing countries and countries in transition is urgently required as a basis for policy decisions included in any Framework Convention.

The role of energy in promoting economic growth makes it central to these negotiations. Development needs increasingly manifest themselves as energy services: more electricity, more industrial power and more transportation. The potential problem in developing countries is, therefore, the forecast escalation in greenhouse gas emissions associated with an increase in agricultural production, energy use, land clearing and the like. Because there should be no constraints on sustained long-term growth, the business community urges that cost-effective, efficient, clean technologies be deployed as a matter of course — as an integral part of the building of infrastructure and the industrial base — and that heightened attention be paid to those factors which could limit the introduction of commercially viable technologies.

In some situations the use of environmentally sound conventional technologies may be appropriate. In many other situations the “technological leapfrogging approach” may be part of the solution to any anticipated need to control greenhouse gas emissions, as access to, and application of, environmentally sound technologies can play a major role in raising the productivity and sustainability of resources.

The business community recognises that developing countries and countries with economies in transition sometimes find it difficult to secure information on these clean, efficient technologies. Therefore, we thoroughly endorse programmes to establish information clearing houses.

Given that the trajectory of Research & Development is largely shaped by business decisions and funding, in suitable policy environments, industry has an important contribution to make in promoting an effective transition to sustainable growth through continued research, entrepreneurship and diffusion of new technologies.

The business community urges government and international institutions to help improve the strengths, and reduce the vulnerabilities of all, but especially those of developing countries and countries with economies in transition, by promoting programmes of technology co-operation which include administrative and technological capacity building within each country. We believe that the use of currently available options can be accelerated in a number of ways:

- focusing on “no regret” options — which integrate economic and environmental objectives rather than trade them off against one another;
- strengthening local ability to evaluate alternative methods, and to introduce and adapt appropriate technologies to meet local needs;
- increasing the rate and extent of electrification;
- promoting effective land use and forestry management practices;
- promoting appropriate policies for management of coastal zones;
- assisting the prevention of further desertification;
- assisting with the development of policies, legislation, institutions and management training conducive to sustainable growth;
- providing information on technology availability and options and support for the acquisition of patents and licences taking full account of the need to protect intellectual property rights;
- removing barriers to technology co-operation that exist in both developed and developing countries and the transfer of environmentally sound and state-of-the-art technologies.

Bearing in mind IPCC Chairman Professor Bolin's comment at the Fourth Session of the INC, that the IPCC scenarios are a band of possibilities and not predictions, the

(Continued on Page 12)

IAPH Surveys on Use of Non-ISO Standard Boxes

At the initiative of the Committee on Cargo Handling Operations chaired by Mr. Robert Cooper (Auckland), a survey on the use of non-ISO standard containers at IAPH member ports is being conducted.

The survey aims to collect data on the state of penetration of non-ISO standard containers into the world's ports

so that the merits to be gained from such boxes and the problematical elements involved in the issue can be analyzed by the IAPH Committee.

The survey form which IAPH members are asked to respond to by April 10, 1992 is as follows:

QUESTIONNAIRE

1. NAME OF PORT:

Address:

Contact Person:

Telex: Fax:

2. CONTAINER THROUGHPUT — MOST RECENT FINANCIAL YEAR (please specify: 19)

2.1 Total Containers Handled:

2.2 Total Containers Expressed in TEU's:

2.3 Total Non-ISO Standard Containers Handled:

3. IF NON-ISO STANDARD CONTAINERS HANDLED, PLEASE INDICATE VARIATIONS TO STANDARDS:

| | | | | |
|-----|---------|------------------------|------------------------|------------------------------------|
| 3.1 | Length: | Number of 45' Units | Number of 48' Units | Number of Other (Specify Units) |
|-----|---------|------------------------|------------------------|------------------------------------|

| | | | |
|-----|--------|-------------------------|------------------------------------|
| 3.2 | Width: | Number of 8'6" Units | Number of Other (Specify Units) |
|-----|--------|-------------------------|------------------------------------|

Figure 1. Schematic representation of the experimental design. The subjects were divided into two groups: the control group and the experimental group. The control group was divided into two subgroups: the control group and the control group. The experimental group was divided into two subgroups: the experimental group and the experimental group. The control group was divided into two subgroups: the control group and the control group. The experimental group was divided into two subgroups: the experimental group and the experimental group.

| | | | |
|-----|---------|-------------------------|------------------------------------|
| 3.3 | Height: | Number of 9'6" Units | Number of Other (Specify Units) |
|-----|---------|-------------------------|------------------------------------|

4. FORWARD PLANNING

4.1 Has your Port purchased, built or ordered container handling equipment since 1 January 1990? (please delete one)

Yes No

4.2 If Yes, have you specified the equipment should be able to handle non-ISO standard containers? (please delete one)

| | | | |
|-------|----------------|-----|----|
| 4.2.1 | GANTRY CRANES: | Yes | No |
|-------|----------------|-----|----|

| | | | |
|-------|-----------------------|-----|----|
| 4.2.2 | YARD CRANES/STACKERS: | Yes | No |
|-------|-----------------------|-----|----|

| | | | |
|-------|--------------------|-----|----|
| 4.2.3 | STRADDLE CARRIERS: | Yes | No |
|-------|--------------------|-----|----|

| | | | |
|-------|-------------------|-----|----|
| 4.2.4 | FORK LIFT TRUCKS: | Yes | No |
|-------|-------------------|-----|----|

| | | |
|-------------------------------|-----|----|
| 4.2.5 OTHER (please specify): | Yes | No |
|-------------------------------|-----|----|

5. FUTURE DEVELOPMENTS

5.1 If your Port has not handled non-ISO standard containers, are you aware of any plans to introduce such containers before: (please delete one).

| | | |
|-----------------------|-----|----|
| 5.1.1 1 January 1993: | Yes | No |
|-----------------------|-----|----|

| | | | |
|-------|-----------------|-----|----|
| 5.1.1 | 1 January 1993: | Yes | No |
| 5.1.2 | 1 January 1994: | Yes | No |

| | | | |
|-------|------------------------------|-----|----|
| 5.1.2 | 1 January 1991: | Yes | No |
| 5.1.3 | Other Date: (please specify) | Yes | No |

5.2 Were you advised of these Plans by:
(please delete one)

5.2.1 SHIPPING LINES: Yes No

| | | |
|-----------------------|-----|----|
| 5.2.2 CARGO SHIPPERS: | Yes | No |
|-----------------------|-----|----|

| | | |
|---------------------------------------|-----|----|
| 5.2.3 OTHER: (If Yes, please specify) | Yes | No |
|---------------------------------------|-----|----|

6. IF APPLICABLE, PLEASE SUPPLY ANY OTHER RELEVANT INFORMATION OR COMMENTS.

* * * * *

By April 10, 1992

Please return your completed form to:

Secretary General, IAPH Head Office

Kotohira Kaikan Building

1-2-8 Toranomom, Minato-ku, Tokyo 105 Japan

Fax: 81-3-3580-0364

Tokyo, March 1992

Thank you for your cooperation!

* * * * *

The IPD Fund:

\$10,000 contributed by 5 Japanese ports, but 50% more needed to make the target

Since our last report on the progress of our fund-raising campaign, we have added about \$10,000 to the amount of contributions received, bringing the total of \$37,288. The newly-added contributions are from the Ports of Osaka, Kobe, Hakata, Kawasaki, Kitakyushu and Kanagawa Prefecture, to whom we express our deep appreciation. Nevertheless, to achieve the targeted amount of US\$70,000, we need another US\$33,000, and thus request the members continued support of the project.

Contributions to the Special Fund For the Term of 1990 to 1991 (As of Apr. 10, 1992)

| Contributors | Amount |
|---|---------------|
| Paid: | (US\$) |
| Associated British Ports, U.K. | 3,000 |
| Nagoya Port Authority, Japan | 2,748 |
| UPACCIM, France* | 1,989 |
| Kitakyushu Port & Harbor Bureau, Japan | 1,708 |
| Port of Kawasaki, Kawasaki City, Japan | 1,117 |
| Port of Copenhagen Authority, Denmark | 1,000 |
| South Carolina State Ports Authority, U.S.A. | 1,000 |
| Vancouver Port Corporation, Canada | 1,000 |
| Puerto Autonomo de Valencia, Spain | 1,000 |
| Port Authority of New York & New Jersey, U.S.A. | 1,000 |
| Clyde Port Authority, U.S. | 1,000 |
| Hiroshima Prefecture, Japan | 630 |
| Niigata Prefecture, Japan | 610 |
| Osaka Prefecture, Japan | 585 |
| Kobe Port Development Corp., Japan | 584 |
| Osaka Port Terminal Development Corp., Japan | 584 |
| Nagoya Container Berth Co. Ltd., Japan | 554 |
| Penta-Ocean Construction Co., Ltd., Japan | 502 |
| Marine Department, Hong Kong | 500 |
| Port Authority of Jebel Ali, U.A.E. | 500 |
| Port of Montreal, Canada | 500 |
| Port Rashid Authority, U.A.E. | 500 |
| Stockton Port District, U.S.A. | 500 |
| Port of Tauranga, New Zealand | 500 |
| Port Autonome de Dakar, Senegal | 480 |
| The Japanese Shipowners' Association, Japan | 438 |
| Japan Port & Harbor Association, Japan | 400 |
| Public Port Corporation II, Indonesia | 300 |
| Toyama Prefecture, Japan | 291 |
| Japan Cargo Handling Mechanization Assoc., Japan | 280 |
| Fraser River Harbour Commission, Canada | 250 |
| Port of Melbourne Authority, Australia | 250 |
| Port of Palm Beach, U.S.A. | 250 |
| Port of Quebec, Canada | 250 |
| Saeki Kensetsu Kogyo Co. Ltd., Japan | 250 |
| Ghana Ports & Harbours Authority, Ghana | 250 |
| Pacific Consultants International, Japan | 238 |

| | |
|--|-------------------|
| Bintul Port Authority, Malaysia | 200 |
| Gambia Ports Authority, the Gambia | 200 |
| Nanaimo Harbour Commission, Canada | 200 |
| Port of Redwood City, U.S.A. | 200 |
| Mauritius Marine Authority, Mauritius | 200 |
| City of Muroran, Japan | 155 |
| Public Port Corporation I, Indonesia | 150 |
| Port Authority of the Cayman Islands, West Indies | 100 |
| Port Authority of Thailand, Thailand | 100 |
| Total | US\$29,043 |
| Pledged: | |
| Empresa Nacional de Puertos S.A., Peru | 100 |
| Port of Kobe, Kobe City, Japan | 3,332 |
| Port of Osaka, Osaka City, Japan | 2,814 |
| Port of Hakata, Fukuoka City, Japan | 1,703 |
| Dept. of Public Works, Kanagawa Pref., Japan | 296 |
| Total | US\$8,245 |
| Grand Total | US\$37,288 |

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

Mr. Mather Announces Successful Buyout Of Clydeport

The IAPH Head Office in Tokyo has recently received a press release from the office of Mr. John Mather, President of IAPH in Glasgow regarding the successful management and employee buyout bid for Clydeport. We reproduce below the press release which reached the Tokyo Secretariat by fax last month as it seems many IAPH members might have been interested in the fate of Clydeport, where our President has been at the forefront of the hard struggle for the successful buyout of the port management.



Mr. Mather

Press Release of March 9.

The Managing Director of Clydeport Limited (formerly Clyde Port Authority), Mr. John Mather, said today that a "new chapter in the long history of the Clyde has begun", following approval by Transport Secretary Malcolm Rifkind of the successful management and employee buyout bid as recommended by the non-executive members of the Clyde Port Authority.

Mr. Mather said that "our central and overriding strategy is to maintain the core business of Clydeport and the effective management of our port facilities and assets for the benefit of customers and river users."

"Let nobody be in any doubt, Clydeport's business is port operations. Our medium term strategy will be to implement an ambitious £10 million investment plan, to further develop our operational assets and services, and to better meet the needs of our customers."

Mr. Mather praised the fortitude of his workforce "in

what has been both a challenging and difficult period over more than 3 years, culminating in British Steel's announcement to close Ravenscraig and the Hunterston Ore Terminal."

However, Mr. Mather said he was delighted with the outcome of the privatisation, and with the overwhelming level of support the MEBO team had received from Clydeport employees and customers.

"For us, the central issue has always been that Clydeport, of key economic importance to the whole of Scotland, needed the freedom to operate within the private sector. That freedom now allows us to make strategic decisions — for example, on long-term investment — that we were previously unable to make."

This is an history day not only for Clydeport; a new chapter in the long history of the Clyde has begun."

Mr. Cheung Yeun-Sei Now Heads KRS

Mr. Cheung Yeun-Sei, former Vice-President from Korea and now an Honorary Member of IAPH, has sent a letter to the Secretary General Mr. Kusaka informing him that he has recently been elected as the Chairman and President of the Korean Register of Shipping.

Mr. Cheung, in his letter dated March 13, expresses his deep appreciation for the support and co-operation he has received from the IAPH officials and members, during his term of office as Administrator of the Korea Maritime and Port Administration and Counsellor of the Korea Shipowners' Association.



Mr. Cheung

Mr. Cheung says, "As the role of classification societies in the ensurance of global maritime safety and environmental protection is ever increasing, the duty I have assumed is, I feel, of great importance in my maritime career, and I am sincerely seeking the valuable advice and continued cooperation of my friends at IAPH."

It appears that Mr. Cheung will be able to participate in the Charleston gathering and he thus looks forward to seeing many IAPH members there.

Visitors to Head Office

On March 11, Capt. P. Blondé, Director-Manager, Mr. Robert K. Paus, Representative in Japan, Port of Antwerp Promotion Association, and Ms. Mitsumi Kunisue-Thomas, Investment Promotion Officer, Belgian Embassy in Tokyo.

On March 18, Mr. Mike Thorne, Executive Director, Mr. Bob Hrdlicka, Marine Director, Port of Portland, Oregon, U.S.A., and Ms. Ayako Honda of the Port's Tokyo Office.



Back: K. Takeda, H. Kusaka and R. Kondoh, IAPH
Front: Bob Hrdlicka and Mike Thorne, Portland

On March 31, Dr. Hans Ludwig Beth, Chief Executive Officer, Port of Hamburg Marketing and Public Relations Association (HHVW) and Mr. M. Takizawa, Port of Hamburg's Tokyo Representative

Happy 88th Birthday to Mr. Akiyama!



Mr. akiyama receives a bouquet from his granddaughter Yasuko

On the evening of March 3, 1992, a reception was given at a Tokyo Hotel for Mr. Toru Akiyama, IAPH Secretary General Emeritus, to celebrate his 88th birthday. The gathering was organized by Mr. Akiyama's friends and business associates, including those from IAPH Head Office and the IAPH Foundation and was attended by some 500 people.

Reflecting Mr. Akiyama's colorful career, which includes the role of Vice Minister for Transport, the party was attended by many guests from these ministries in which he formerly served as well as from related enterprises and organizations.

After resigning from the Ministry of Transport (MOT), not only was he involved in the operation of various companies and organizations but also contributed much to the administration of the ministries at their policy councils.

As far as IAPH is concerned, he played a key role in the Association's formation in 1955 and in its later development, and he served as Secretary General from 1967 to 1973.

Mr. Akiyama, the Association's 88-year-old mentor, impressed the gathering with his never-changing enterprise as a business consultant, adviser to various study groups, photographer and traveller.

A reunion after 15 years

Mr. Kato of Nagoya visits Mrs. Nagorski in New York

Mr. Bordan Nagorski, a former U.N. specialist on port development issues, was well known among IAPH members as the author of the book entitled "Port Problems in Developing Countries", which IAPH published in 1972 as a project in the framework of its International Port Development Committee activities. The book was regarded as a "bible" for all in ports and related businesses and was widely read by both IAPH members and non-members throughout the world. It was in early 1987 that Mr. Nagorski died in New York at 96. The sad news concerning Mr. Nagorski was carried in an issue of "Ports and Harbors" in 1987.

One morning in April this year, a postcard reached the IAPH Head Office secretariat from Mr. Masahiko Kato (Nagoya Port Authority) who was visiting New York. It reads, "I came to New York on vacation and met Mrs. Nagorski and her two daughters, who all send the IAPH Head Office people their warm regards". It was a surprise for us at the Head Office to hear the name "Nagorski" after an interval of some five years, but a real surprise followed when we learned from Mr. Kato the story behind his visit to the Nagorski's family.

Mr. Masahiko Kato met Mr. and Mrs. Nagorski at the Houston Conference of IAPH in 1977. For the first time he participated in the IAPH Conference as a member of the Port of Nagoya delegation headed by Mr. Fumio Kohmura, the then Executive Vice President of the Nagoya Port Authority, and it was the first overseas trip for Mr. Kato. In Houston the delegates from Nagoya had an important mission as the Port of Nagoya was one of the candidates for the host of the 1981 IAPH Conference. However, Mr. Kato arrived in Houston with a bad cold and was suffering from a high fever. At an evening function, he found an elderly couple whom he recognized as Mr. and Mrs. Nagorski, as Mr. Kato had communicated with Mr. Nagorski concerning a review of Mr. Nagorski's book carried in the Port of Nagoya journal. Mrs. Nagorski was kind enough to give Mr. Kato a cold remedy, which had miraculously cured his aching head by the following

morning.

As a result, Mr. Kato was able to fully participate in the various sessions, where his group actively promoted Nagoya, being rewarded when the Board voted for his Port as the site for the 1981 Conference.

During the Conference week in Houston, Mr. Kato and the Nagorskis deepened their friendship and on the final evening Mr. Kato promised that one day he would visit them in New York.

Some years passed without the chance of a reunion and one day Mr. Kato received the sad news of Mr. Nagorski's passing. He wrote a letter of condolence to Mrs. Nagorski and promised that he was still determined to visit Mrs. Nagorski and, if possible, to pay his respects at Mr. Nagorski's grave.

Another five years passed until Mr. Kato was able to call upon Mrs. Nagorski in New York and to visit Mr. Nagorski's grave in Pennsylvania, where the two daughters of Mr. Nagorski drove their old friend who had come all the way from Nagoya, Japan, in spite of his paralyzed leg. For Mr. Kato, who was unfortunately paralyzed three years ago, the journey to New York was an opportunity to test the progress of his rehabilitation efforts.

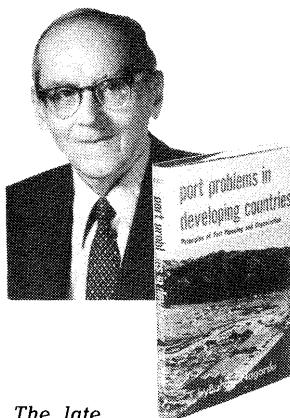
According to Mr. Kato, Mrs. Nagorski (95 years old) has remarkably strong memories of the Houston Conference and of the IAPH people she and her husband met on that occasion.

Mrs. Nagorski and her daughters asked Mr. Kato to thank IAPH, as it was because of our Association that they first met in Houston, and then 15 years later in New York this year. The Nagorski family also wished to know if any IAPH member could part with a copy of the book "Port Problems in Developing Countries", as the late Mr. Nagorski had given his last copy to someone who needed it. "My husband was a man who always tried his best to help others and he easily forgot his own needs", said Mrs. Nagorski.

If someone still has his book and is willing to donate it to Mrs. Nagorski, please let the IAPH Head Office know so that we can make the necessary arrangements.

The pictures below showing the dramatic reunion were received from Mr. Kato, who is currently serving as Manager of Foreign Affairs, Port of Nagoya Public Aquarium, and is now preparing for the opening of the Aquarium scheduled for October this year.

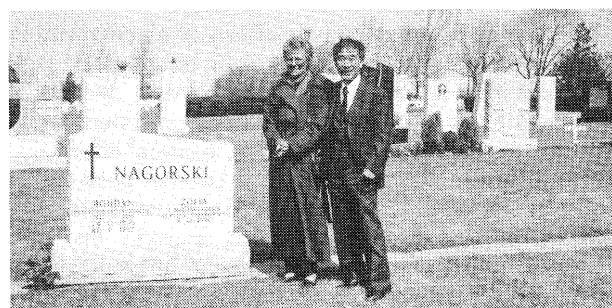
(By Kimiko Takeda, IAPH Head Office)



The late Mr. Nagorski and his Book.



Mrs. Nagorski with her daughters Barbara (left) and Christine (right) welcomes Mr. Kato at her home in New York.



Christine and Mr. Kato at Nagorski's grave.

International Maritime Information **WORLD PORT NEWS**

JOINT CUSTOMS/BUSINESS STATEMENT

THE WORKING GROUP ON THE CUSTOMS/ CARRIER MOU INITIATIVE

Brussels, 2 March 1992

At their meeting in July 1991, the Heads of G7 Governments invited the Customs Co-operation Council (CCC) to "strengthen its co-operation with associations of international traders and carriers in order to improve the capacity of law enforcement agencies to target illicit drug movements without hindering the legitimate circulation of persons and goods".

Responding to this invitation, the CCC has organised a comprehensive set of discussions, including an open seminar, bringing together Customs authorities and the main transport and trade organisations concerned.

From the outset the Council sensed that these shared a strong common purpose and motivation, reflected in the following joint declaration:

"As representatives of the international Customs and transport communities, we are united in unreserved commitment to the principle of co-operation against drug smugglers. Our immediate task is to embody this in detailed practical action.

A most effective weapon lies ready to hand in the form of Memoranda of Understanding (MOUs) between Customs administrations and the trade. These confirm the objective of co-operation and set out, in associated Guidelines, detailed guidance for effective application.

MOUs have been developed by the CCC with representative bodies, at the international level, but their implementation at a local level has so far been limited to a relatively few countries.

We have identified the immediate task as the extension, improvement and promotion of MOUs. Greatly improved coverage both nationally and sectorally is a key objective,

in which the support and influence of the G7 will be most valuable. We shall be backing this with a comprehensive plan of joint action and would welcome the opportunity to report back on progress against this plan to future G7 summits."

This Report details how we intend to take this action plan forward over the next 12 months to meet the G7 remit. In addition to the central objective of spreading co-operation more widely, other central elements include:

- improved flow of advance targeting information to Customs;
- improved physical security standards;
- specialised training of Customs and trade personnel;
- reconciliation of facilitation with improved controls.

Securing the necessary resources within the CCC and Customs and trade organisations to implement this plan in the necessary timescale and in competition with other commitments could be difficult. However, we have no doubt that, given the importance of the issues at stake, those resources will be forthcoming. Endorsement of this Report and recommendations by the G7 would be a powerful support to that end and to sustained Customs/ trade co-operation.

SUPPORTING RECOMMENDATIONS BY THE WORKING GROUP ON THE CUSTOMS/CARRIER MOU INITIATIVE

IAPH Supports Statement for—

(Continued from Page 7)

business community endorses the efforts of all countries to enhance the world's environment, taking into account their own capabilities, national plans and priorities. We are of the view that any international co-operation should act to support and supplement, not supplant, national efforts.

Development goals and the eradication of poverty will require an increased use of energy and raw materials. The challenge for governments is how to reconcile this with responsible stewardship of the environment and how to devise means for international co-operation. Industry supports the view that underlying the principle of "common concern" is the need to forge a global partnership. The full participation

of all nations in any response to possible climate change is necessary. It is inconceivable that effective global responses could be mobilised without this.

The strength of the 1985 Vienna Convention for the Protection of the Ozone Layer was that it contained general rules of co-operation in the legal, scientific and technical fields. Its flexibility made it an important instrument. Rather than impose a static solution, it provided for a process of assessment and revision. The business community urges that any Framework Convention on Climate Change be built on these same vital foundations. Measures which are comprehensive, flexible, rational, cost-effective in relation to benefits and equity, and which take account of limited resources are less likely to burden future generations unnecessarily.

(Notes by the IAPH Head Office: Selected out of the 20 recommendations, in accordance with the relevance to the port industry, the following recommendations are reproduced together with the paraphrased directional annotations as given in the corresponding paragraphs of the Report by the Working Group.)

Recommendation No. 4 (Paragraph 6.5: Priorities)

We recommend that Customs promote and extend MOU application throughout the transport chain, including port and airport authorities, and that this work be carefully prioritised according to the needs of each country.

A balanced and flexible approach is recommended, and the options can be summarised as follows:

- with national and international associations, as a first step in establishing a co-operative climate, with the association giving a clear lead for its Members to follow;
- directly with major individual companies;
- with other individual companies, via a linked arrangement with the relevant association, if that association's constitution allows this;
- directly with other individual companies, if and as resources permit.

Recommendation No. 6 (Paragraph 6.7: CCC models)

We recommend that Customs base MOUs on the CCC models, adapting them where necessary to meet the needs of individual Customs administrations and trade signatories; this would ensure maximum consistency and uniformity.

The Customs provide a framework which, when adopted by different countries, ensures as much consistency and uniformity as possible. Such uniformity is seen by both the CCC and the international trading community as offering a number of advantages:

- Customs and trade know where they stand and what is expected of them;
- trade and Customs agree to adhere to certain security, information and training standards in respect of each mode of entry (sea, air, road, rail and postal) into the country;
- formal MOUs in one country which use the same criteria as those in another country can make things easier for the trade, which does not then have to worry about different standards being applied by different Customs administrations;
- formal MOUs, especially where standardised, improve the lines of communication Customs-to-Customs and Customs-to-company.

Recommendation No. 7 (Paragraph 6.8.3: International applicability of MOUs)

In order to assess its potential benefits and practicability in the longer term, we recommend that the international application of MOUs be examined, in particular the concept of a worldwide or regional MOU overcoming the need for separate MOUs between one company and several Customs administrations.

- it may be possible for this "internationality" concept to begin on a regional basis, where there is greater likelihood of a common legal, cultural and

social structure.

Recommendation No. 8 (Paragraph 7.2.4: Review of Guidelines)

We recommend that Guidelines associated with existing MOUs be reviewed to give the maximum possible degree of transparency and clarity with respect to what needs to be done by both Customs and the trade, and how actions will be interpreted and checked. The trade should know where they stand, in order that they can enjoy a climate of maximum certainty in which to conduct their business.

Recommendation No. 9 (Paragraph 7.2.5: Training)

Training is also important. We recommend that the CCC training section be asked for initial advice on those Guideline items which call for training, the type of training to be given, the best sources of instruction and information, and the right sequence of action.

Recommendation No. 13 (Paragraphs 7.4.2/ 7.4.3: Inducements to co-operation)

Business/ Customs co-operation is an essential adjunct to the formal exercise of Customs authority through legislation and the management of day-to-day procedures.

The practical content of co-operation will need to change as trade and transport techniques develop and illicit drug traffickers adapt their operational strategies. In this regard, business and Customs recognise that parallel changes may well be required in Customs legislation and the management of procedures. Accordingly, we recommend that Customs examine possible changes in legislation and simplified procedures which might be necessary or desirable.

Recommendation No. 14 (Paragraph 7.5: Accountability and Responsibility)

It is considered that revised Guidelines need to give more precision in judging accountability and in Customs' expectations of the trading community.

Two types of accountability need to be addressed:

- a. Accountability in its strict legal sense, i.e. who is liable in law when smuggled goods are found.
- b. In another quite separate sense, accountability regarded as the responsibilities of the trading community and Customs administrations in fulfilling MOUs and their associated guidelines.

We recommend that the complex issues of accountability and responsibility be clarified in the process of the review of existing Guidelines and the examination of possible changes in legislation and simplified procedures.

Recommendation 17 (Paragraph 9.1: Promotion and publicity)

During the consultations the CCC has conducted over recent months (seminar, Working Group, sub-group), it has become clear that co-operation through MOUs is very beneficial to Customs and the trading community.

While the CCC will pursue the comprehensive MOU action plan, Customs and the trading community cannot wait for its completion before expanding the scope of co-operation to fight drug smuggling. We therefore,

recommend that the CCC, Customs administrations, trade associations and individual companies give maximum promotion and publicity to the concept of joint co-operation through MOUs, and the benefits to be derived.

Recommendation 20 (Paragraphs 9.2: Progress reports and 10: Conclusions)

Progress reports:

We further recommend that progress reports from the CCC are included on future G7 Economic Summit agendas and that the main issues set out in this report be brought to the attention of other international fora, as appropriate.

In addition, we recommend that the MOU action plan be accorded high priority and resourced appropriately, and that progress should be assessed at a Working Group meeting in the Spring of 1993. (Para. 9.2)

Conclusions (Para. 10.1)

Detailed benefits to Customs and operators can be attached to each of the foregoing recommendations for specific activities.

In summary, if these recommendations are carried through to successful conclusion, Customs should gain highly important extra elements of information, intelligence and physical security.

These would be serviced by operational staff, with full understanding of Customs needs and the interests of their employers in helping meet them.

The world Customs community would have the advantage of regular meetings with a widening range of representative trade bodies. Every stage of the struggle against illicit drugs could be fortified by practical, properly supported, Customs/ business co-operation.

Traders would be able to manage necessary controls more effectively and have more time to support additional assistance to Customs.

The use of modern information technology would be rationalised and optimised. Uniform, commonly agreed co-operative procedures, supported by a growing network of interlinked Customs/ business computer and communications systems could give law abiding communities a major and lasting lead over the illicit drug industry.

Work programme (para. 10.2)

A comprehensive MOU work programme to be co-ordinated by the CCC will include:

Procedural/ practical (10.2.1)

- Complete a review of existing guidelines covering in particular information, physical security (including the review of security and targeting standards and security audits) and personnel (including training and guidance to companies), to give greater transparency to the requirements of both parties.
- Examine what possible changes in legislation and Customs procedures might be necessary or desirable.
- Identify how far it is possible to reduce burdens on business by the convergence of official requirements on physical security and information/intelligence, using Customs to administer these merged requirements wherever reasonable or

practicable.

- Clarify the complex issues of accountability and responsibility.
- Monitor implementation of CCC recommendations regarding mitigation of penalties.
- Study the international application of MOUs and the potential to exchange information for risk assessment purposes.
- Examine the concept of a single MOU for world-wide or regional application.

Promotional (para. 10.2.2)

- Promote and extend MOU application in; more countries, more sectors of industry (e.g. importer/exporter, within countries that have an MOU programme in place.
- Promote the concept and its success to international bodies such as the Maritime Security Council; International Drug Control Programme (UN-IDCP, Vienna); International Chamber of Commerce, UN/ ECE Working Party on Trade Facilitation (WP 4).
- Formulate an international declaration whereby the Customs Co-operation Council recognises and supports the principle of achieving co-operation through MOUs.
- Explore with the Financial and Chemical Action Task Forces the use of MOUs as one means of facilitating co-operation with the chemical industry and financial institutions.
- Monitor and stimulate the promotion campaign by holding a Customs/ trade seminar in Spring 1993.

Support mechanisms (para. 10.2.3)

- Consider the assistance the CCC training section can give in the promotion and implementation of MOUs.
- Enhance the existing CCC database of drug seizures in order to create a central data base of company compliance.

Publicity (para. 10.2.4)

- National and international media coverage.
- Publication of joint Customs business statement.

Reference 1:

Participants involved in Customs/ Carrier MOU initiative

Customs administrations: Algeria, Australia, Belgium, Canada, Denmark, Finland, France, Germany, Greece, Iran, Ireland, Italy, Japan, Jordan, Kenya, Korea, Lesotho, Malawi, Malaysia, Morocco, Netherlands New Zealand, Nigeria, Norway, Poland, Portugal, Romania, Russia, Senegal, South Africa, Spain, Sudan, Sweden, Switzerland, Tanzania, Thailand, Tunisia, Turkey, United Kingdom (in chair), United States, and Albania (observers).

| Organizations | MOU Seminar | Working Group | Sub-Group |
|---------------|-------------|---------------|-----------|
| AACI | x | x | |
| BIMCO | x | x | x |
| BPF | x | | |

| | | | |
|---------------------------|---|---|---|
| FIATA | x | x | x |
| IAPH | x | x | x |
| IATA | x | x | x |
| ICPO | x | | |
| ICS | x | x | x |
| IECC | x | x | x |
| IFPI | x | | |
| IRU | x | | |
| League of Arab States | x | | |
| SAFMARINE | x | | |
| UIC | x | | |
| UPACCIM | x | | |
| UPU | x | x | x |
| EC Commission (observers) | x | x | x |

| | |
|----------|--|
| AACI: | The Airports Association Council International (formerly AACC) |
| BIMCO: | The Baltic and International Maritime Council |
| BPF: | The British Ports Federation |
| CATF: | The Chemical Action Task Force |
| FATF: | The Financial Action Task Force |
| FIATA: | The International Federation of Freight Forwarders Associations (September 1987) |
| IAPH: | The International Association of Ports and Harbors (August 1987) |
| IATA: | The International Air Transport Association (June 1986) |
| ICPO: | The International Criminal Police Organization (Interpol) |
| ICS: | The International Chamber of Shipping (December 1985) |
| IECC: | The International Express Carrier Conference (October 1987) |
| IFPI: | The International Federation of Phonogram and Videogram Producers |
| IRU: | The International Road Transport Union (August 1989) |
| UIC: | L'Union Internationale des Chemins de Fer |
| UNIDCP: | The United Nations International Drug Control Programme |
| UPACCIM: | L'Union des Ports Autonomes et des Chambres de Commerce et d'Industrie Maritime |
| UPU: | Universal Postal Union |

Reference 3: Article 15, THE 1988 VIENNA CONVENTION

Commercial Carriers

1. The Parties shall take appropriate measures to ensure that means of transport operated by commercial carriers are not used in the commission of offences established in accordance with Article 3, paragraph 1; such measures may include special arrangements with commercial carriers.
2. Each Party shall require commercial carriers to take reasonable precautions to prevent the use of their means of transport for the commission of offences established in accordance with Article 3, paragraph 1. Such precautions may include:

- (a) If the principal place of business of a commercial carrier is within the territory of the Party:
 - (i) Training of personnel to identify suspicious consignments or persons;
 - (ii) Promotion of integrity of personnel;
- (b) If a commercial carrier is operating within the territory of the Party:
 - (i) Submission of cargo manifests in advance, whenever possible;
 - (ii) Use of tamper-resistant, individually verifiable seals on containers;
 - (iii) Reporting to the appropriate authorities at the earliest opportunity all suspicious circumstances that may be related to the commission of offences established in accordance with Article 3, paragraph 1.

3. Each Party shall seek to ensure that commercial carriers and the appropriate authorities at points of entry and exit and other Customs control areas co-operate, with a view to preventing unauthorized access to means of transport and cargo and to implementing appropriate security measures.

(This is a follow-up report on Customs/ Trade Co-operation Against Drug Trafficking to the report by Mr. A.J. Smith, IAPH Representative in Europe. Extracts from the CCC's **REPORT ON THE WORKING GROUP ON THE CUSTOMS/CARRIER MOU INITIATIVE**, Enforcement Committee, the 11th Session, Brussels, 2 March, 1992, 37.348 E, TE7-83.)

7th Terminal Operations Conference & Exhibition

**The Cotton Warehouse
Genoa, Italy
16-18 June 1992**

The 7th Terminal Operations Conference & Exhibition, organized by CARGO SYSTEMS INTERNATIONAL in association with the Genoa Chamber of Commerce, CISCO and

Box International, will take place in Genoa from 16-18 June 1992.

The venue is Italy's newest conference and exhibition centre — The Cotton Warehouse — which is at the heart of an extensive programme of regeneration of the old port of Genoa.

First convened in 1978, the **Terminal Operations Conference & Exhibition** is the internationally recognized meeting point for port, shipping and terminal professionals.

For further information please contact

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Seminar: The Challenge of Increased Port Competition

Le Havre: 22 June to 26 June 1992

Objectives

To determine key factors in port competition.

To analyze the relationship between terminal operators (taken in the widest possible sense) and their main users (shipping lines, forwarders, transport operators).

To assess the extent of commercial risk existing in terminal management.

To survey existing terminal contract conditions.

To propose methods, techniques and arrangements for containing commercial risks. To detail terminal contract conditions which are mutually beneficial to terminal operators and users.

Programme

- Opening address and presentation of participants.
- Elements of port competition.
- Round-the-world services, pendulum services, feeder services and their role in generating increased competition.
- Analysis of port competition in the North-West European range, in S.E. Asia and in the USA.
- Transshipment and its impact on port marketing.
- Privatization as a strategic operating tool.
- Reasons for and examples of internal port competition.
- Do shippers/receivers select ports?
- Port competition and subsidization policies.
- The impact of inland transport on port competition.
- Visit to the port of Le Havre.
- Analysis of commercial risks facing ports.
- Commercial risk and financial viability of modern port facilities.
- Analysis of terminal lease contracts and their role in reducing commercial risk.
- Pricing: an effective weapon in the port competition battle? Round table discussion.
- Loss and damage exposure of container operators: importance of terminal liability insurance acceptance

by container terminals.

- Analysis of terminal contract conditions.

Seminar: Port Finance

Le Havre: 9 June to 19 June 1992

Objectives

The seminar will endeavor to explain the basic principles of port finance and the reasons why it is essential to have financially sound objectives.

Sound financial management enterprise implies that all investments, whatever the sources of funding must be made profitable. The financial techniques available to ensure this objective will be studied.

However, managing a port is not limited to deciding on investments: running of the enterprise implies continuous monitoring of performance and short, medium and long term forecasting. Hence the importance of showing how to develop forecasts, how results can be interpreted and how they can be used to define performance indicators. Finally the services rendered by a port must be paid for at their real cost.

The course will therefore concentrate on port tariffs, and will in particular explain how well-balanced tariffs can encourage maximum use of port facilities, and enhance overall profitability.

Programme

- Opening address and presentation of participants.
- Legal and financial aspects of different types of port organizations.
- Financial and accounting terminology.
- Port cost accounting.
- Traffic forecasting.
- Port project evaluation.
- Financial and operational targets for port tariffs.
- Budgetary planning and control in the short and medium term.
- Financial and economic objectives of port organizations.
- Port privatization: concepts and techniques.
- Establishing port tariffs in developing countries.
- Standardized port tariff structures.
- Port dues on cargoes in the port

of Le Havre.

- Public service: economic and financial profitability.
- General cargo and container handling tariffs.
- The impact of maintenance cost on port tariff levels.
- Liquid and solid bulk handling tariffs in the port of Le Havre.
- Storage pricing.

For further information, please contact:

The Le Havre Port Training Institute (IPER)

9, rue Émile Zola
76087 LE HAVRE CEDEX-FRANCE

or telex: CHAMCOM 190091 F
or telefax: 35.41.25.79

World Maritime Univ. Info on Associate Prof.

The World Maritime University is a small specialist institution established under the auspices of the International Maritime Organization (IMO), a specialized agency of the United Nations, to provide advanced level education and training to maritime personnel, mainly from developing countries, in pursuance of the objectives of IMO of promoting the achievement, globally, of the highest practicable standards in matters concerning maritime safety, efficiency of navigation and the prevention and control of marine pollution from ships.

Financial support for the University is provided by the Government of Sweden (which funds one third of the annual operating budget), by the City of Malmö, by member states of IMO, by the United Nations Development Programme and by various state and private aid foundations.

The University is governed by a Board of Governors appointed by the IMO Assembly in accordance with a Charter established by the Assembly. The Chairman of the Board of Governors and Chancellor of the University is Mr. William O'Neil, Secretary-General of IMO.

Executive authority is vested in the Rector, who is advised by the Management Body (in respect of the administration of the University) and by the Academic Council (on matters to do with the academic work of the

University). Coordination of the University's academic work is vested in the Vice-Rector who is also the Academic Dean.

The teaching staff of the University are all expert in at least one operational maritime area and are drawn from many different countries.

Objectives of the Port Management Course: In pursuance of the University's Educational Objectives, including the 'Profile of the Graduate', the course in Port Management is designed to provide students with the specialist knowledge and skills required for the efficient, effective, economical and safe operation of a port as a commercial enterprise — including its place within the transport chain, its environmental impact, and the particular problems in the developing countries.

A special feature of the course is the opportunity for students to specialize in either the nautical or commercial aspects of port operations, thereby catering for entrants with either technical or non-technical backgrounds. The mix of general and specialist studies is intended to develop a good appreciation by the students of the commercial, technical and regulatory environment within which ports operate.

The integrated programme comprises course work, field training and a dissertation-extending over a period of two academic years, and leading to the award of a Master of Science degree. The course work is structured in three parts. The objective of each part is shown below.

- a) a general appreciation of the legal, regulatory, economic and environmental aspects of the use of the sea (in common with all other courses);
- b) a knowledge of the principles and practices of port management within the framework of overall transportation systems - with special emphasis on the management of personnel, the safe, effective, efficient and economic aspects of port operations and the importance of protection and preservation of the marine environment and marine resources; and
- c) a thorough understanding of the specialist knowledge and skills required for either:
 - i) the nautical (harbour master

- department) aspects; or
- ii) the commercial aspects of port operations.

Responsibilities and Duties: The Associate Professor is the University's expert in port operational matters, with the primary responsibility of teaching the port operations subjects within the University Port Management Course. Duties also include providing input to other relevant courses and participating — along with colleagues — in the planning, development and management of the University's programmes.

The Professor works under the general supervision of the Vice-Rector and immediate supervision of the Professor, Port Management Courses and participates in meetings of academic bodies such as the Academic Council.

Qualifications Required: It is essential that the Associate Professor has extensive experience in port operations, and management preferably in the Harbour Master's department. A degree, or equivalent educational qualification in a field relevant to port management will be expected.

As the teaching language of the University is English, ability to present lectures and communicate easily in the English language is essential.

The ability to work in an international organization, in a multi-cultural setting, is also an importance consideration.

Employment Conditions: The appointment will be on a two-year fixed-term contract basis commencing in January 1993. Annual salary, which is exempt from Swedish taxation, will be in the region of US\$62,000. After the completion of each 12-month period an amount equivalent to two months salary will be placed in a Provident Fund. If the staff member chooses not to participate in the Fund (or leaves after twelve months) only one month's salary is paid after the completion of each twelve month period of service.

The child allowance for dependent children is US\$1,050/year for children below the age of 18.

Installation and separation travel costs are covered for staff members and eligible dependents, spouse and children under the age of 18. Reasonable removal expenses are reimbursed for internationally recruited staff members.

Staff members serving outside their home country are, together with eligible

dependents, entitled to one paid home leave every two years.

Annual leave is credited at the rate of 30 normal working days for each 12 months of service.

Assistance is given in finding accommodation. A small furnished flat is normally provided free of charge for one month if the staff member does not have access to suitable accommodation upon arrival. If no such flat is available an installation grant is paid for a maximum of 30 days.

The University maintains a medical insurance and group insurance policies covering death, injury and disability, both during non-working and working hours, in Sweden and abroad.

TCIEG to Meet in Halifax on June 14

The Transportation Community Information Exchange Group (TCIEG) will hold a meeting in Halifax this coming June. This group, which operates under the umbrella of the International Association of Ports and Harbors, first met in Los Angeles in February 1991. At the Halifax meeting the TCIEG will continue its work of cooperative action ports and community service center systems in order to enhance electronic commerce within and between ports. The meeting will take place 7-10 p.m., Sunday June 14th in the Sheraton Hotel.

The agenda will include review of the EDIFACT bill of lading/manifest implementation guide, bayplans and dangerous goods messages. Should any TCIEG member have other items to add to the agenda, please let me know. If necessary, the meeting will be started earlier on Sunday.

The bill of lading manifest item will review and discuss the results of the working group led by Barry Keogh of Tradegate and including representatives from North America and Europe. The working group was created pursuant to a decision at the Los Angeles meeting.

The bayplan item will review the results of implementation of the EDIFACT BAPLIE message using an implementation guide developed by ECT in Rotterdam and adapted for use by a line calling in Canada and Europe.

The dangerous goods topic will address and attempt to sort out a direction for ports to take with regard to the

communication of this type of data via EDI. Among the considerations are the interest of the International Air Transport Association in adopting a common approach with IAPH, the PROTECT UNSM proposals and other possibilities within EDIFACT such as the IFTMFR.

The major reason that a second meeting of the TCIEG is possible now is that a sufficient number and diversity of ports and community systems will be present in Halifax for another event. The event is the fourth Ports Canada Computer Conference, which will take place at the Sheraton Hotel in Halifax, Nova Scotia June 15 and 16, 1992. I extend a cordial invitation to all TCIEG members and interested parties to attend.

The Computer Conference will present a range of speakers on leading edge applications of computers in ports and transportation from around the world. Already, speakers have been confirmed from the ports of Los Angeles, Vancouver, New York, London, Seattle, Le Havre, Santander (Spain), the host port of Halifax, the Australian Association of Port Authorities and several Value-Added Networks, including TDNI and Ordernet (see attached preliminary list of speakers). As you can see from the attached list of speakers confirmed to date, many of the presentations will cover subjects directly relevant to the TCIEG. There will also be representatives of shipping lines, railways, forwarders, terminal operators, government agencies and other organizations with an involvement in transportation. The combination of participants and subject matter creates an event that is unique in the world.

This event is being held in conjunction with the 7th Ports Canada — ICHCA International Business Conference, which takes place in the same location June 16-18, 1992.

For further information, please contact:

Jean Lespérance
TCIEG Secretary and
Computer Conference Organizer
Tel: (613)957-6725
Fax: (613)995-3501

Air Pollution Prevention New IMO Target

The prevention of air pollution from

ships has been added to IMO's list of targets. In resolution A.719(17) the Assembly establishes a number of target dates for the prohibition or reduction of different types of air pollution.

It also agrees that a new annex, dealing with prevention of air pollution, should be added to MARPOL 73/78.

At the last assembly a resolution was adopted which urges governments to limit the use of halons on board ships for fire-extinguishing purposes and requests the MSC to develop a plan for an early phasing out of the use of halons.

In 1990 the Second Meeting of the Parties to the Montreal Protocol on Substances that Deplete the Ozone Layer adopted amendments to the Protocol and the target completion date of the phasing out of halons and ozone-depleting chlorofluorocarbons was set at the year 2000.

The resolution also refers to the Protocols and Declarations to the 1979 Convention on Long-Range Transboundary Air Pollution concerning the reduction of emissions of sulphur dioxide and nitrogen oxides or their transboundary fluxes.

It then recognizes the urgent necessity of establishing a policy on the prevention of air pollution from ships and for the development of reduction objectives (and the measures to achieve these objectives) for control of emissions of all elements of air pollution, including ozone-depleting CFCs and halons; exhaust gases resulting from harmful fuel components, incineration and combustion processes; and volatile organic compounds.

The resolution says that the prevention of air pollution may be best achieved by establishing a new annex to MARPOL 73/78 which would provide rules for the restriction and control of emissions of harmful substances from ships into the atmosphere. Before this can be done it will be necessary to collect information on present levels of emissions, encourage innovation aimed at finding alternatives for ozone-depleting substances, achieve reduction of harmful emission components or seek other means of preventing air pollution, and conduct an assessment of available information with regard to the safety and effectiveness of the measures and their technical and economic impact on the whole of the industry.

It therefore requests the MEPC, in

cooperation with the MSC:

- to collect and assess available information on machinery exhaust and cargo emissions, in order to establish a reference level for air pollution from ships and on available technology to reduce harmful emissions;
- to develop an implementation plan and timetable for reducing shipboard use of CFCs;
- to take any further measures necessary to eliminate the use of halons on ships (except "essential use");
- to develop requirements for reducing air pollution resulting from ships' machinery and from cargo-handling operations;
- to establish quality requirements for fuel oil with regard to environmental aspects and to reduce the sulphur content and prohibit the deliberate contamination of fuel oil with chemical wastes;
- to develop environmentally based standards for incineration of garbage and other ship-generated waste.

While this is being done, governments are urged to take the necessary steps, without waiting for the development of international regulations, to implement the following measures for the prevention of air pollution from ships:

Chlorofluorocarbons: The use of CFCs whose ozone-depleting potential is higher than 5% of that of R-11 in installations of fixed refrigeration and air-conditioning plants and insulation shall be prohibited on ships of which the keel is laid or which are at a similar stage of construction on or after 6 November 1992. The use of CFCs in such new installations on other ships shall be prohibited by 6 November 1992.

Halons: The use of halons in installations of fire-extinguishing systems on board ships except those falling in the category of "essential use" shall be prohibited on ships of which the keel is laid or which are at a similar stage of construction on or after 1 July 1992. The use of halons in such new installations on other ships shall be prohibited by the same date. Full-scale tests of halon fire-extinguishing systems on board ships shall be prohibited by 1 January 1992.

Exhaust gas: Prohibit addition of

chemical wastes to bunker fuel oil by 1 January 1992. Reduce emissions of sulphur oxides and nitrogen oxides in exhaust gases. Encourage research activities aiming at the development of practicable equipment on board for desulphurization of exhaust gas.

Volatile organic compounds: Reduce emissions of volatile organic compounds.

Further Actions Urged To Curb Piracy

Piracy is still increasing and so is the use of violence against personnel on board ships, according to resolution A.683(17).

The matter was first considered by IMO in 1983, when a resolution on the subject was adopted by the Assembly. Piracy is also referred to in the United Nations Convention on the Law of the Sea.

The resolution invites governments to increase their efforts, as a matter of the highest priority, to suppress and prevent acts of piracy and armed robbery against ships. Neighboring States are invited to co-ordinate their actions and governments are urged to ensure that information on incidents and the modus operandi of those taking part is made available to ships.

The Secretary-General is requested to seek means of providing support for governments requesting technical assistance on the prevention of acts of piracy and armed robbery by such means as national or regional seminars and workshops.

BIMCO: Increase in Piracy Attacks Unacceptable

The number of piracy attacks on merchant ships in the Straits of Singapore, in Brazilian waters and off the West African coast, has reached an unacceptable level.

On behalf of its global membership and the international ship-owning community, The Baltic and International Council (BIMCO) once again feels bound to put on record its increasing concern over these attacks. It is now necessary for the appropriate authorities to take effective measures, without delay, to combat this serious threat to crew, ships, cargo and the

marine environment.

The number of reports of piracy attacks received from BIMCO Members shows an alarming increase. Even more serious is the tendency that assaults are becoming more and more violent, posing a serious threat to life.

In one of the most recent incidents reported to BIMCO, involving the attack on a tanker undergoing repairs at anchor on Rio de Janeiro roads, two of the crew were killed and two others seriously injured by pirates armed with machine guns and pistols.

Other incidents have resulted in vessels sailing for long periods without proper control, while members of the crew were tied up or otherwise prevented from steering and navigating their ship; thereby exposing the oceans to the risk of environmental disasters of considerable magnitude.

Ship owners must demand the same rights as owners of land-based industries, i.e. that the crews and the considerable assets represented by their vessels are effectively protected from assault by armed gangsters.

The shipping industry is of vital importance to world trade, and as such it must be able to trade freely, without endangering ships and their crews.

BIMCO maintains that the security of international shipping routes and traffic lanes is the responsibility of the international community, and BIMCO urges the relevant authorities to put a stop to the escalating number of piracy attacks.

New Publications

Shipping Statistics Yearbook 1991

500 pages, 100 graphs, ISSN 0721-3220

Institute of Shipping Economics and Logistics, Universitätsallee GW I, Block A, W-2800 Bremen 33; FAX: (+49) (421) 2209655

Published in December 1991, Price: DM247,50, including packing and postage (surface mail), for airmail add DM 18,-. In case of inland sales plus VAT (MWSt.)

The *ISL Shipping Statistics Yearbook 1991* which contains currently relevant analytical data on the development of the shipping and shipbuilding markets

as well as on the world seaport traffic, has just been published and can be ordered directly from the Institute of Shipping Economics and Logistics (ISL).

The Yearbook is, because of the density of the information included, not only a statistical reference source for a multitude of interesting industry related data but also a valuable instrument for market analysis. Main emphasis was put on the following subjects:

SHIPPING MARKET

- Analysis of total world merchant fleet, laid-up and broken-up tonnage as well as special fleets
- Presentation of key figures on world seaborne trade and world trade development
- Detailed overview on nearly 30 major commodity markets specified according to production and consumption centres
- Long-term series on freight rate indices
- Individual profiles of major shipping countries

SHIPBUILDING

- World shipbuilding returns indicating ordering activities and output figures
- Information on the current situation of major shipbuilding countries

PORTS AND SEA CANALS

- Port survey on world-wide shipping and cargo traffic structures including a detailed container traffic analysis; figures are extracted from the ISL port data base
- Transit traffic of the world's major sea canals

The Yearbook is designed by specialists to meet particularly the requirements of shipowners, shipbuilders/repairers, port authorities, brokers, banks, transportation consultants, universities and research institutes, and is considered world-wide a reliable insider information source for the maritime sector.

"Port Management Textbook Volume 3 — Port Marketing"

The third volume of the ISL-series

Port Management Textbook, edited by Prof. Dr. R. Stuchtey in cooperation with the Port and Transport Consulting Bremen GmbH, was published in December 1991. It was again possible to find renowned authors of different fields of activity for the contributions. While volume 1 and 2 mainly deal with the general aspects of port management respectively intermodal transport systems, the new volume describes all aspects of port marketing. In the following the thirteen contributions are briefly presented.

The first with the title *Port Competition and Marketing* highlights the background for port marketing. A seaport as an enterprise which is offering his services as part of a transportchain, depends in his competitiveness on the hinterland transport system as well as on the shipping lines. And the demand for the seaport's services is a derived demand, so that all research and planning activities have to include the original markets of the foreign trade. Port management and marketing management in seaports have to accept those limiting factors.

Marketing from the Customer's Point of View tries to respond to some questions concerning the influences affecting the marketing of a port and the perspectives of German seaports in a united Europe; in addition the shipper's point of view is presented.

Marketing from the Port's Point of View deals with the steps being necessary for the development of a successful marketing strategy, using the ports of Bremen as an example. The will of successful marketing must be firmly anchored in the firm's philosophy and a favourable climate must be established for it, involving all the company's staff. Marketing is not a kind of limited-time procedure, but a continuing and permanent task.

Port Marketing Organization demonstrates the necessity to find an organization system, which guarantees direct reporting of all market activities to the executive management level as well as direct control as far as these activities are concerned from the top.

Port Communications describes the challenges of EDI for the ports in the future. The key to successful implementation and use of advanced communication systems is a combination of technology and management resources to communicate information

between users efficiently.

The following essay *Forecasting Procedures for Port Planning* deals with the basic concept of port throughput forecast including time series analysis, regression modeling and matrix balancing approaches; it also contains a differentiation of the components of future port throughput developments (normal, diverted and induced or generated traffic) explained by the example of the effects of the German unification.

The contribution *Market Analysis and Forecasting — A Practical Approach* gives a review of forecasts at the End-Seventies and the real development on seaborne trade, general cargo trade and container trade; a practical approach of medium-term forecasting follows.

Niche Marketing is an effective way to identify and sell a port's unique services and activities to customers; it offers the port to position itself in the light of economic, political and technological changes; it requires an organization, whether it is the port authority itself or its service industries; it provides better and a more systematic way to assign both financial and human resources; it gives staff and other users a direction to follow. And finally, it gives a port and the industry a chance to act positively in a time when reaction rather than action is the norm.

For a port to benefit from its accounting system, it is necessary to isolate specific data and use them to provide input into the decisionmaking process. Therefore *Management Accounting and Information Systems* have to consist of the following components: a set of cost/responsibility centers which subdivide the port's operation into distinct groups of activities for which separate accounting data are to be obtained, cost and revenue information derived from the port's general accounts, statistical data on the physical performance of the port and a series of accounting conventions for the valuation of costs and revenues and their allocation to particular activities.

The contribution *Port Tariff Structure and Pricing* describes some types of port charges and the basic objectives of a port; a set-up of a tariff structure and a tariff evaluation complete the considerations concerning this topic.

Port Selection — A Round the World (RTW) Container Liner Perspective deals with the physical, operational,

economic/cost, commercial and political considerations, which are to be taken into account when planning and selecting a port.

The last contribution examines the problem area of *Dry Ports*. Especially the functions to be provided by a dry port organization, the commercial structure of a dry port installation, the partnership structures and the package pricing and tariff are explained in detail.

The next volume of the *Port Management Textbook* (Volume 4) will probably be published under the title "Port Logistics" in Winter 1992.

The Americas

Mr. Ritter Appointed North Fraser CEO

Mr. Robert Ritter, a Vancouver businessman with a project management background, has been appointed Chief Executive Officer of the North Fraser Harbour Commission (NFHC).

In making today's announcement for the Commission, NFHC Chairman John Milroy stated the new position was created as a direct result of the development of the Commissions's strategic plan.

"Mr. Ritter's appointment is the next logical step of our strategic plan," said Mr. Milroy. "We'll continue to be a major commercial and recreational marine transport centre. While we will also remain vigilant about the river's ecological environment, the edge of the river is changing. Additional residential and commercial development is replacing the industrial base. Mr. Ritter's background, experience and knowledge of business and project management will fulfill a major requirement for the Commission," he said. "It's a long overdue recognition that we have to face the reality of the pressures that a changing and growing population in the Lower Mainland are putting on the North Fraser," said Mr. Milroy. "Mr. Ritter will help us be more a part of that growth."

Mr. Milroy stated that Port Manager George Colquhoun will continue to provide his valuable assistance in his role with the Commission.

The North Fraser Harbour Commission manages the transportation and foreshore aspects of the north arm of

the Fraser River. Often referred to as the "working river", the North Fraser handles the largest number of marine vessels on the B.C. coast.

Financial Boost to Fraser River Debris Control

The program that removes big chunks of wood, logs and other floating wood debris from the Fraser River got a financial shot in the arm on March 17, with the announcement by the Federal Government of renewed funding.

In making the announcement at the North Fraser Harbour Commission office, Indian Affairs Minister Tom Siddon — Member of Parliament for the riding of Richmond — recognized the financial contributions to the program by the North Fraser Harbour Commission, Fraser River Harbour Commission, Vancouver Port Corporation and the Coast Guard. A total commitment of \$180,000 was made by the government and the organizations as the Federal government's one-third share of the clean-up costs.

"It is imperative that these vital shipping lanes be kept clear of debris that can cause marine accidents," said Mr. Siddon. "The debris program is one way to ensure pollution abatement in the lower Fraser by providing safe, clear waterways for all mariners who navigate these waters — while at the same time providing a safer estuary for the birds and fish that call the Fraser River Basin their home," he said.

Minister of State for Environment, Hon. Pauline Browes, and Delta M.P. Dr. Stan Wilbee were also on hand for the announcement.

"We're really pleased the federal government came through on this," said North Fraser Harbour Commission Chairman John Milroy. "The project was about to lapse and thanks mainly to initiative of our past chairman, Ms. Irene Frith, we were able to encourage the federal government to fund part of this clean-up program."

"It's a clean-up program that has an economic aspect as well, because without it, there would probably be a lot more damage to local boats, wharves and the river ecosystem," said Mr. Milroy.

The Fraser River Debris Control

Program began in 1979. Its total annual budget accounts for \$540,000, with the federal government, B.C. government and the coastal forest industries of B.C. making equal contributions to the Program.

1991 VPC Performance Posts Near Record

Record coal, grain, pulp and container shipments helped boost the Port of Vancouver's 1991 total throughput to near record levels, according to figures released today by the Vancouver Port Corporation (VPC).

With an all-sector throughput of 70,714,000 tonnes, 1991 totals exceeded 1990's 66,448,000 tonne figure by six percent, and fell just shy of 1988's 71,316,000 tonne record.

According to VPC Chairman Patrick Reid, "The Port of Vancouver's strong showing in 1991 proves that Canada continues to be very active in the global marketplace."

Significant increases in several sectors bear out this statement. Most notably, strong demand for Canadian exports coupled with increased line capacity allotted to Vancouver caused containerized cargo tonnage to soar 21 percent over 1990's 2.7 million tonne total, reaching 3.3 million tonnes. Measured in TEU's, container traffic realized a record 383,563 TEU's, representing a 19 percent increase.

Records were also achieved in bulk cargo. In the grain sector, an exceptional prairie grain harvest translated into a 13.4 million tonne throughput — a 21 percent increase over 1990's 11,117 total. In addition, coal sales remained solid, climbing 7.9 percent over last year to reach the 25.4 million tonne mark.

Bulk cargo continued to lead the port's tonnage figures, accounting for 86 percent of total throughput. By registering a 60.8 million tonne total, bulk shipments exceeded 1990 levels by 6.6 percent, although a soft demand for fertilizer products led to a decrease in sulphur and potash shipments.

The news in general cargo was mixed. Pulp shipments enjoyed a record year, jumping 28 percent to 1.9 million tonnes, but lumber shipments declined by 10 percent to register a 2.6 million tonne total. General cargo dipped from 10 percent to 9.3 percent as a portion

of overall port tonnage, but remained even with 1990 levels in terms of tonnage.

Commenting on the high tonnage levels, Captain Stark said, "It's also important to note that many of our customers faced lower prices to stay competitive in the global marketplace in 1991. To help our customers maintain their momentum, all members of the port community must continue efforts to provide efficient, cost effective services."

Other statistical highlights included a continuing trend towards higher passenger counts in the Vancouver-Alaska cruise industry, as documented in figures released at conclusion of the 1991 cruise season. 423,928 passengers traveled through the Port's two cruise ship terminals, extending a nine-year upward spiral.

Looking to the future, Captain Stark emphasized the PORT 2010 planning and development initiative, and its importance to enhancing the port's competitive stance. "We are nearing completion of PORT 2010, which will assist all port stakeholders to plan confidently for the future, and prompted VPC to pursue initiatives towards increasing capacity in the forest product, container and cruise sectors."

New Container Service 'A Sign of Confidence'

A new container service being launched by the China Ocean Shipping Company (COSCO) is being greeted enthusiastically by the Vancouver Port Corporation (VPC). COSCO'S new service will call the Port of Vancouver directly from China via Japan, and such becomes the first transpacific liner service to call Vancouver ahead of U.S. west coast ports.

"With this new service, the Port of Vancouver becomes an authentic North American gateway," said Vancouver Port Corporation Chairman Patrick Reid. "The port and the Canadian railways have the capability to service the continental container trade efficiently — we now have an opportunity to prove it."

The VPC Chairman's comments were echoed by the Port Manager. "Our marketing 'team', consisting of the Port Corporation, the railways, the terminals and the unions, has worked very hard

for a long time to achieve just this," commented Captain Norman Stark. "COSCO is expressing a great deal of confidence in the Port of Vancouver, and we intend to reward that confidence with a corresponding commitment of service."

By initiating this service, COSCO receives the VPC's "First Port of Call" discount which the Port hopes will encourage other lines to make Vancouver its primary west coast container port and utilize the Canadian transportation system.

The Port of Vancouver registered a record container throughput in 1991 of 383,563 TEUs, of which COSCO is a major contributing customer.

Hart-Miller Project Earns Environmental Honor

Mr. Adrian G. Teel, Maryland Port Administration Executive Director, recently announced the agency is the recipient of the prestigious American Association of Port Authorities' (AAPA) Environmental Award for the development and operation of Hart-Miller Island.

"We are enormously pleased to be recognized by the AAPA for our environmental efforts and our continued concern for the delicate balance of the Chesapeake Bay, its tributaries and the surrounding land," said Mr. Teel.

Mr. Frank Hamons, manager of the Maryland Port Administration's harbor development, received the Award of Excellence for Environmental Improvement on behalf of the MPA.

"We are gratified that a project that is tied so closely to the mission of the Port of Baltimore is also acknowledged as an asset contributing to the overall environmental well-being of the Chesapeake Bay," said Mr. O. James Lighthizer, Secretary of Transportation and chairman of the Maryland Port Commission.

The Hart-Miller Island project was submitted by the MPA for consideration in the AAPA's Calvin Hurst Outstanding Achievement category. This environment enhancement category recognizes improvements to the physical or natural environment which were not required as part of a project development. The award was presented in October at the AAPA's annual convention in Cleveland, Ohio.

Six general award criteria were used to evaluate the entries in the competition. These included: The level and nature of benefits to environmental quality; beautification or community involvement; the creativity of the solution or program; whether the project results are apparent (the project must be complete through some beneficial increment); the cost effectiveness; and, the transferability of the technology or idea to the port industry.

The Hart-Miller Island project, which began in September 1981 and was completed in May 1984, is the largest non-federal dredged material containment/island reclamation project ever undertaken. It was constructed by building an 18-foot sand dike around two small islands in the Chesapeake Bay.

The dike surrounding Hart-Miller Island extends for almost six miles, enclosing an oval shaped area of approximately 1,140 acres. It has an interior containment volume of almost 53 million cubic yards. To date, 29 million cubic yards of dredged material have been deposited there.

The island also serves as a wildlife area and recreational park since its construction, with as many as 20,000 waterfowl using the site as a staging area, and 200,000 visitors to the park during the summer.

(The Port of Baltimore)

Maryland Public TV To Produce Port Film

Maryland Public Television (MPT) will produce and broadcast a 60-minute documentary about the Port of Baltimore, according to John T. Menzies III, chairman of the Private Sector Port Committee. The film project resulted from MPT's creative and financial investment, combined with private contributions from Maryland citizens and corporations.

MPT initiated the project by contributing over \$40,000. The remaining personnel and production costs — totaling nearly \$150,000 — have been met through individual and corporate donations. S.A. "Skip" Brown, III, president of Belt's Wharf Warehouses, and George Wills, president of Wills & Associates, were co-chairmen of the fund-raising effort.

According to Mr. Brown, the docu-

mentary will take the viewer on a voyage through Baltimore's innovative port — its workings, its people and its future.

"The program will demonstrate the port's value as a historic and economic resource," said Mr. Brown. "It will create greater public awareness and understanding of the port's function and role as one of Maryland's most durable businesses. We're grateful to the hundreds of Marylanders whose generosity has made this project possible."

Adrian G. Teel, executive director of the Maryland Port Administration, also expressed enthusiasm about the documentary's potential.

"The port connects Baltimore to the world through a vast transportation network that encompasses ships, railroads, trucks and airlines," Mr. Teel said. "A documentary is a perfect vehicle to tell the port's complex story. Both nationally and overseas, the program will provide a useful introduction to the port for business leaders, trade officials and others who need to know about the Port of Baltimore's state-of-the-art facilities."

(The Port of Baltimore)

Long Beach Shatters Coast Tonnage Record

A record 76.1 million Metric Revenue Tons (MRTs) of cargo crossed Port of Long Beach wharves in calendar year 1991, the most total tonnage ever recorded at a West Coast port. This is the 12th consecutive year at the forefront for the Long Beach harbor, with calendar 1991 numbers denoting a 5.1 increase over the same period last year.

Containerized cargo showed solid growth, increasing from 29,783,664 MRTs in 1990 to 33,706,840 MRTs in 1991. Of that total, inbound box cargo surged 11.7 percent to 23,170,296 MRTs while outbound box cargo rose an impressive 16.5 percent to 10,536,544 MRTs, an especially strong showing considering the recent state of the economy.

In terms of actual containers moved, the Port registered 1,767,829 TEUs during the 12-month period, up 10.6 percent over the 1990 figure of 1,598,078 TEUs. Of these, inbound boxes edged outbound boxes 956,329 to 811,500. Inbound container totals gained 12.1 percent while outbound

gained 11.5 percent.

Much of the rise in container count is attributed to the strong showing of Hanjin Shipping Company, which opened a 57-acre terminal in the north harbor in March 1991. Sea-Land Service and Maersk Pacific also had an excellent year at the Port of Long Beach.

Volume increased for several other commodities shipped through Long Beach harbor. Steel shipments vaulted 21 percent during calendar 1991, as Hiuka America handled more than double the amount of scrap metal it did in 1990, exporting 530,201 MRTs in comparison with 217,811 MRTs the year before. Slab steel movements through California United Terminals also fared well.

Bulk exports handled by Metropolitan Stevedore, such as coal, petroleum coke, soda ash, borax and sulphur, advanced nearly 11 percent, while overall dry bulk numbers were up 2.9 percent. Petroleum and liquid bulk tonnage hit 31,679,458 MRTs, virtually unchanged from 1990 figures.

The Port of Long Beach, one of North America's busiest harbors, serviced 5,642 vessels from January through December 1991.

MPA Financial, General Cargo Picture Brightens

The Maryland Port Administration, after reporting operating deficits for the past three years, reported an operating profit for the first six months of the current fiscal year.

For the first half of FY 1992, the port earned revenues of \$18.8 million versus operating expenses of \$18.4 million. Net income of \$368,000 places the MPA in the black with current expectations for this positive trend to continue through the rest of FY 1992 which ends June 30.

After being appointed executive director by Transportation Secretary and Maryland Port Commission Chairman O. James Lighthizer last June, Mr. Adrian Teel committed to having the MPA operate in the black in FY 1993.

However, aggressive cost-containment measures instituted over the past seven months significantly accelerated those expectations, resulting in expenses of \$18.4 million — \$3.6 million under the budgeted amount of \$22 million.

"This is a very encouraging trend," said Secretary Lighthizer. "The fiscal picture is especially important given the state of the economy. We need to demonstrate that we are a lean, efficient, cost-effective operation, fully committed to complete support of our customers' needs. Our management and staff have recommitted themselves to effective cost management."

The favorable budget variance resulted from cost controls implemented by MPA management, including down-sizing of the MPA work force by 15 percent, elimination of non-mission expenses and close scrutiny of all expense budgets.

"We believe that we have turned the corner financially," Mr. Teel said. "Our 1993 budget projections have been

U.S. Waterborne Foreign Commerce 1988-91 (Millions of Short Tons)

| EXPORTS | CY 1988 | CY 1989 | CY 1990 | Jan-Sept 1989 | Jan-Sept 1990 | Jan-Sept 1991 | Change 1990/91 |
|----------------|---------|---------|---------|---------------|---------------|---------------|----------------|
| United States | 400.9 | 422.8 | 413.5 | 308.1 | 310.6 | 318.3 | 2.5% |
| North Atlantic | 73.5 | 84.1 | 89.7 | 61.6 | 66.9 | 69.6 | 4.0% |
| South Atlantic | 18.3 | 20.0 | 21.9 | 14.9 | 16.5 | 18.7 | 13.0% |
| Gulf | 162.5 | 167.6 | 163.8 | 122.8 | 124.1 | 135.0 | 8.8% |
| South Pacific | 36.9 | 41.1 | 39.4 | 30.6 | 28.8 | 32.8 | 14.0% |
| North Pacific | 73.2 | 73.0 | 71.6 | 52.4 | 55.2 | 50.3 | -8.8% |
| Great Lakes | 36.6 | 37.0 | 28.2 | 24.9 | 20.1 | 11.8 | -41.1% |
| IMPORTS | | | | | | | |
| United States | 516.8 | 551.6 | 554.1 | 412.5 | 424.0 | 378.0 | -10.8% |
| North Atlantic | 183.1 | 177.6 | 166.7 | 135.8 | 124.5 | 107.0 | -14.1% |
| South Atlantic | 51.4 | 55.5 | 58.6 | 41.5 | 43.9 | 38.3 | -12.7% |
| Gulf | 211.5 | 238.8 | 249.6 | 177.4 | 195.3 | 183.4 | -6.1% |
| South Pacific | 37.7 | 41.6 | 41.3 | 31.2 | 32.1 | 26.4 | -17.6% |
| North Pacific | 17.6 | 19.4 | 19.3 | 14.3 | 13.5 | 14.1 | 4.2% |
| Great Lakes | 15.9 | 17.8 | 17.6 | 12.4 | 11.4 | 9.2 | -18.8% |
| TOTAL | | | | | | | |
| United States | 917.7 | 973.4 | 967.5 | 720.6 | 735.1 | 696.3 | -5.3% |
| North Atlantic | 256.6 | 261.7 | 260.6 | 197.5 | 191.4 | 176.6 | -7.7% |
| South Atlantic | 69.7 | 75.4 | 80.4 | 56.4 | 60.4 | 57.0 | -5.7% |
| Gulf | 374.0 | 406.4 | 411.2 | 300.2 | 319.4 | 318.4 | -0.3% |
| South Pacific | 74.6 | 82.7 | 80.7 | 61.8 | 60.9 | 59.3 | -2.7% |
| North Pacific | 90.8 | 92.4 | 89.9 | 67.5 | 69.8 | 64.4 | -7.8% |
| Great Lakes | 52.5 | 54.8 | 45.8 | 37.3 | 31.4 | 21.1 | -33.0% |

submitted by the Governor to the Legislature. The budget reflects an operating profit of \$779,000."

In another positive indicator, the MPA finished 1991 with a general cargo tonnage increase for the first time in three years — a development Mr. Teel attributes to an improved labor/management climate, the port's state-of-the-art facilities, and aggressive marketing of the port's ability to handle specialized cargoes.

"We are extremely pleased and encouraged by both of these developments," Mr. Teel said. "Although the total increase certainly was not overwhelming, the fact that we were able to show any upturn in this recessionary economy, particularly after two consecutive years of decreases, is significant."

Mr. Teel attributed the increase to the advantages derived from operating in the first year of a four-year contractual agreement between labor and the Steamship Trade Association. The contract allows new customer-pleasing efficiencies such as unlimited midnight starts, flexible lunch hours, and consistent work under all weather conditions.

Total general cargo moving through all MPA terminals rose 0.4 percent, from 5,127,451 short tons in 1990 to 5,150,291 short tons last year. A dramatic 15 percent jump in exports — from 2,342,170 short tons in 1990 to 2,695,475 short tons in 1991 — was largely responsible for the overall 1991 increase.

"I also believe that the commitment of the various factions within the port

community — labor, the private sector, truckers, the Steamship Trade Association, pilots, and the railroad industry — to one common goal led to this year of turnaround," Mr. Teel said.

Of all the commodities handled at MPA terminals in 1991, steel increased the most sharply, from 154,837 short tons in 1990 to 237,519 last year — a jump of 53.4 percent.

The efficiencies of Seagirt's Intermodal Container Transfer Facility (ICTF) were also evident as 1991 railroad activity increased four percent over 1990. Total volume in 1991 rose to 85,525 lifts.

In addition, during 1991 as a whole, international cargo carried through the facility increased seven percent.

Mr. Teel said he expected the numbers to continue to climb with the

U.S. Containerized Liner Trades 1988-91 (Millions of Short Tons)

| EXPORTS | CY 1988 | CY 1989 | CY 1990 | Jan-Sept 1989 | Jan-Sept 1990 | Jan-Sept 1991 | Change 1990/91 |
|----------------|---------|---------|---------|---------------|---------------|---------------|----------------|
| United States | 32.5 | 39.9 | 40.5 | 29.6 | 29.8 | 33.1 | 11.1% |
| North Atlantic | 5.8 | 7.9 | 8.2 | 6.2 | 6.0 | 6.6 | 10.1% |
| South Atlantic | 6.4 | 7.8 | 8.0 | 5.7 | 5.9 | 6.5 | 9.4% |
| Gulf | 3.7 | 4.2 | 4.1 | 3.0 | 3.0 | 3.5 | 16.3% |
| South Pacific | 10.5 | 13.0 | 12.9 | 9.6 | 9.5 | 10.7 | 13.0% |
| North Pacific | 6.0 | 7.1 | 7.2 | 5.1 | 5.3 | 5.8 | 7.1% |
| IMPORTS | | | | | | | |
| United States | 34.8 | 40.2 | 39.2 | 28.8 | 29.6 | 28.1 | -5.1% |
| North Atlantic | 11.9 | 12.8 | 12.6 | 9.7 | 9.6 | 8.7 | -9.7% |
| South Atlantic | 5.3 | 5.7 | 5.4 | 4.1 | 4.1 | 3.9 | -4.3% |
| Gulf | 2.7 | 2.8 | 2.7 | 1.9 | 2.1 | 1.8 | -13.7% |
| South Pacific | 12.0 | 11.4 | 14.2 | 10.0 | 10.7 | 10.5 | -1.3% |
| North Pacific | 3.6 | 3.9 | 4.0 | 2.9 | 3.0 | 3.1 | 6.0% |
| TOTAL | | | | | | | |
| United States | 67.3 | 80.1 | 79.6 | 58.4 | 59.3 | 61.1 | 3.0% |
| North Atlantic | 17.3 | 20.7 | 20.7 | 15.9 | 15.6 | 15.3 | -2.1% |
| South Atlantic | 11.7 | 13.5 | 13.5 | 9.9 | 10.1 | 10.4 | 3.8% |
| Gulf | 6.4 | 7.0 | 6.8 | 5.0 | 5.1 | 5.3 | 3.9% |
| South Pacific | 21.9 | 26.8 | 27.2 | 19.7 | 20.1 | 21.2 | 5.5% |
| North Pacific | 9.6 | 11.0 | 11.2 | 7.9 | 8.3 | 8.9 | 8.0% |

Source: U.S. Bureau of Census

(AAPA Advisory)

dedication in January of a new CSX Intermodal service to Cincinnati and the Ohio Valley, one of Baltimore's traditional areas of strength, and significant expansion of service to the Southeastern markets.

(The Port of Baltimore)

Program Extended: NY&NJ Container Incentive

The Port Authority of New York and New Jersey has authorized the expenditure of \$1.5 million to extend its container incentive program, which reduces the cost of shipping export/import containers via rail between local marine terminals and the Midwest and Canada, Chairman Richard C. Leone announced today.

"By funding this program extension, the Port Authority will continue to assist in providing cost reductions for shippers using this Port while maintaining, or even increasing, the volume of containers moved by rail to and from the Midwest and Canada," said Chairman Leone following the monthly Board meeting.

On April 1 and thereafter, the extended container program will reflect intermodal cost reductions made in 1991 and will offer steamship lines and shippers incentives of \$20 per import container and \$40 per export container for cargo shipped by rail to and from points more than 260 miles from the New York-New Jersey Port.

The program is offered only to the organization paying the rail charges and it is estimated that 55,000 containers will be handled under the program in 1992, 5,000 more containers than the previous year.

The incentives initially offered to steamship lines and shippers in 1988 in order to make the New York-New Jersey Port immediately competitive were \$25 for each import container and \$50 for each export container traveling 260 miles or more by rail.

"The container incentive program is part of a broader Port Authority initiative to improve the Port's competitive position by reducing port costs and providing better intermodal service to the Midwest and Canada," said Ms. Lillian Liburdi, Director of the agency's Port Department.

"It had been the intention of the Port

Authority when it began the program to phase it out as intermodal improvements were made and port costs came down. As we achieve these cost savings the need for the incentive program will diminish and eventually disappear, making the New York-New Jersey Port the lowest-cost Atlantic load center," she said.

The container incentive program was begun in 1988 in conjunction with a joint tonnage assessment reduction by the New York Shipping Association (NYSA) and the International Longshoremen's Association (ILA), which over the years has resulted in an average reduction of \$120 per container paid by steamship lines on containers moving more than 260 miles to and from the New York-New Jersey Port.

The Port Authority's container incentive program further reduced the cost associated with transporting containers by rail to and from Midwestern points.

Other intermodal improvements have further reduced the costs at the New York-New Jersey Port. With the start of Conrail's daily double-stack service direct to Chicago last year, Conrail's westbound rates were reduced by 20 to 50 percent. Conrail calculates that its rates went down by 10 to 15 percent across the board when double-stack service began.

A new Conrail-Canadian Pacific rail service inaugurated last year provided direct rail service to Toronto and greatly improved service to Montreal. The Conrail-CP service now provides second-morning delivery to both cities, at a very competitive rate structure.

The introduction of Port Newark-Elizabeth seaport's Expressrail interim on-dock rail facility last August gave shippers further cost and service advantages. The efficiency of Expressrail's on-dock vessel-to-rail services and live lift operation has largely reduced costly drayage and chassis expenses that were at one time associated with rail moves via the Port.

Prior to the incentive program in 1987, 1.2 million marine cargo containers were handled at New York-New Jersey Port facilities. Of that number, only 82,000 moved to and from points beyond a distance of 260 miles and of that figure only 20,000 moved by rail.

Under the incentive program the

number was doubled, with 50,000 containers being handled via rail in 1991, increasing to 60 percent this Port's market share of the North Atlantic ports' Midwest and Canadian cargo.

A total of \$4.5 million in incentives has been paid to shippers and steamship lines since the inception of the Port Authority's program. It is estimated that a total of 55,000 containers will qualify under the program in 1992. However, changes in rail activity, such as the opening of the Oak Island Terminal in Newark, New Jersey, could increase the number.

"We hope that the recent improvements in cost and rail service have contributed to this growth," said Ms. Liburdi. "We are continuing to work toward improving our service and reducing port costs here," she added.

In the Board's action, the Executive Director of the bistate agency was authorized to review the program annually and to renew it as currently structured or at reduced levels in order to maintain the incentive program payments within the agency's \$1.5 million annual budget.

Air-Sea Cargo Link In Intermodal Chain

VIA is here excerpting from a study prepared by Gerhardt Muller, Principal Transportation Economist, Office of Business Development, The Port Authority of New York and New Jersey, about an often misunderstood aspect of international cargo transport.

The Port authority of New York and New Jersey is engaged in an on-going initiative to identify new ideas, business leads and potential market niches in the air-sea intermodal cargo link. In this regard, VIA wishes to present for its readership highlights of key elements in the air-sea link. Here are the questions most often asked:

What is air-sea cargo?

It is commonly referred to as the transfer of cargo between air and ocean carriers, taking advantage of speed and cost efficiencies of each of the modes. Such transfers usually take place without benefit of the same intermodal container because of the incompatibility of modal container characteristics.

It is interesting to note that, on the average, air cargo spends about 10

percent of its in-transit time in the air; the balance of time is waiting on the ground for something to happen.

What types of cargoes usually use this form of transport?

Mostly higher-value, larger-volume consumer electronics, automated office equipment, and high-technology parts that are less time-sensitive than other airfreight.

Any estimate of the amount of air-sea traffic?

Nothing that could be considered reliable. However, available figures presented at an air cargo conference in 1989 estimated that air-sea cargo increased worldwide from 54,000 tons in 1986 to 133,000 tons in 1988. Alternatively, one of the more sources that deals with air-sea cargo suggested a different set of numbers, specifically, that during the same time period, worldwide tonnage expanded from 50,000 to 100,000 tons.

The main reason for the unreliability of these numbers can be attributed to the following:

Cargo is not identified specifically as air-sea cargo manifests. Also, cargo moving in, through and out of containers, terminals and intermodal vehicles is considered as cargo for that mode only, not as part of a larger air-sea transshipment.

Both sources, however, agree that while more routing patterns are being used, four of the main route structures focus on the Far East (Asia Pacific region). They include:

(1) from Japan by ocean from Vladivostok in Russia and then on to Europe by air.

(2) from Southeast Asia by ocean to Singapore and the Persian Gulf, and then by air on to Europe;

(3) from India, Pakistan and Sri Lanka by ocean to the Persian Gulf and then on to Europe by air; and

(4) from Northeast Asia by ocean to the United States West Coast and then on to Europe by air.

All of these movements are basically one way: Far East to Europe. What about going from Europe to the Far East?

For the moment, Europe continues to be the customer and the Far East the supplier. However, it would be reasonable to assume that as EC '92 begins to gather steam, the European

Community, as a powerful economic bloc, might be in a position to become the supplier for items that the Far East, for whatever reasons, cannot compete with.

If this is true, it is also reasonable to assume that the table could be turned by shipping cargo from Europe by ocean to the East Coast and then flying it to the Far East.

New York could be in a position to take advantage of this by bringing into the picture air cargo/belly cargo carriers that fly out of New York on an almost daily basis.

What does this mean for The Port Authority of New York and New Jersey?

Although there was rapid growth during the mid- and late-1980s, little information exists from traditional sources about how the industry did in 1989 and 1990.

One of the key catalysts in organizing and implementing large scale air-sea cargo operations seems to be a close coordination between major regional intermodal facility operators and one or more aggressive international freight forwarders. Furthermore, advanced communication systems, such as the Electronic Data Interchange (EDI), and the willingness to look at this activity on a long term basis, are of equal importance.

The potential growth of the European Community, followed by an economically rebounding Latin America, could bode well for the New York-New Jersey bistate region as the intermodal gateway. The ease of intermodal access and close proximity between the major modes are essential to reduce on transshipment and handling costs.

Additionally, the easing of national and international trade and transportation regulations will encourage shippers and carriers, most likely via the forwarder, to investigate and at least experiment with air-sea cargo.

What is the long term perspective?

Becoming involved with this sector of the transportation industry is very complicated, perhaps more so than with traditional modal or intermodal transportation. Specialization in this field crosses many disciplines including in-depth knowledge of changing trading partners, evolving national and international regulations for both the shipper and the carrier, and the ability to

recognize and invest in the latest communications systems, like EDI, to speed up the flow and accuracy of documentation.

Furthermore, a tremendous effort will be needed in making transportation leaders aware of what air-sea cargo is really about, especially that the development of such systems requires a long term perspective.

(VIA Port of New York-New Jersey)

Vapor-Control System Certification in N.J.

Firms engaged in cargo loading and ballasting of tank vessels that emit vapors should be aware of new requirements that have been mandated.

The American Bureau of Shipping, Industrial Verification Inc. (ABS-IV) recently completed its first vapor-control system certification in New Jersey, in compliance with a recent "Letter of Adequacy" requirement by the U.S. Coast Guard.

The U.S. Clean Air Act of 1970 requires states to develop plans for compliance with established National Ambient Air Quality Standards for Ozone. Several states have issued regulations and established deadlines for the control of vapor emissions.

Every facility that installs a new vapor-control system and those with an existing system must have a "Letter of Adequacy" from the U.S. Coast Guard as specified in the Code of Federal Regulations, stipulated in 46 CFR #9 for tank vessels and 33 CFR 154 for shore-side facilities. This requirement can only be fulfilled after the installation has been certified by a certifying entity acting on behalf of the U.S. Coast Guard.

The ABS-IV is recognized as a third-party certifying organization by the Coast Guard to certify vapor-control systems. The company now has contracts for the review and certification of vapor-control systems with major facilities in New Jersey to add to those already established with entities in California, Louisiana, Alabama and Texas.

"The certification process is divided into three phases," noted Tony Nassif, Engineering Director for ABS-IV. "Phase I includes a detailed review of process and instrument diagrams, pressure vessels, and mechanical and

electrical components evaluation, flow calculations, pipe stress analyses, qualitative failure verification and an operations and training manuals review."

Phase II consists of field inspections verifying compliance with drawings reviewed in Phase I, the witnessing of welders' performance and qualifications tests, visual inspection of weld joints, nondestructive testing and examination, hazardous-area qualification of various electrical components, hydro-testing of piping systems and the verification of instrument-loop controls, alarms and set joints.

During Phase III, when the system is ready for commissioning, ABS-IV engineers witness the loading of gasoline into barges and the collection of vapors in the shore-based facility.

Also, before the cargo loading, engineers are available round-the-clock to witness the testing of safety devices and attend pretransfer conferences.

After completing all three phases, ABS-IV will send a certification letter and a final inspection report to the U.S. Coast Guard Captain of the Port for his issuance of a "Letter of Adequacy."

"The Coast Guard definitely has the expertise to certify control of vapor emissions, but not the resources," said Lieutenant Commander John Aheme of the U.S. Coast Guard Marine Technical and Hazardous Materials Division headquartered in Washington. "In order for us to investigate all entities involved, our field officers specializing in safety operations would have to spend a great deal of time away from other responsibilities. And, using independent companies such as ABS-IV somewhat guarantees impartiality."

(VIA Port of New York-New Jersey)

Record Productivity— Seattle Container Cranes

The Port of Seattle set an all-time record for container crane productivity in 1991 by averaging 25.6 moves per hour through seven container terminals.

"An extremely efficient labor force coupled with our own quality terminal services has made 1991 a year to be proud of," said Mr. Frank Clark, managing director, Port of Seattle. "This is a very team oriented Port environment. From the Port to labor

to stevedores — it all adds up to fast and effective movement of cargo. Our customers deserve the best."

Mr. Bob Frazier, president of ILWU Local 19 agrees, "We are very proud of our level of productivity. Given the increasing cargo projections for Seattle's customers, we look forward to the challenge of keeping our work at peak levels."

Local stevedores believe their solid relationship with the Port and the ILWU are key contributors to the rise in productivity. They also cite the well maintained Port equipment and terminal facilities as major factors.

The Port handled 725 vessel calls in 1991, with over 603,000 moves. The record shatters the previous one in 1990 by over 1.5 moves per hour. In May of 1991, port officials projected that they would exceed the 25 move per hour mark.

"We're not resting on our laurels," said Mr. Clark. "We plan to do better in 1992."

The Port of Seattle is an economic catalyst to the entire Puget Sound Region. It develops and manages commerce through the Seattle harbor, Seattle-Tacoma International Airport, warehousing and distribution centers, Shilshole Bay Marina, and Fishermen's Terminal. The Port impacts over 80,000 jobs in the region, and handles over \$30 billion a year in two-way trade.

Fruit Fumigation at Wilmington Authorized

The U.S. Department of Agriculture (USDA) has authorized the Port of Wilmington, North Carolina to perform large capacity breakbulk fruit fumigation. Robert Berninger, Director of the USDA's Hoboken (New Jersey) Methods Development Center approved a new 376-pallet capacity fumigation tent during a USDA supervised test at the Port of Wilmington on January 8, 1992.

With the USDA approval, the Port of Wilmington now may install additional fumigation tents, and is prepared to handle the fumigation of imported Chilean fruit in accordance with USDA regulations. Fumigation at the Port of Wilmington will be handled by Degesch America, Inc., a German-based firm with operations in the USA, Chile, South Africa and other countries.

"This is a good time for Chilean fruit shippers to consider shipping palletized grapes and other winter fruit to the Port of Wilmington, North Carolina," said North Carolina State Ports Authority Chilean Fruit Project Manager Walter Colton. "With the strong growth in fresh fruit exports from the Southern Hemisphere to the United States, the North Carolina State Ports Authority is preparing a specialized terminal to receive fruit."

As a key part of this project, design work on a 30,000 square foot chiller facility at Wilmington is being finalized by Bonar Engineering of Jacksonville, Florida. A contractor should be selected in March to construct the chiller facility in order to be ready to accept fruit in November, the beginning of the Chilean fruit season.

"Over 10 million boxes of fresh fruit from Chile, primarily grapes, are consumed annually in Southern markets which can be easily accessed from the Port of Wilmington," Mr. Colton said. "North Carolina-based supermarket chains such as Food Lion, Harris Teeter and others are interested in receiving fruit over Wilmington."

"Certain refrigerated ocean carriers involved in the Chilean fruit trade have costed out the Wilmington terminal and feel they can offer an attractive ocean freight rate to shippers over the Port of Wilmington, N.C.," Mr. Colton said. "Wilmington also offers the advantages of extremely favorable labor relations, an excellent statewide refrigerated trucking and cold storage warehouse network and strong interest from regional supermarket chains in receiving fruit through Wilmington."

Port of Seattle CEO To Step Down by Aug.

It was announced on March 4, 1992 that Chief Executive Officer Zeger J.J. van Asch van Wijck has informed the Port of Seattle Commission of his decision to step down from his post by August 1, 1992. The Commission regretfully accepted his resignation.

"This has been a tremendous time of growth and change for the Port of Seattle. I feel good that the Port now has a vision to shape its future for the 21st century. The Commission asked me to create that new path, structure the organization, and bring in the staff

so we could be more globally focused and responsive to our customers. I have met those challenges," said Mr. van Asch van Wijck. "I'm planning to move to the private sector. The Port is a 'public enterprise' and with my skills I'm most happy when I am doing the business part of the job," he added.

Speaking on behalf of her colleagues, Commission President Paige Miller responded, "Zeger has served us well, and we are able to provide consistency as we prepare to hand the reigns over to the next director. There are still many challenges facing us in the quick changing aviation and marine industries but we are prepared to handle those because of our competent staff."

Highlights of the van Asch van Wijck tenure:

- developed and adopted a new Strategic Mission and Goals.
- restructured the Port which streamlined and focused its resources on the new mission, thus saving the Port \$3.6 million.
- continued strength in the Port's financial base by increasing our net revenues by over 40%
- strengthened business planning in both Aviation and Marine Divisions.
- adopted an internationally recognized noise reduction agreement at Seattle-Tacoma International Airport.
- completed the Marine Container Development Plan for the next twenty years.
- sustained a high bond rating for the Port:
- developed and implemented two innovative electronic information systems for the international trade and transportation industry — LINX and BIMCOM.
- adopted and committed to proceed on the Central Waterfront Development Plan.
- recognized and initiated the five-county study to assist in finding the solution for the future needs of the air capacity issue — Flight Plan.
- invested over \$300 million in capital developments and infrastructure improvements.
- increased passenger traffic by 12% to over 16 million annually at Seattle-Tacoma International Airport.

- renewed focus on cooperating regionally between ports, unions and businesses, and the public and private sector.

Mr. van Asch van Wijck is the ninth Executive Director for the Port of Seattle, beginning his post in January 1989. During his tenure the Port has continued success in the maritime and aviation trade and transportation arenas boasting record-breaking statistics.

The Port of Seattle Commission has not yet discussed the process for replacing van Asch van Wijck but is expected to decide quickly.

The Port of Seattle is a municipal corporation established by the citizens of King County in 1911. It helps to create over 80,000 jobs in the region and handles over \$30 billion a year in two-way trade. It develops and manages commerce through Seattle-Tacoma International Airport, the Seattle harbor, warehousing and distribution centers, Shilshole Bay Marina and Fishermen's Terminal.

South Carolina Authority Marks 50th Anniversary

**By W. Don Welch,
Executive Director**

This year marks the 50th anniversary of the South Carolina State Ports Authority, and a half-century of building and expanding our state's best commercial resource, its seaport system, to maximize its productive utilization.

South Carolina's recorded maritime history began nearly five centuries ago, when its harbor sites were explored by the Spanish and the Huguenots. In colonial times, those sites became valuable as seaports.

The seaports flourished and declined, periodically, until well into the 20th century. And although the value of the seaports, particularly Charleston, was recognized, the commercial opportunities available to those seaports were not formally recognized until just prior to World War II.

When the Authority's founders wrote its enabling legislation, creating a state agency to be charged with developing its seaports, the name "Authority" was given, along with that responsibility, to include the Port of Georgetown and Port Royal as well as the headquarters Port of Charleston.

The development of port facilities came after the war, when the seaport was able to resume commercial operations. Charleston was the center of attention in expanding port physical facilities and services. It was during those years that North Charleston Terminal was acquired, and bulk and breakbulk facilities expanded.

During the decade of the '60s, the Authority's Governing Board foresaw the need for expansion capabilities and the coming age of containerization. The linear berth configuration, agreed upon early on in the Port of Charleston's planning, gave Charleston the advantage of versatility in berth utilization that many other ports did not have. That advantage has helped the Port to remain flexible in accommodating vessels of all types and sizes, and subsequently helped Charleston become a world-class seaport that today serves more than 50 of the world's leading ocean carriers on a regularly scheduled basis.

During the decade of the '70s, the Port of Charleston acquired the Wando Terminal property and began what has been a continuous program of developing containerized cargo service capability. While plans for the Wando Terminal proceeded, the Port's existing terminals were utilized to the maximum, often exceeding their design capacities in handling the workload that developed. It was also during the '70s that full-time regional offices of the Ports Authority were established in Greenville, S.C., Chicago, and New York, domestically; and overseas in Tokyo, Sydney, and Brussels.

The license to begin construction of the Wando came before the end of the decade, by which time Charleston had become the leading container port in the South Atlantic seaport range.

Throughout the '80s, all that foundation of planning, building and working to build the best possible container port began to pay off. The Charleston Waterfront Community continued to work to make Charleston one of the top seaports in the nation.

A revitalization program, launched at the Port of Georgetown during 1985, under the direction of Claude Baker, resulted in that port's becoming a highly successful operation, handling more than 1 million tons of bulk and breakbulk cargo annually.

Port Royal, at Beaufort, S.C., which is leased to Port of Port Royal, Inc., has made tremendous strides under the direction of Peter Cotter, its president and general manager. The Authority has acquired land and equipment in Port Royal, and is diversifying facilities which will open new marketing possibilities into the next century.

If all three South Carolina seaports can do as well the next half-century as they have the past 50 years under the flag of the South Carolina State Ports Authority, continuing success will be assured. (Port News)

Charleston to Lead In Automation Program

The Port of Charleston has been selected as the pilot location for U.S. Customs' next phase of automation, the Automated Export System (AES).

The Port, Sea-Land Service, Inc., and U.S. Customs will join together in testing a paperless data entry system for filing export declarations. Currently, export declarations consist of multiple copy paper forms which are either mailed or hand-carried to Customs. The computer-based system will allow direct filing by computer.

"This is an important step in U.S. Customs' ongoing program to automate document filing," said Mr. W. Don Welch, executive director of the South Carolina State Ports Authority. "The selection of the Port of Charleston clearly recognizes the advanced stage of automation we have purposefully pursued in the name of customer service."

The Port of Charleston, through the development and continual upgrading of the ORION computer network, has been the nation's leader in automated document filing. Since 1982, when ORION made its debut, the system has expanded to include direct links with U.S. Customs' Automated Manifest System, the Food and Drug Administration offices in Atlanta, and now operates full electronic data interchange services. Participation throughout Charleston's maritime and port-related transportation industries is 100 percent.

"Being selected as the AES pilot site is an honor for the entire Information Services staff," said Mr. John Christensen, manager of Information Ser-

vices at the Port of Charleston. "The programmers and systems designers at the Port are excited by the opportunity to be on the leading edge of U.S. Customs' next phase of automation."

Tacoma Lands Transfer Ahead of Schedule

The Port of Tacoma and the Puyallup Indian Tribe this month (March, 1992) announced that environmental work has been completed to allow transfer in ownership of about 86 acres of Port land to the Tribe.

The land consists of four properties, each of which is on or near Tacoma's Hylebos Waterway. The Port lands are among those being transferred to the Tribe as part of an historic land settlement agreement.

Although the deadline for the land transfer is set for the spring of 1993, Port officials said the four sites are ready for early transfer because environmental work has been completed ahead of schedule.

The Port has spend about \$2.8 million on extensive environmental work on the four completed sites plus two additional sites scheduled for transfer next year.

The Port, the Tribe and the Environmental Protection Agency worked together to address cleanup issues on the four Hylebos Waterway properties. The land transfer must now be approved by the Bureau of Indian Affairs before the property is placed in trust for the Tribe.

The Port of Tacoma Commission unanimously approved the four sites for transfer to the tribe at the regular commission meeting March 5.

Leaders from both the Port of Tacoma and the Puyallup Tribe hailed the land transfers as a sign that the parties are maintaining the constructive, cooperative approach embodied in the settlement.

"It would have been easy to have people pointing in all different directions," said Port Commissioner John McCarthy. "But everyone was pointing the same direction on this."

Ms. Marguerite Edwards, chairwoman of the Puyallup Tribal Council, said the land transfers demonstrate that the settlement provisions are working. "The Port should be commended for

its timely cleanup of the properties," she added.

Mr. Jeff Lyons, real estate manager for Puyallup International, Inc., said transfer of the largest of the four parcels will allow the organization to move ahead on plans for a 200-slip marina on the Hylebos Waterway. The marina is planned on a 72.6-acre site near the entrance to the waterway.

"I've never seen a permit go through the process so smoothly," Mr. Lyons told the Port Commission.

The Port spent about \$1 million on environmental studies and cleanup work for the future marina site.

Port of Tacoma Executive Director John Terpstra credited his legal and environmental staffs for keeping the land transfer process ahead of schedule.

As part of the overall settlement, the Port agreed to transfer to the Puyallup Tribe a total of about 215 acres of Port lands. The Port and the Tribe also agreed that complete environmental investigations would be completed on all lands slated for transfer.

Two additional sites, totaling another 129 acres, will require further environmental study and cleanup before they can be transferred. Those sites, which are on and near the Port's Blair Waterway, are due for transfer to the tribe by March 1993.

Africa/Europe

Port of Antwerp in 1991: Close to '90 Record

As a result of a strong fourth quarter, the port of Antwerp succeeded in closing 1991 with an overall maritime cargo traffic of 101,345,568 tonnes, only 0.6% down on the 1990 record figure. This overall tonnage can be broken down into 60.6 million tonnes of incoming (-2.6%) and 40.7 million tonnes outgoing (+2.5%) traffic.

Furthermore, Antwerp has confirmed its reputation as a general cargo port, with a traffic of 45.4 million tonnes, an increase of some 2 million tonnes as opposed to 1990. The major climbers in general cargo are labour-intensive and high value commodities, such as fertilizers (+23%),

paper and paper pulp (+6.4%), and fruit (+16.7%). Despite limited demand on the world market, Antwerp handled 9.4 million tonnes of steel products in 1991, only 2.4% down on the year before.

Container traffic rose by 12.4% to 18.6 million tonnes. This rise was partly due to the new Scheldt Container Terminal, which attracted various new container lines.

In addition, 555,000 cars were handled — a 20% increase on 1990. This traffic will undoubtedly continue to rise in 1992 after the new Left Bank car terminal, the location of the European Mazda distribution centre, becomes operational.

Incoming bulk goods were down by 2.6%. This was caused by a weak economic climate and affected mostly dry bulk. In 1991, the port handled some 11 million tonnes of ore, 8.5 million tonnes of coal, 3 million tonnes of grain, 4.6 million tonnes of fertilizer and 3.4 million tonnes of raw minerals and chemicals.

The number of ships calling at the port remained stagnant at 16,857 units. It should be added, however, that the size of the ships has increased, resulting in an increase in the total GRT by 5.7% to 148,782,592.

EDI: As from June 1991, Antwerp port companies are able to transmit messages to the municipal ship's tracking system APICS through the EDI system of the private sector SEAGHA. In its first phase, the electronic data communication facility between the port authority and the companies through SEAGHA consists of three types of messages: ship reporting, berthing application and warping (change of berth). SEAGHA witnessed an amazing growth in demand in 1991; over 165,000 customs declarations were made through the SEAGHA-SADBEL link, whereas the number of electronic messages transmitted through SEAGHA Clearing soared to over 55,000.

Future initiatives revolve around the electronic reporting of hazardous goods, the introduction of electronic mail and the linkup with other national and international networks. SEAGHA aims to capture a broad market, covering the entire transport chain, from producer to customer.

1991 Marseilles-FOS Authority in Review

Cargo traffic moving through Marseilles-FOS totalled 91 million tonnes. This marked a slight decrease of 3% in the total volumes of cargo handled, resulting from the stagnant economies in Europe and USA, and the effects of the Gulf war during the first quarter.

The market for containerized traffic with the Far East and South East, however, showed a very healthy increase, with a growth of 9.4% in the volumes of westbound traffic. This offset the effects of the re-organization of Scandutch, and its transshipment activities.

Asia trades, handling 150,000 TEUs per annum, represent a major part of the container traffic of the port, confirming the position of Marseilles-FOS in a leading role in trade and shipping activity between South Europe and the Asian markets.

New shipping services in 1991 between Marseilles-FOS and Asia included:

- a direct Maersk service between Singapore and FOS (Westbound)
- a direct CGM service Port Kelang and FOS (Westbound) from January 1992
- the new ZIM service to the Far East, with extension to Australia
- a second service to Vietnam (Saigon Line)

EDI: In 1991, the port EDI system, PROTIS, has been introduced and made compulsory for export procedures by forwarders. The import EDI procedure will be effective in 1992.

Dock Labour Reforms: The French government adopted last November 28, 1991 a fundamental project to reform the status of Dockers in all French ports.

This reform aims at "permanentizing" dock workers and, at the same time decreasing the number of dockers which is now 8,300 (of which 2,100 are based in Marseilles-FOS) and to achieve a 35% increase in productivity.

The overall objective, supported by shipowners, shippers and port operators, is to achieve a significant increase in productivity and to improve the

competitiveness and viability of French ports before 1993.

The "social costs" arising as a result of these measures, will be financed mainly in the framework of the public sector through social benefits, and is estimated to be FF 2 billion (US\$360 Million).

The deadline for implementation of the reforms is July 1992.

'92 Port Tariffs: The PMA Board of Directors decided to limit to 2.9%, the increase of port tariffs for port dues, equipment use etc. This compares with the annual inflation of +3% in France. The policy of moderation in PMA tariff increases has been particularly effective during the 1986-1992 period, with an overall 5.1% increase (to be compared with global inflation of over 20%).

New Working Schemes Save Jobs at Gothenburg

New working schemes will save over a hundred docker jobs at the Port of Gothenburg. They will also earn the Port about Swedish Kronor 30 million (£3 m.) a year. In an agreement between the Port and local docker unions, redundancies have been called off in exchange for new routines regarding overtime compensation.

Last October, the Port of Gothenburg announced that 200 of the Port's 1,000 employees would have to go in an adjustment of resources to new working methods. Since then, 32 foremen have been made redundant, while the jobs of 163 white-collar and blue-collar workers originally announced to be redundant have been saved.

In a joint effort to save jobs and money, port and union officials have now agreed on changed working patterns. A large portion of port work has been transferred from extra hands to regular workers by the introduction of a flexible dock worker force. This force of 50 or 60 men within the company can be put to work where needed.

Also, a special week-end shift has been agreed upon at one of the largest terminals at the port. Other measures include the right for the Port to compensate overtime work with time instead of money. Two-shift work from 0700 to 2400 hours will be retained at the Skandia container terminal; work

will stop for three times 30 minutes during a working day. Also, crane drivers will double as dock workers when needed, something that has not been the case before.

Gothenburg Makes Profit After Years in the Red

The Port of Gothenburg AB made a profit last year, after some years in the red. The Port of Gothenburg group made a profit of Swedish Kronor 20 million (£2 million), while the result of the parent company was a profit of SwKr 8.8 mio. (The Group includes affiliate companies for information technology, car import services, and re-insurance.)

The positive result was received with delight at Gothenburg but also with some astonishment: as late as last autumn, forecasts were negative and a big loss was anticipated.

The reasons for the positive result are threefold: capital costs were down thanks to a decreasing inflation rate; income from oil traffic was up; and several years of internal rationalization work paid off.

An inflation-based sale/lease back arrangement of the Port's land and buildings has made capital costs soar during the last few years. With a decreasing inflation rate, costs decreased dramatically last year.

- This must not conceal the fact that our own rationalization work has played an important part in the process, said Port of Gothenburg president Göran Wennergren.
- Nearly one third of the SwKr 50 million improvement in the Port Group's 1991 result can be attributed to this internal work, while capital costs accounted for almost two-thirds.

The Port of Gothenburg AB is a city-owned limited company that owns, builds and runs the port on its own income and reserves. No subsidies are granted by local, regional or national governments, nor by any other body.

Giant 'CGM Normandie' Calls in Bremerhaven

Upon her maiden voyage from the Far East and after departing her last port of loading, Singapore, the *CGM*

Normandie arrived in Bremerhaven on February 12, 1992 after a 21-day journey. There the giant transport ship moored at the BLG Container Terminal and was serviced by the C.G.M., Germany.

This newest addition to the fleet of the French shipping company CGM (Compagnie Générale Maritime) is the first such vessel to be employed in European-Far Eastern transport. It belongs to the new class of Port Panamax container ships which measure almost 40 meters in width and, for that reason, are unable to pass through the locks of the Panama Canal. In the ports of call, terminals are required that are equipped with far-reaching gantry cranes which are able to extend across the width of the ship.

The principal data for the 55,445 G.R.T. giant container ship are as follows:

| | |
|------------------------|-------------|
| Length over all (LOA): | 275.60 m |
| Width: | 37.10 m |
| Draught: | 12.42 m |
| Tonnage | 62,177 tons |

The *CGM Normandie* is driven by a 38,246 kW (52,000 h.p.) diesel engine which makes it possible to attain a cruising speed of 24.04 knots.

The container stacking capacity amounts to 4,419 TEUs, stacked five-deep, whereby 2,050 units are under deck and 2,369 units are stowed above deck. The ship is equipped with 250 connections on deck for the transport of 40-foot reefer container units. Hold 2 is authorized for the transport of 138 20-foot containers with hazardous cargo (in compliance with IMO III). The ship's crew consists of 10 persons.

The ship's equipment was designed on the basis of innovative technology: state of the art navigation, automation and communication facilities make it possible for one person alone to maneuver this giant ship. Computer controlled, automatic operating facilities effect precise course direction and increased maneuverability. A network of programmable control functions permits the ship operators to constantly monitor the ship and cargo. Information from computer storage with regard to existing conditions, alternations and processing on board, spare parts, performance, log-books, and ports of call,

etc., may be retrieved from on board computers and exchanged via satellite between the ship and shipping company.

The *CGM Normandie*, along with eight other modern container ships, regularly serves the Far East, as part of the T.S.A. (Tonnage Sharing Agreement). The service is offered by the French CGM, the Dutch Nedlloyd Lines and the Malaysian MISC.

This new European-Far Eastern transport offers weekly departures from Hamburg and Bremerhaven via Felixstowe, Rotterdam and Le Havre to Port Kelang (Malaysia), Singapore, Hong Kong, Pusan (Korea) as well as Kobe, Shimizu, Nagoya and Yokohama in Japan, and return runs via Hong Kong and Singapore to Europe. All important Far Eastern ports in Taiwan, Thailand, and in other countries are also served via an efficient feeder service.

The transit time from Bremerhaven to Malaysia is 21 days, to Hong Kong 25 days, and to Japan 30 days. The duration of the total round trip is 63 days.

Asia/Oceania

MSB Strategic Overview at Glance

Mission Statement

1. *To facilitate the efficient exchange of trade through the State's seaports for the optimum benefit of the people of NSW.*
2. *To ensure safe and balanced use of the State's harbours and navigable waters.*
3. *To ensure the protection of the unique marine environment in NSW ports and waterways, in accordance with Government policy.*

The Maritime Services Board (MSB) was established in 1936 as an authority of the NSW Government responsible for administering maritime matters within its jurisdiction.

Reconstitution of the MSB under the Marine Administration Act 1989 established new primary business arms of the MSB in the form of the four

subsidiary Authorities namely:

MSB Hunter Ports Authority — responsible for the port of Newcastle

MSB Illawarra Ports Authority — responsible for Port Kembla

MSB Sydney Ports Authority — responsible for Sydney Harbour and Botany Bay

MSB Waterways Authority — responsible for the waterways of NSW

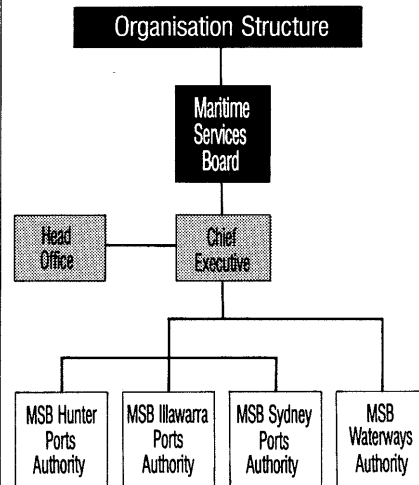
This opened the way for change and has enabled the MSB to increase its responsiveness to user needs and provide a significant impetus to the overall process of micro-economic reform on the waterfront.

The process of change continues and further steps in the rationalization of the organisation will occur.

The goal of these further changes is to progress port reform by continuing improvements in efficiency and management performance throughout the MSB. The three part strategy with which the MSB is pursuing this goal is essentially as announced by the Government when the MSB originally embarked on its reform program:

- 1 *Privatise port development and cargo handling operations by encouraging private sector ownership and investment.*
- 2 *Corporatise the commercial and regulatory operations of the MSB in each port.*
- 3 *Retain central control and*

co-ordination of those activities concerned with resource allocation, finance and policy formulation, concentrating on ports and waterways but no longer on marine matters.



Resulting from these strategic directions, the following will become increasingly evident:

- clearer definition and grouping of functions and responsibilities with the focus on core activities.
- further moves towards autonomy for the subsidiary Port Authorities including transfer of responsibility for strategic assets to the port management subsidiaries.
- expansion of the MSB Waterways

Authority to provide a full range of regulatory and commercial services to waterways users.

- reduction in the size of Head Office.
- streamlining of the MSB's support services by incorporating their substantive functions within other parts of the organisation.

- transfer of responsibility for the State's minor trading ports from the subsidiary Authorities to the MSB Head Office, to allow the MSB Hunter and Illawarra Ports Authorities to devote total attention to their respective principal ports.

In addition, the marine authority role of the MSB will transfer to the Department of Transport which will then be responsible for the formulation of marine policy and regulations. However, administration of marine policy and regulations will continue to be a matter for the relevant operating arms of the MSB.

One of the Department's principal tasks will be to finalize the review and rationalization of all NSW marine legislation currently in force.

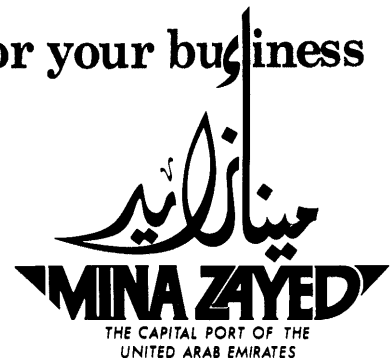
Any changes will be included in the proposed new Marine Bill which will complement the Marine Administration Act 1989 and the Marine Port Charges Act 1989, and effectively complete the overhaul and update of all major legislation relating to the MSB.

Many of the targets identified in the

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first MSB's Corporate Plan covering the period 1990-1993 have been achieved, and faster than expected. Accordingly, this updated Plan defines an accelerated reform program.

In summary, the significant change in emphasis of this year's Plan is the focus on enabling the subsidiaries to function more effectively as autonomous business units within the MSB framework.

Tangible and significant outcomes envisaged from this 1991-94 Corporate Plan include:

- a reduction in external debt to around \$150M
- a 30% reduction in real operating costs
- further staff productivity increases of around 20% in real terms, reflecting further staff reductions to around 1000 people
- a complete review and rationalization of all legislation governing the MSB's marine responsibilities, involving the separation of policy formulation from the administrative role
- increased encouragement for the efficient use of NSW ports through completion of the port pricing reform process commenced in 1990.

As required by the Marine Administration Act 1989, this Plan will be reviewed and updated by the MSB for the next financial year.

(Corporate Plan 1991-1994: MSB New South Wales)

Corporatisation Under Microscope: Melbourne

Corporatisation is the in vogue short hand term for an increasingly powerful and politically popular approach to both the administrative and financial reform of government business enterprises.

The Chief Executives of Victoria's three port authorities, Melbourne, Geelong and Portland, have established a joint working party which is currently examining corporatisation from the point of view of each port, and PMA Deputy Chief Executive, Mr. Dan Hourigan, recently attended the Public Bodies Review Committee's Corporatisation Conference to put forward the

Authority's views on the issue.

Mr. Hourigan said that corporatisation, as is the case with competition, should be seen as a means to attain an end objective, not as an objective per se, and that it was one of a number of options available to assist an organization reach its objective.

He said, "Improving organization performance is about management of change. Successful and lasting change is a process - not an event. Change is inevitable but participation in it is discretionary."

"The PMA is interested in being involved in change to achieve its objectives."

"The starting point is to establish clear objectives and to define an appropriate role and function. The role of the PMA has been re-assessed in response to the Government's requirement for the Authority to participate in the micro-economic reforms of the waterfront initiated and managed by the Federal Government. Re-assessment and the need for action is also underscored by the Authority's financial position and outlook."

"The Authority is not involved in many of the port activities that make up the waterfront, including pilotage, towage, stevedoring, storage and transport. All those Port services are provided by fully privatised operators. Therefore it is surprising to hear repeated calls for the privatization of the Port of Melbourne — most of it is already in private enterprise hands."

"The primary role of the PMA is to facilitate trade through the Port. The Authority considers that trade through the ports of Melbourne and Hastings will best be facilitated by low overall costs and high levels of efficiency and service delivery. The performance criteria for all levels of the Port of Melbourne should be set and measured against best international practice."

"That is because at this time, and until landbridging emerges as a real transport modal alternative, ports in Australia are not in competition with each other. The future development of the National Rail Corporation may change that."

"The Authority also has responsibility for planning the future strategic development for the Port as a whole and ensuring that it can grow as necessary to meet the future needs of the trading community."

"Under its Government approved revised role and function the PMA has a mandate to develop a clear, strategic commercial direction. It is considered that corporatisation may assist the Authority in achieving that commercial focus."

"It is clear that the Authority must expose itself to the test of commercial competitiveness in the provision of services. If activities currently done in-house can be done more cost efficiently by others, either on contract to the PMA, or by the Authority shedding the activity, then, consistent with its philosophy, the Authority has a requirement to adopt the lowest cost method of providing the service subject to satisfactory levels of quality and costs being sustained over the long term."

"For cost competitiveness to be achieved in that context the Authority must as a matter of urgency reduce overheads and develop work practices competitive with the private sector. Whilst being committed to appropriate due process, the rigidities, hierarchies and demarcations, which now characterize the PMA, must be replaced by a culture conducive to flexibility and adaptability to change."

"In these recessionary times the Authority has seen its revenue decline significantly, as the volume of trade in and out of the Port has fallen. Therefore, as an organization with no certain income flow through rates and charges, as our income is a result of the business output of other enterprises, it may be that the corporatisation model that may be suitable for other Government trading enterprises, is not so suitable for the Authority."

"In contrast to other government trading enterprises that operate only within the state of Victoria, the Authority operates in both a national and international environment."

"It may be that, upon investigation, the details of a particular generic corporatisation approach, which could accommodate other State Government trading enterprises, may need some modification to accommodate both the national and international perspectives which apply to port authorities."

"Ports, and the PMA in particular, have undertaken major organizational and cultural changes in recent times, to improve their performances as trade facilitators. The test for the achievement of that objective is how their

practices compare with best international practice."

"At this stage corporatisation is being assessed to see how it may facilitate and speed up this process of waterfront and port reform." (Panorama)

Port of Melbourne: Teaming Up for Success

"The PMA has recently adopted a new role for the future, that of a strategic port manager and trade facilitator. Both these goals suggest a flexible and opportunistic approach to the development of the Port and the need to work in partnership with all players that make up the waterfront industry. Therefore any suggestions the PMA can make to progress waterfront reform, particularly in areas outside its control, must be seen as a single input into a consultative process that involves many participants."

With this remark, Mr. Sanjib Roy opened an address on behalf of Mr. Peter Olszak, General Manager, Port of Melbourne, which was delivered to the Victorian Road Transport Association's "Freight Congress '91".

Mr. Olszak's speech said that from the Port of Melbourne's point of view he could not fully agree with the frequent daily litany of criticisms leveled at port operators and port operations in general.

"Much to the surprise of those who do not fully understand how the waterfront operates, parts of it often run efficiently and can achieve results of an international standard. This does not mean in any way however that there is little or no room for improvement."

"What it does mean is that there are some positive aspects to the operation of our Port that can provide the basis for improving its performance."

"Because the waterfront is an industry that has many operators the best results in waterfront reform will come from interactive and co-operative efforts between these players."

"No one individual effort or sectional reform will produce tangible results because it will often be negated by other downstream players."

"What is needed therefore are solutions which improve the operations of all aspects of the waterfront industry rather than the piecemeal approaches which may fix one area and not others."

"It is obvious that such all embracing

solutions will not happen overnight, and will require the desire of all parties to succeed."

The speech said that this was where waterfront management came in. He defined management as an organised effort by either individual operators or by some overall commitment to achieve particular goals.

It stated that one area of the waterfront industry which if appropriately managed would contribute to the process of waterfront reform and generate improvement in port efficiency was that of rationalization which could occur on several levels.

"Firstly it can occur within an organization like the PMA which provides a number of different services in the Port. Secondly, it can occur between individual operators within the Port and result in a reduction in the number of players, be they stevedores, terminal operators or shipping companies. Thirdly it can occur in the physical layout of the Port where particular areas can be used or reserved for different types of trade commodities."

"The PMA is currently examining a rationalization of its activities in association with the new role and function it has adopted, and I am sure this will continue as the movement towards corporatisation is achieved. What we are now looking at, is that the PMA will in future confine itself to the provision of infrastructure up to and including the berth face, roads, electricity, lighting and water supply. The private sector will be expected to provide all superstructure assets and facilities such as cranes, hardstands and sheds. We are also applying rationalization to how we will provide our services such that what the Port users get will be at the lowest cost-either from in house supply or contract."

"Our intention is to reduce Port costs, improve operations and generate productivity and efficiency gains so that the Port becomes a more attractive one in which to do business."

"Where rationalization occurs, or is applied to the operators in a port it usually means a reduction in the number of players and consolidation of competing enterprises. The argument that is put forward for such reduction is that these larger operations are able to gain the benefits of economies of scale, are able to finance the introduction of new technologies and equipment; and

therefore achieve a much lower level of costs and operations efficiency. Overseas experience shows us that these types of operations work very well."

The speech noted that the PMA had no intention of influencing or causing this type of rationalization in the Port.

"If this rationalization is to occur it will be brought about by market forces or through the co-operation and interaction of the current players. If the PMA can provide input and assistance to this process, it will be pleased to do so, but it will not instigate it. However the current common user facilities are by their size and configuration not conducive to optimum levels of productivity."

The speech also said that productivity gains could be achieved by organising the operations within a port to complement each other and the road and rail accesses that existed.

"In this, the PMA has a significant interest, and intermodal issues have high priority. The PMA is currently working with other players in the transport chain towards developing solutions which will improve the speed of cargo movement in and out of the Port."

"It is also carrying out a Land Use Plan project which is looking at the future development options for the Port."

"With co-operation and consultation with other Port players I'm sure that the best physical layout can be achieved and generate lasting productivity increases."

The speech concluded that the process which had been used to generate waterfront reform, that of consultation, agreement, commitment to change and the principles of working together had provided a basis from which current and future waterfront management could achieve even more.

Mr. Olszak's speech concluded, "It gives me confidence that we can become an efficient and productive port of world standing. I am certainly committed to this objective, as is the PMA. I hope you can be too." (Panorama)

Kitakyushu-Laem Chabang Sister Port Conference

Following the affiliation agreement with Laem Chabang Port last July, Kitakyushu Port held the first sister

port conference in Bangkok on November 25, 1991 to which our city dispatched the delegation headed by Mayor of Kitakyushu, Mr. Sueyoshi.

As a result of the conference, in which the participants extensively discussed on the promotion of our ports and the exchange between them, Kitakyushu Port will give training to some personnel of its sister port starting in 1992.

Also, we held a presentation meeting where as many as 150 persons from various industries including shipping attended and showed strong interest in our port.

Moreover, we attended the ceremony to inaugurate the monument, which is modeled after the symbol of Kitakyushu Port. We also paid a courtesy call on Minister of Transport and Communications.

With the first sister port conference, the relationships between our ports has deepened significantly.

* * *

On the 21st of this January, Laem Chabang Port celebrates the first anniversary of its opening. In celebration of this, the port held a grand ceremony which acting deputy mayor of Kitakyushu, Mr. Murakami, attended as representative of its sister port, Kitakyushu Port. He presented to Director of Laem Chabang Port, Mr. Karn, a memorial shield made after the symbol of Laem Chabang Port.

It should also be mentioned that on this occasion it was decided that the soccer team of Port Authority of Thailand will visit Kitakyushu to play friendship game with the Kitakyushu team in our city in April this year.

Agencies Improving Johor Infrastructure

There is a very high level of cooperation between the Johor State Economic Development Corporation (JSED) and Johor Port Authority in promoting greater development in the state. The two agencies have worked closely and have created an inter-dependence to promote the development of Johor.

The JSED is an arm of the Johor state government which spearheads economic development in the state. As an agency vested with such responsibility one of its major tasks is

to win more investors to the state.

The Corporation has been particularly active during the last few years, successfully attracting a number of major investors from Korea, Taiwan, Japan and Germany.

Often the two agencies are represented in each others' marketing missions overseas in an attempt to woo more investors to the state. The strategy has been useful in providing investors with complete information on just the investment climate but also on the state of facilities, such as port services and infrastructure facilities.

Thus, JSED takes close interest in the development of transport infrastructure in the state as it is crucial towards ensuring efficient and smooth transfer of goods from and into the state. Port of Johor is an area of interest since the availability of adequate port services can serve as a catalytic effect to investments. Reflecting this interest in infrastructure development JSED is represented on the board of Johor Port Authority. This helps the state corporation to be informed of the developments at the Port as well as provide feedback on the state's own growing requirements on port facilities.

According to the executive director of JSED, Dato' Mohd Ali Hashim the Federal government has identified a number of infrastructure development projects in the state, especially under the Sixth Malaysia Plan (1991-95). A total of M\$300 million will be spent on upgrading and expanding of road transport system to serve the growing requirement for efficient system for the movement of freight and passenger.

Dato' Ali said the present four-lane expressway that links the Port of Johor via the Pasir Gudang-Tampoi highway to the national grid will be expanded into a six-lane expressway. The expansion will expedite the flow of freight via Port of Johor, which has been witnessing a dramatic surge in the cargo handled.

Dato' Ali said the state will also greatly benefit from the completion of the North-South Highway which will put Johor Bahru and Kuala Lumpur within easy access. The project will be fully completed in 1993, thus opening up a new dimension and widening the hinterland of Port of Johor.

Another major infrastructure project to meet freight traffic is the proposed expansion of the Senai Airport into an

Aircargo centre. The state government which commissioned a study to ascertain the feasibility of the project, will inject M\$93 million to develop the facility by 1992.

(NADI)

ASEAN Port Authorities Association Officers

In its recent 17th ASEAN Port Authorities Association (APAA) meeting held in Kuala Lumpur from 14-16 November 1991, new office bearers have been appointed as follows:

Chairman: Mr. Yahya A. Ghani (Malaysia)

Vice Chairman: To be named soon (Brunei)

Secretary General: Mr. Omar Salleh (Malaysia)

Chairman of Working Committee: Dr. Lim Meng Soon (Malaysia)

Vice Chairman of Working Committee: Ms. Aida Dizon (Philippines)

AAPA hopes future correspondence and other dealings with APAA be addressed to new APAA secretariat at the Port of Johor Authority, Malaysia.

ADB Assistance for Maldives Port Project

The Asian Development Bank has approved a \$250,000 technical assistance grant for the Second Male' Port Project in the Maldives, an archipelago of about 1,200 islands.

The Male' Port Development Project was approved in 1988 and supported by the Bank with a loan of \$6.4 million. This First Phase Project comprised the rehabilitation and improvement of the Commercial Harbor, construction of the South West Harbor and the provision of cargo handling equipment to reduce congestion at Male' Port and facilitate the handling of future traffic growth and port development.

The construction of an alongside berth, which would benefit foreign cargo handling and enhance productivity, was deferred to Phase Two Project as the site options required collection and analysis of additional data.

Under the technical assistance the economic, financial and technical feasibility of constructing an alongside berth at the outer margin reef of the Commercial Harbor, improving the

South West Harbor and providing complementary port facilities will be examined. The technical assistance will also study the scope and feasibility of providing additional dredging equipment to deepen outer island harbors.

The technical assistance will be carried out over five months and will require about ten man-months of consulting services.

The executing agency for the technical assistance will be the Ministry of Foreign Affairs and the Ministry of Public Works and Labour will be the implementing agency.

British Aerospace Gets Simulator Contract

By Ng Soek Mun

Public Relations Dept.

Port of Singapore Authority

PSA has awarded a contract to British Aerospace Simulation Ltd. (BAeSL), UK to design and supply a Full Mission Shiphandling Simulator (FMSS). CDRE (Res) James Leo, Executive Director of PSA and Mr. J W N Yeomans, Managing Director, British Aerospace Simulation Ltd. signed the contract on 14 Dec. 91.

The simulator system consists of a complete replica of a modern ship's bridge with automatic radar plotting aid, navigational aids, engine vibration and aural sounds.

The ship simulator will be housed at the Singapore Port Institute. It will be used to train pilots to navigate and berth different types of vessels under a wide variety of simulated marine environment.

The Ship's Bridge system comes with full-colour computer generated scenes of coastal areas and harbours shown in daylight, night, dusk or low visibility conditions. Simulation of realistic shiphandling is achieved with authentic controls, instruments and sophisticated software.

The Tugboat/Ownship Station is another component of the FMSS. It can either be used as a "standalone" training system or be integrated with the Ship's Bridge System. The latter allows trainees to manage and control the vessels to avoid collision and to berth the vessels safely. Trainees gathered in a classroom with remote monitors, can view the reactions of those using the simulator system. They

can then discuss corrective actions with the instructors.

The Research and Development station of the FMSS will not only provide facilities to prepare exercises/databases, but also undertake research programmes in port developments.

Limited areas of simulation training and research work commenced in Jan 92 when the Research and Development station was delivered. The FMSS will be fully commissioned in Jan 93.

The purchase of the FMSS indicates PSA's commitment to provide comprehensive training for its staff. Harbour pilots and other marine personnel will be given advanced training to improve their operational productivity and to enhance navigational safety.

(Port View)

New Customer Service In Philippine Ports

Ports under the jurisdiction of the Philippine Ports Authority (PPA) are setting up Port Integrated Clearance Offices (PICO) to facilitate transactions between port users and public offices. The PICO, a "one-stop-shop" documentation and action center, expedites processing of entrance and departure clearances for domestic vessels and cargoes.

As of this writing, PICO have been set up in the ports of Davao, North Harbor, Polloc, Dumaguete, Surigao, San Fernando, Puerto Princesa, Iloilo, Zamboanga and Nasipit, among others. More are slated to be set up before the month ends.

The PICO office at the Port of Davao is housed at the former DIPPSCOR office; in Polloc, at the Amenity Building of the baseport; San Fernando, at the former INTERBULK office; in Iloilo, at the Old Foreign Pier. Other ports are still in the process of determining the location of their PICO office.

The new customer service integrates government efforts to facilitate and improve public service delivery in the ports. It strengthens government presence where its services are needed. Further, this simplifies procedures and provides greater efficiency, thus minimizing operating costs in providing the services.

The PPA is the lead agency for establishing the PICO. Other public offices involved in the PICO are the

Bureau of Customs, Bureau of Quarantine, Bureau of Animal Industry, Bureau of Plant Industry, Forest Management Bureau, Postal Services Office, National Telecommunications Commission, Philippine Coast Guard and the Philippine National Police.

(Port Trends)

PSA's Brani Terminal Starts Operations

By Ng Soek Mun

Public Relations Dept.

Port of Singapore Authority

Brani Terminal, PSA's third container terminal, started operations ahead of schedule in December '91 with two quay cranes, which are in a distinctive green, six yard cranes and 100 staff. The first vessel, Cho Yang Glory, arrived at the Terminal on 21 Dec. to discharge 582 containers and load 330 containers. Up to the end of Dec. 91, 12 vessels had called at the Terminal.

Brani Terminal boasts of a high degree of automation in planning and operations. The container handling equipment are more advanced and faster in operations, thus increasing the Terminal's efficiency. Sophisticated computer applications are also being progressively implemented.

The new three-storey Brani Terminal Building (BTB) houses the control centre, administration offices, a repair workshop for container-handling equipment and offices leased to some shipping companies.

Procedures and systems are the same as those used at Tanjong Pagar and Keppel Terminals. However, there will be more extensive computer applications for planning and operations. The roads at Brani Terminal are wider to allow faster flow of traffic. The turn round of ships and trucks is expected to be faster also. There will be greater reliability in the operations and higher standard of services.

Brani Terminal will have five main and four feeder berths when fully completed in 1994. It is expected to handle a maximum of four million TEUs with an equipment fleet of 29 quay cranes, 74 yard cranes and 100 double-stack trailers. Tanjong Pagar, Keppel and Brani Terminals together will meet Singapore's container-handling capacity of ten million TEUs by 1994.

(Port View)

SINGAPORE PORT INSTITUTE

The Singapore Port Institute (SPI), the training arm of the Port of Singapore Authority (PSA), has trained some 3000 personnel from 52 countries through its courses. For 1992, SPI will be offering the following courses for managerial, operations and technical personnel from the port and shipping industries:

| COURSE TITLE | DATES | FEES (S\$) |
|---|-------------------------------|------------|
| 1. Management of a Warehousing & Distribution Centre | 4 May – 8 May | \$1 100 |
| 2. Port Management & Operations | 15 Jun – 26 Jun | \$1 950 |
| 3. Management of Container Operations | 6 Jul – 17 Jul | \$1 950 |
| 4. Management & Maintenance of Port Equipment | 13 Jul – 24 Jul | \$1 950 |
| 5. Management & Operations of a Break-Bulk Terminal | 27 Jul – 7 Aug | \$1 950 |
| 6. Oil, Chemical & Gas Tanker Safety | 7 Sep – 18 Sep | \$1 950 |
| 7. Port Engineering & Development | 7 Sep – 18 Sep | \$1 950 |
| 8. Management of Port Marine Services | 14 Sep – 25 Sep | \$1 950 |
| 9. Marine, Fire & Oil Spill Control | 28 Sep – 9 Oct | \$1 950 |
| 10. Management of Port Security | 5 Oct – 16 Oct | \$1 950 |
| 11. Port Finance for Non-Financial Managers | 12 Oct – 16 Oct | \$1 950 |
| 12. Container Ship Stowage Planning | 9 Nov – 20 Nov | \$1 950 |
| 13. An Overview of Hydrographic Surveying | 16 Nov – 27 Nov | \$1 950 |
| 14. Handling, Storage & Transportation of Dangerous Goods | 23 Nov – 4 Dec | \$1 950 |
| 15. Practical Pilotage Attachment | (2 weeks duration on request) | \$1 950 |

For course details and application forms, please contact us at Singapore Port Institute; Telex PSATRG RS28676; Telephone 274-7111 (Ext 1825); Telefax (65) 274-0721.

A GLOBAL WAR AGAINST DRUGS

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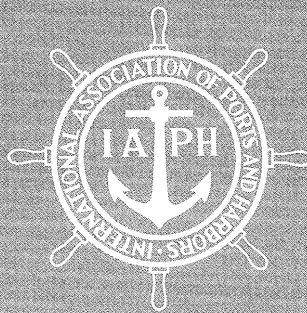
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IAPH (The International Association of Ports and Harbors)

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for their fight against the illegal trafficking of drugs