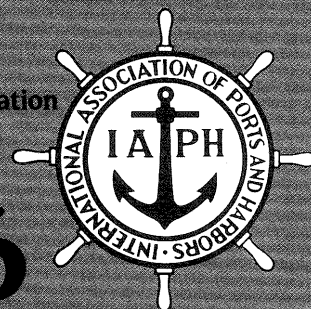


# Ports & Harbors

The Publisher  
The International Association  
of  
Ports and Harbors

July-August  
1992 Vol.37 No. **6**

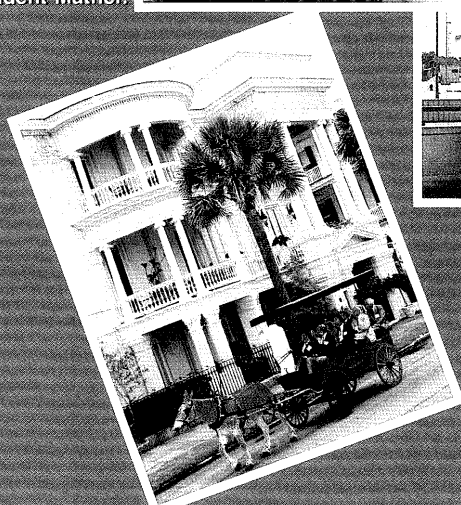


## Mid-Term IAPH Meetings in Charleston, May 1992

Mayor of Charleston  
J.P. Riley (left)  
receives IAPH  
President Mather.



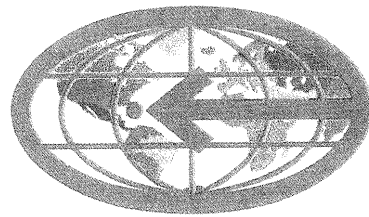
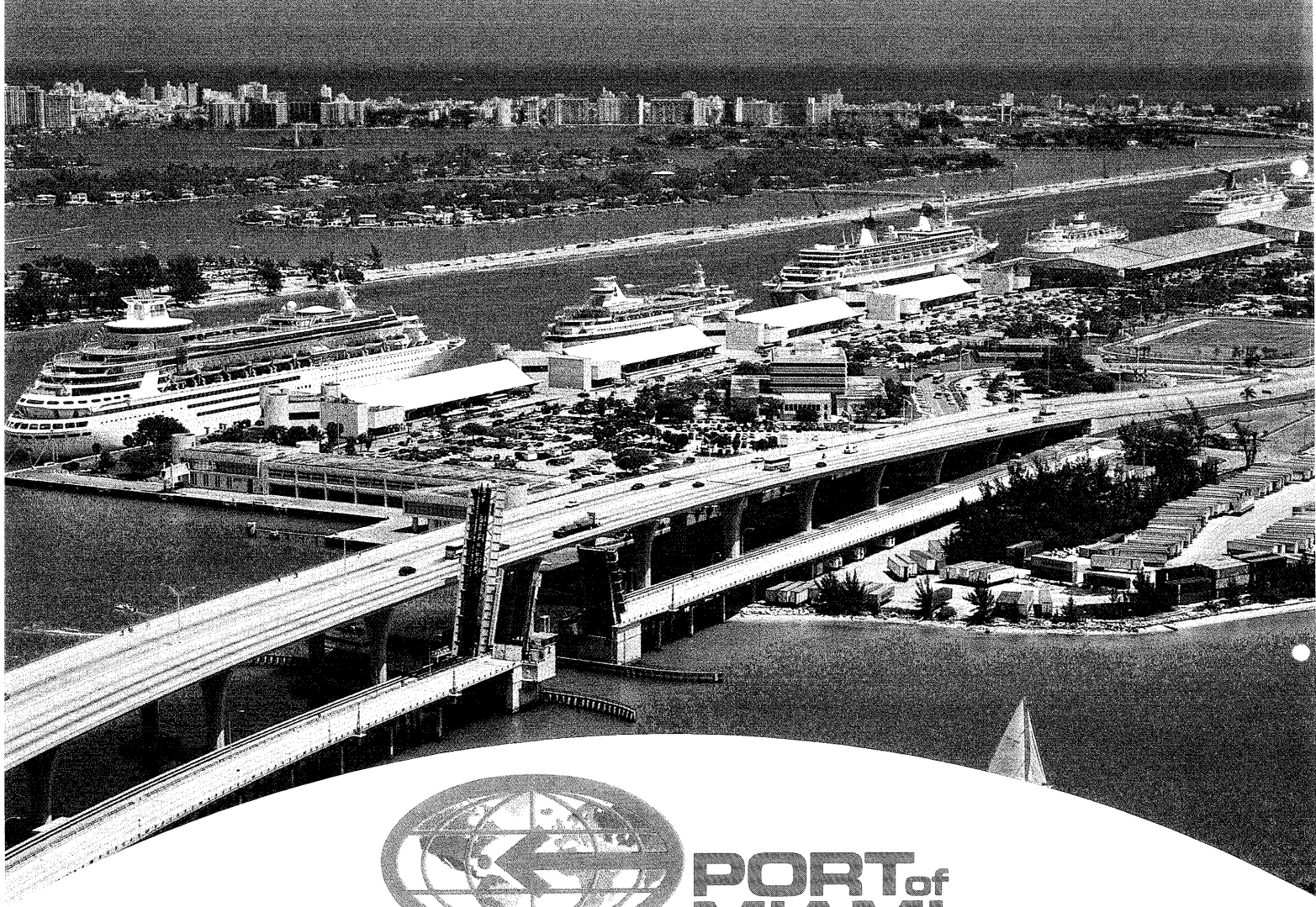
Mr. Royall,  
Chairman of  
the Host Port  
and Mrs. Royall



Mr. Don Welch welcomes IAPH participants







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# Ports & Harbors

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**Second Vice-President:**  
Robert Cooper  
Chief Executive, Ports of  
Auckland Ltd.  
New Zealand

**Third Vice-President:**  
Jean Smagghe  
General Manager  
Port Automome du Havre,  
France

**Conference Vice-President:**  
Max Moore-Wilton  
Director-General  
Department of Transport  
New South Wales  
Australia

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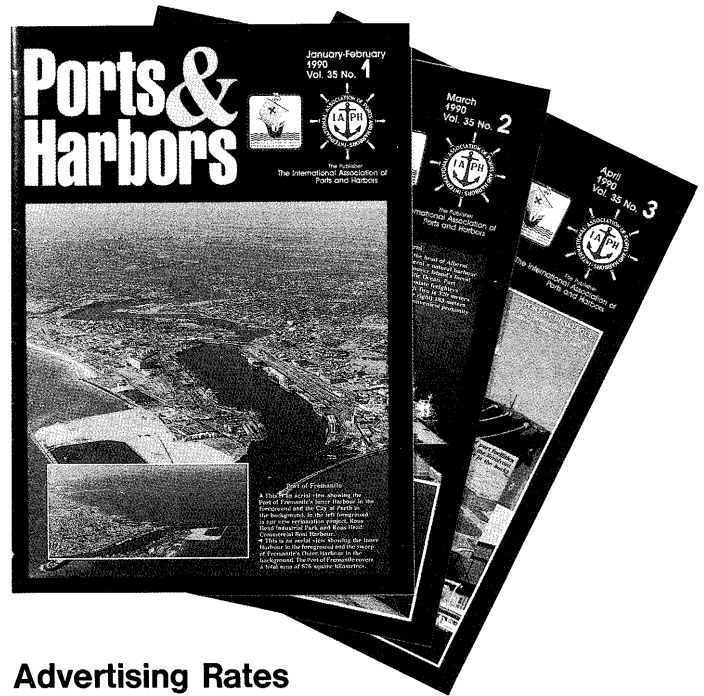
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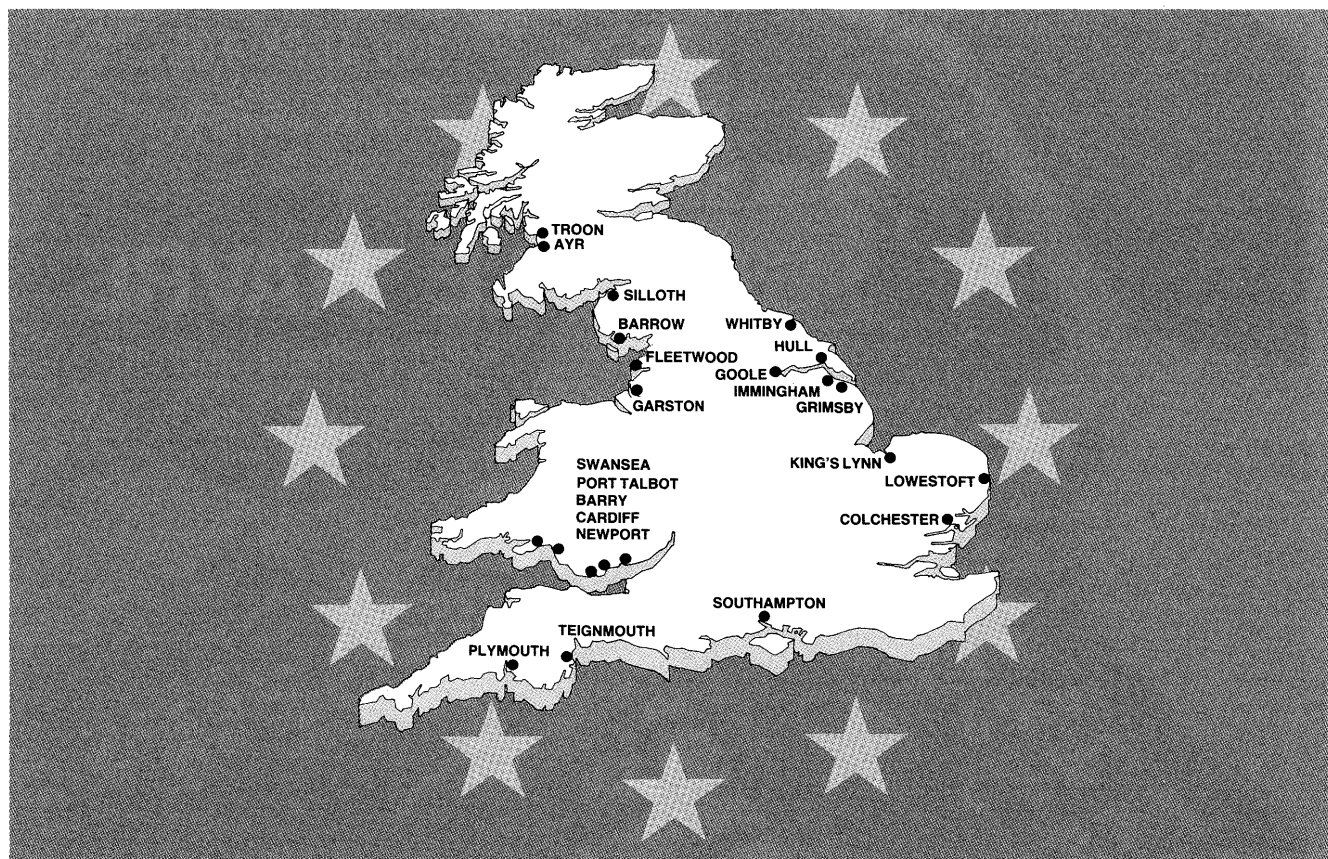
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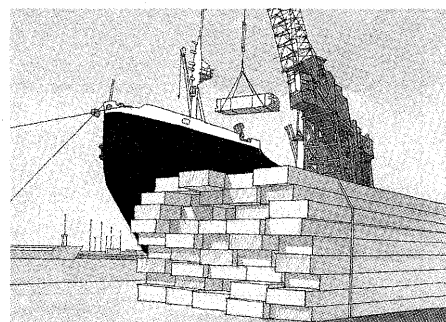
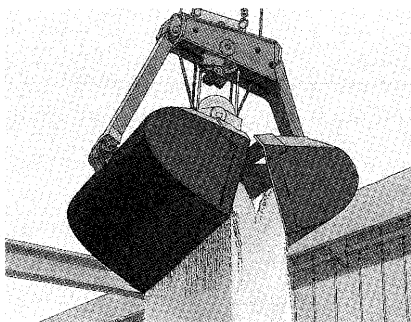
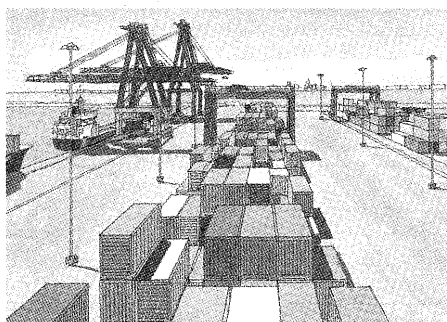
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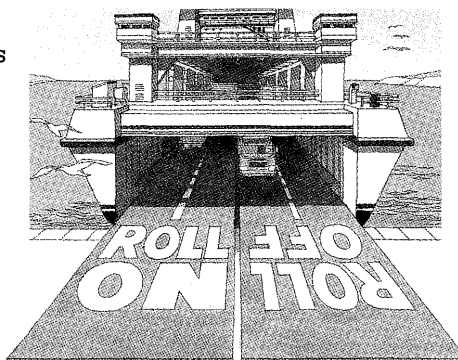
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# IAPH ANNOUNCEMENTS AND NEWS

## Exco in Charleston Promotes Restructuring of Committees

### — Resolution Supporting Open Trade Policies Passed —

The mid-term meeting of the Executive Committee of IAPH was held on Thursday, May 7 from 9:00 am at the True Laurel Room of the Hawthorn Suites Hotel in Charleston, South Carolina, U.S.A., hosted by the South Carolina State Ports Authority. The full membership of the Exco — there are 23 active members and one vacancy — gathered together in Charleston to engage in deliberations to check if we are going in the right direction in pursuing the work which we resolved to carry out at the previous Conference, to find out what additional or new efforts are necessary for our Association to function more effectively, and of course to agree on the guidelines for the next Conference so as to facilitate further coordination with our hosts. It was of course not only the Exco members who assembled there from the various IAPH ports; also present were three times more enthusiastic IAPH activists, including our Legal Counselors' Chairman, Committee Chairmen, Liaison Officers and the Head Office Secretariat members. Thus the total number of participants including some accompanying persons, was reported by the host as 100.

The previous three days, from Monday through Wednesday, the various Technical Committees and their sub-committees as well as all the Internal Committees had met in the hotel's various conference rooms for deliberations which enjoyed enthusiastic participation of the committee members and observers. The Strategic Planning Committee which was established at the Fremantle Exco also had intensive discussions covering two full afternoons on Wednesday, May 6 and Thursday, May 7, which formed the basis of its recommendations concerning the major restructuring of our committees and their work areas in the form of a blueprint for the schedule to move towards the new set-ups. For the benefit of all the Association's members, we summarize the major points covered by the Exco in its two days of sessions and the decisions resulting from the deliberations in Charleston as follows:

\* \* \* \* \*

#### Members present were:

John Mather, President of IAPH	Clydeport, UK
Carmen Lunetta, 1st Vice-President	Miami, USA
Robert Cooper, 2nd Vice-President	
	Auckland, New Zealand
Jean Smagghe, 3rd Vice-President	Le Havre, France

Max Moore-Wilton, Conference Vice-President

Sydney, Australia

James H. McJunkin, Immediate Past President

Long Beach, USA

Patrick J. Keenan

Cork, Ireland

H. Molenaar

Rotterdam, Netherlands

J.M. Moulod

Abidjan, Cote d'Ivoire

P.O. Okundi

Kenya

Fernando Palao

Madrid, Spain

Alexander Krygsman

Stockton, USA

Charles M. Rowland

Canaveral, USA

Norman C. Stark

Vancouver, Canada

Dominic J. Taddeo

Montreal, Canada

John J. Terpstra

Tacoma, USA

W. Don Welch

Charleston, USA

Kim, Jong-Kil

Pusan, Korea

Goon Kok Loon

Singapore

John A. Miller

Hong Kong

Yoshiro Haraguchi

Nagoya, Japan

M. Rajasingam

Kelang, Malaysia

Ikuhiko Yamashita

MOT, Japan

Patrick Falvey, Chairman of Legal Counselors

New York, USA

Alex J. Smith, IAPH European Representative

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Hiroshi Kusaka, Secretary General

Tokyo, Japan

Rinnosuke Kondoh, Deputy Secretary General

Tokyo, Japan

Kimiko Takeda, Under Secretary

Tokyo, Japan

Kohnosuke Onso, The IAPH Foundation

Tokyo, Japan

Bob Calis, PACOM Chairman

Fraser River, Canada

Kim, So-Young

Pusan, Korea

Kim, Hee Kuk

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Adelaide, Australia

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Kenya

John Hayes

Sydney, Australia

John Wallace

Sydney, Australia

Ian Baird

Port Hedland, Australia

Jose Perrot

Le Havre, France

Erik Stromberg, AAPA President

Virginia, USA

**Note:** A List of the entire participants as supplied by the Host is attached later to this report.



# The Mid-term Exco Meetings

## — Summary of Discussions and Decisions —

### Day One - Thursday, May 7

The agenda for the first day's meeting of the Exco dealt with the work of the Association as undertaken by the respective committees and Liaison Officers as well as the Head Office Secretariat since the Spanish Conference held one year ago.

Mr. Mather, the President of IAPH and Chairman of the Exco, opened the meeting by welcoming all members

and by thanking the host, the Port of Charleston, and its Chief Executive, Mr. Don Welch. He then introduced the new Exco member, Mr. John T. Miller from Hong Kong.

Mr. Kusaka, the Secretary General, was invited to make his report. The Secretary General's report is featured in the box below.



*IAPH Officers at the head table: from left, Secretary General Kusaka, 2nd VP Copper, President Mather, 1st VP Lunetta and 3rd VP Smaghe*



*All the Exco members gather together for the two-day meetings.*

#### **Secretary General's Address by Hiroshi Kusaka**

Mr. President and members of the Executive Committee:

It is a pleasant duty for me to report on the activities of our Association during the months following the Spanish Conference last May.

First I would like to express my deep gratitude and appreciation to our hosts at Charleston for inviting the IAPH Executive and other committees to meet in this beautiful port city. In particular, I wish to express my

profound respect and thanks to Mr. Robert V. Royall, Jr., the Board Chairman, and Mr. Don Welch, Executive Director, the South Carolina State Ports Authority, as well as their able staff members, not only for the enthusiastic and dedicated service they made in arranging for our meetings this week, but also for the valuable and generous cooperation that the Port of Charleston has continually afforded IAPH in support of our various activities since joining the Association in 1973.

As for the details of the Association's activities, we have kept our members informed of all developments through "Ports and Harbors" and by other forms of communication. As you will find in my Report submitted to this meeting, the scope of our activities has been most

wide-ranging. To help your understanding of how actively our members and committees have been working, the major activities in chronological order are listed and included in the Report under Section 3.

The numerous achievements we have been able to report to IAPH's worldwide membership have been due to the valuable advice received from the President and Vice-Presidents and to the leadership displayed by the committee chairmen, as well as to the devoted service they have given us. I would like to thank them all and the respective port organizations which have always been behind these enthusiastic activists of our Association.

The great advantage for our Head Office in Tokyo has been that we are so closely linked with our officers, committee and sub-committee chairmen and our European representative as well as our Legal Counselor in New York, to whom we can easily communicate by fax seeking their advice on various matters requiring quick solution. Although such requests from our office have been made almost every day to the different offices of our key officials, we have always been able to receive appropriate advice on a timely basis. I would like to express our sincere thanks for the generous assistance given to us on each occasion.

I am convinced that our deliberations at Charleston will be able to produce a satisfactory conclusion concerning the future course of our Association for the increased benefit of everyone at IAPH and world ports at large.

The meeting then turned to the Internal Committee Chairmen's reports and recommendations.

## **Membership Committee**

Mr. Lunetta, Chairman of the Membership Committee, reported on the current situation of IAPH's membership. He referred to the number of Regular and Associate members as of March 31, 1992 as being 227 (687 units) and 106 (108 units) from 80 different countries. He noted that the total number of Regular and Associate Members had shown a slight decrease from the 233 Regular and 111 Associate Members respectively on record at the time of the Spanish Conference one year ago. Nevertheless, as a result of the latest tonnage report by the Regular Members, there was an increase of 15 units in the figures for 1992 over those for 1991.

The Committee's initial order of business was to draft a letter to IAPH members that would encourage the Association's officers and members to pursue new members in the course of their travels. In particular, the Committee wished to enlist new members from the Caribbean and Latin America. The Committee was optimistic, seeing the current period as a time of great opportunity to collect new members, particularly from newly-privatized ports in the Caribbean and Latin American areas, as well as the former Soviet Bloc.

As for the dues delinquent members, the Committee encouraged the Secretary General to continue communications to the members concerned by offering rather more flexible treatment and required the Secretariat to report on the results at the Sydney meeting in 1993.



*Membership Committee meeting*

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## **Finance Committee**

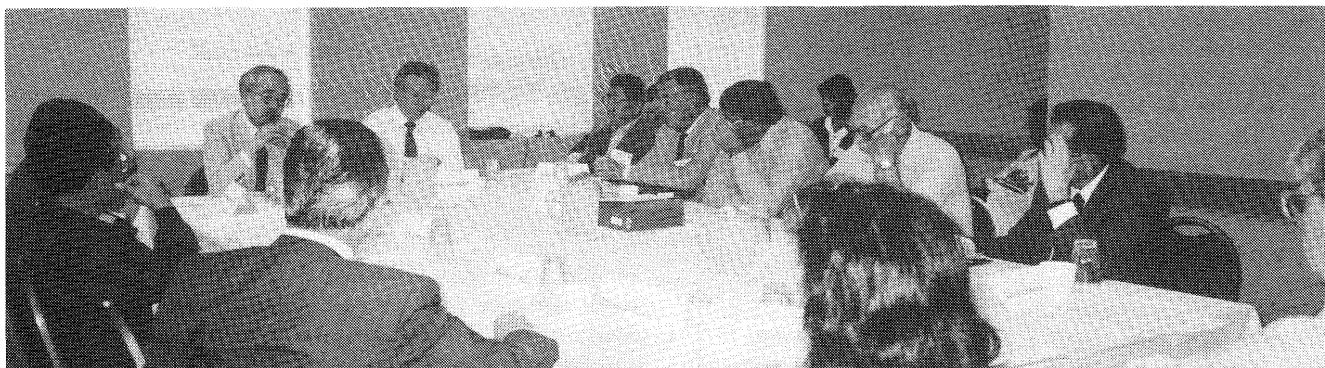
Mr. Welch spoke next for the Finance Committee. His Committee had met the previous day and, in general, found the finances of IAPH to be in very good shape. The accounts were in accordance with the budget set in Barcelona and the budget did not need to be modified. The subject of delinquent accounts was addressed by this Committee as well.

Again, there was a valid explanation for those members in dues delinquent situations and extensions had been granted on the conditions in line with the guidelines as agreed by the Membership Committee. It was confirmed that these accounts had no negative impact on the budget.

The Special Account dealing with the CIPD schemes was discussed. The fund for the bursary scheme is made up of voluntary contributions that are not tied to the budget

in general account. It was determined that a continuing effort should be made to solicit funds for the bursary scheme that would be used to pay for the training and education of port staff from developing countries. So far, only 50% of the targeted amount of US\$70,000 has been reached. The program will need to be cut in half if the rest of the funds are not raised.

Mr. Smaghe then expressed his gratitude for the French translation of the IAPH journal. Mr. Moulod said that the African ports in the French-speaking region were also grateful for the arrangement. Mr. Mather pointed out to the meeting that the IAPH Foundation in Japan has been generous in supporting the translated versions of the publications, in cooperation with the Ports of Le Havre and Bordeaux.



*Finance Committee meeting*

## **Constitution and By-Laws Committee**

Mr. Falvey then gave the Constitution and By-Laws Committee report. In Barcelona, several members of this Committee had begun to think about changing the title of IAPH's Vice-Presidents. It was felt that instead of calling the three Vice-President by number, their titles should reflect the names of the three regions. Also, if the President could not attend a meeting, the First Vice-President was now expected to take over to chair the meeting.

After much discussion, it was decided that Mr. Falvey should put the various alternatives in writing to President Mather. This matter could then be re-considered when the Executive Committee had more time to see if the current

system needed any change or not.

Mr. Palao brought up the subject of the creation of the European Ports Association. He wanted to seek the Exco's views as to whether such a new organization could be incorporated into IAPH under the current provisions of the By-Laws or by amending the By-Laws, if such an idea was acceptable to the members at large. Mr. Mather stated that the Strategic Planning Committee which Mr. Mather chairs would consider this subject further so that they could come up with a recommendation on the final day's meeting of Exco.

## **Committee on International Port Development (CIPD)**

Mr. Goon then presented the CIPD's report. When he began as Chairman in May of 1991, he sent letters to all members to see if they wished to remain on the Committee. Most members did wish to remain, and two new members with solid relationships with United Nations organizations were added.

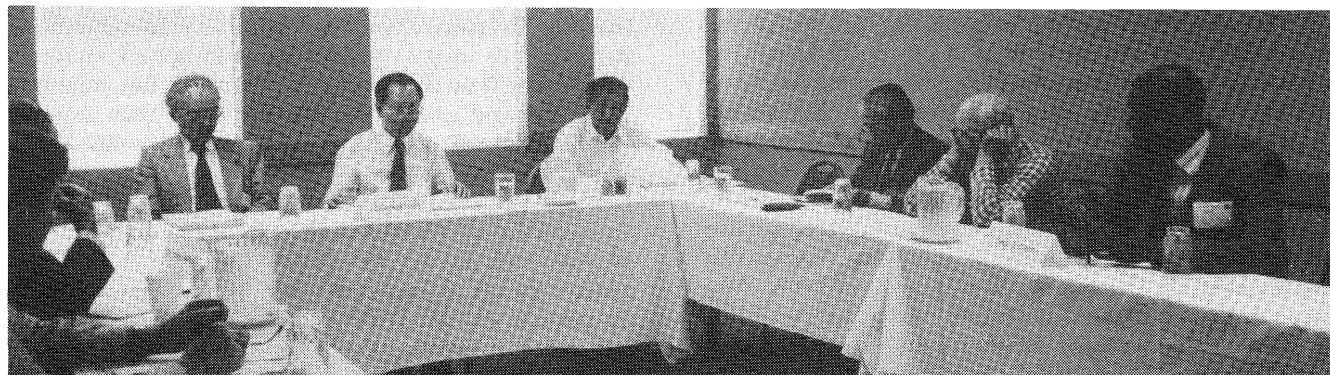
The Committee decided that its main work would be to concentrate on the training of middle management port personnel. The bursary scheme would be continued. The Committee set stipulations on how applications were to be filled in. Essentially, the Committee decided that the port should apply on behalf of its employees.

It was reported that the topic of the essay competition had been decided to be "HOW THE QUALITY OF PORT SERVICES COULD BE IMPROVED." The top prize winner will be invited to the Sydney Conference. It was decided that the Committee would liaise with UNCTAD

to publish monographs.

Regarding the 57 + Scheme, some consultants were sent to Ghana in 1986 on the initiatives of the former CIPD chairman from the Port of Rotterdam. However, the CIPD decided that this function would not be used again, as the Committee believed that institutions like the World Bank were in a better position to carry out these functions than IAPH.

Mr. Goon repeated the fact that only 50% of the targeted funds for the bursary scheme had been raised. The Committee could not carry out its education and training functions without more money. He said that any donations would be welcome. Mr. Mather said he would write to the President of the IAPH Foundation in Japan seeking the Foundation's contribution to the IPD Fund. The Executive Committee agreed that this step should be taken.



*CIPD meeting*



## Committee on Port & Ship Safety, Environment and Construction (COPSSEC)

Mr. Smagghe then gave the COPSSEC report. He began by listing and defining the six Sub-Committees.

1. Ship (chaired by Mr. J.M. Moulod) — This Sub-Committee studies the changing characteristics of ships.
2. Marine Safety (chaired by Capt. J.J. Watson) — This Sub-Committee studies the numerous problems linked with the ships and the maritime traffic ports have to face.
3. Dredging (chaired by Mr. Dwayne Lee) — This Sub-Committee advises ports on all matters relevant to optimize maintenance and capital dredging needs, within the framework set by national and international regulatory authorities and the needs of port users.
4. Port Safety & Environment (chaired by Ing. Peter C. van der Kluit) — This Sub-Committee deals with the prevention of pollution to the environment.
5. Port Planning (chaired by Mr. P.M. Fraenkel) — This Sub-Committee sets guidelines for use in port construction and expansion.
6. Sea Trade (chaired by Mrs. Lilian Liburdi) — This new Sub-Committee studies cargo movements throughout the world. It will deal with cargo definition, cargo forecasting and port capacity.

Mr. Smagghe went on to mention the following points. The Technical Committees' main focus has been on the impact to the environment of various specific sources. Joint projects have been or are being conducted with PIANC, IMO, and EHMA. In particular, IAPH must play a key role in IMO's plans to set up a port interface. IAPH needs to set up a working group which can appoint experts in each field that IMO wishes to study. This working group would be chaired by a port director. In other concerns, Mr. Smagghe said that four thousand dollars had to be allotted to Mr. Fraenkel's sub-committee to pay for the cost of reviewing and editing the guidelines. As for its membership, COPSSEC now has some 80 members. COPSSEC wishes to split the committee into two separate committees. This subject, too, was to be dealt with by the Strategic Planning Committee.

A lengthy discussion then followed about the structure of the relationship between IMO and IAPH. Because IMO is a group of governments and IAPH is a group of public and private ports, it was thought to be difficult to see how the two groups would relate to each other. In general, each member agreed that IAPH must get inside IMO's working group. However, due to the need to study how this integration should be accomplished, it was felt that this issue would need further study by the officers concerned before making any recommendation to the Exco.



COPSSEC



Sea Trade Sub-Committee with Chairman Liburdi holds its first meeting.

## Cargo Handling Operations Committee (CHO)

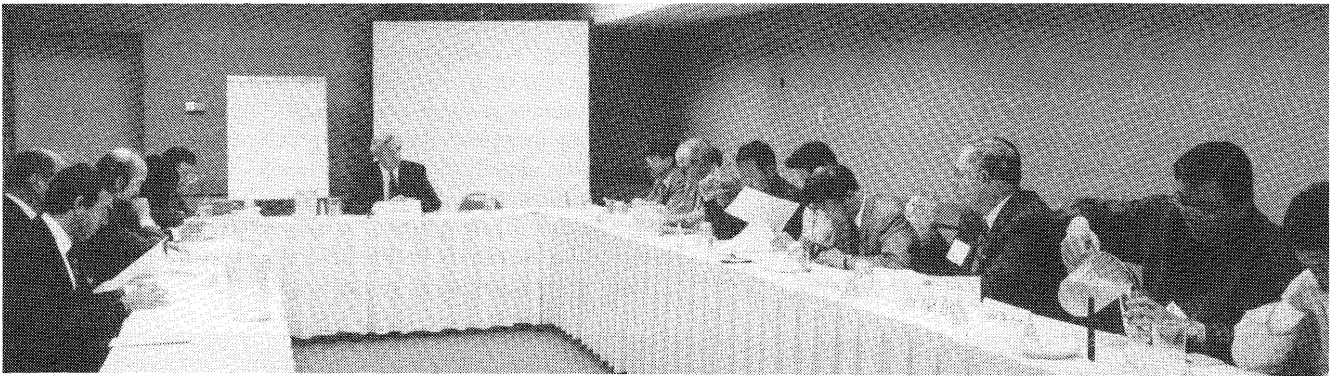
Mr. Cooper then gave the Cargo Handling Operations Committee's report. This report dealt with a study of the changes in container sizes. It was found that the growth in non-ISO standard containers had been slow. However, because of the commercial reality that the "customer is always right", the Committee acknowledged the fact that ports must gear up for changes in container traffic. This response represented 122 ports in 46 countries, and these ports handled 55% of the world's container traffic. Only 5% of these ports were handling non-standard containers. The 9' 6" high container was predominant, in terms of over-high containers. These containers were used mainly in the trans-Atlantic and trans-Pacific trades.

In terms of length, the 45' unit was dominant. Regarding width, the 8' 6" unit was dominant, but these units were used mainly on short sea routes in North Europe. In terms

of forward planning, only a very low number of ports had specified that new handling equipment should have the capacity to deal with these oversized containers and ships. Considering the fact that a crane must last for a minimum of 15 years, the Committee decided that it must continue to study the need for enhanced container handling equipment.

The Committee decided that it would not study inter-modal or multimodal transportation.

The Committee also looked at the question of under-utilization of port capacity due to pay differentials. However, because the solutions are usually commercial and frequently involved rescheduling, it was decided that there was no work for the Committee on this matter. Regarding safety, a wide range of experiences were found. It was decided that more preliminary work would be done within the Committee to study this matter.



*CHO meeting*

---

## Trade Facilitation Committee

Following the resignation of Mr. Fernand Suykens from the Port of Antwerp, the Chairman's position had not been filled and no report was available. As to the appointment of the new chairman, President Mather's position was to

wait for the recommendation from the Strategic Planning Committee, which was working on restructuring rather than to reassign the post at this point.

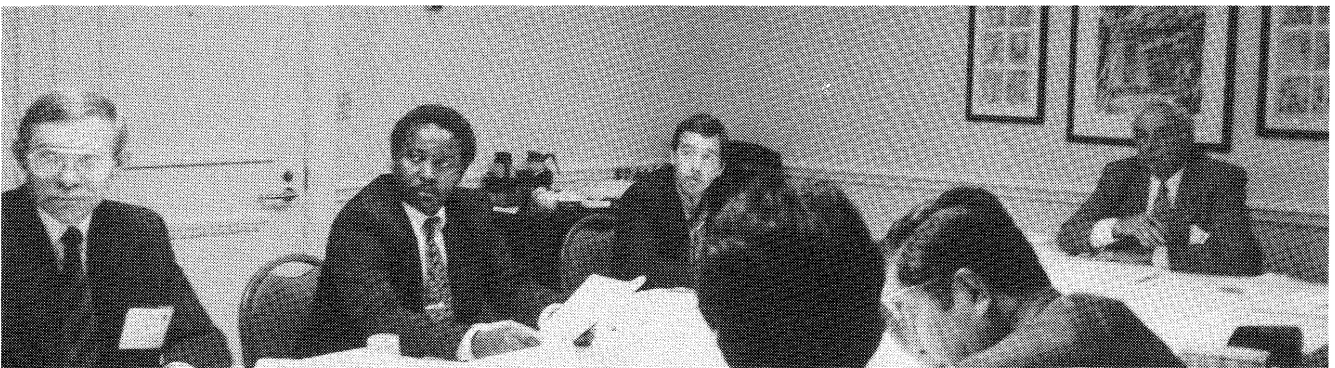
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## Public Affairs Committee (PACOM)

Mr. Bob Calis then gave the PACOM report. The primary focus on this Committee was to help developing ports to start programs that would educate the public about the value of their ports. In order to further this aim, the Committee had gathered information about programs that various ports had implemented.

For example, the Port of Osaka had started a water-front development project that involved a sports island and a

harbor village. The Port of Dublin had started a partnership program between local schools and the port. Numerous other examples had been collected, and the Committee would look for ways to convey this information to ports who wish to establish similar programs. Many growing ports needed to know what had worked and what could be done in terms of public relations projects.



*PACOM meeting*

## Committee on Legal Protection of Port Interests (CLPPI)

Mr. Keenan then gave the CLPPI report on behalf of Mr. Paul Valls, the Chairman, who was unable to attend the Charleston meeting.

The CLPPI members at its meeting held the previous day talked about the Comité Maritime International (CMI) meeting planned for September this year. Because the CMI provides IMO and other bodies with many ideas, it is essential that IAPH should participate in its September meeting. The emphasis of this meeting will be on the fact that port

facilities are often damaged and that business is lost by these ports.

Restitution for this damage should be given to the port, so ports need to be represented if changes are to be made in international law. The motion that IAPH be represented at the CMI's meeting was proposed and a resolution in support of this initiative was introduced by Mr. Falvey. It was seconded and then unanimously carried by the members. (Resolution No. 1)

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## IAPH European Representative

Mr. A.J. Smith, the IAPH European Representative, then gave his report. He spoke about the upcoming Earth Summit that would be held in Rio de Janeiro this June. While this event will be the major United Nations conference to be held in the foreseeable future, IAPH could probably not benefit from being represented at this meeting. Mr. Falvey said that the agenda showed that the meeting would deal with the depletion of the ozone layer and the drafting of the Earth Charter. Because the U.N. agrees on the 'polluters should pay' principle, just as IAPH does, and because the U.N. agrees with IAPH's positions adopted in Barcelona on the environment, that is that economic considerations must be given full, even equal (with environmental considerations) weight, this conference should just be monitored by any members or friends of IAPH who happen to be attending. In fact, Mr. Okundi may go, and his presence

will safeguard the interests of IAPH.

Mr. Smith then discussed a regional U.N. environmental program in the Mediterranean that ought to be looked at by COPSEEC and CIPD. The matter of IAPH's identification with the Oslo Commission was addressed. Observer status has been granted to IAPH, who can give valuable information about dredging and other matters to this Commission. Similarly, Mr. Smith outlined IAPH's representation with drug control and food/agricultural agencies.

While the VTS (Vessel Traffic Service) Guide had been thought to be in danger with the collapse of its publisher, Maxwell, IAPH had been able to acquire the assets of the Guide at no cost. Mr. Smith suggested that Mr. Smaghe, Vice-President for the African/European Region, nominate a person to administer the day-to-day activities involved in publishing this Guide.

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## Liaison Officer with the UNEP

Mr. P. Okundi next addressed the meeting regarding his liaison work with UNEP in Nairobi. At his initial meeting with this agency, he was able to establish the fact that the Secretary General was interested in IAPH's work. In particular, this agency was interested in the resolutions on the environment passed at the Spanish Conference of IAPH. The agency will meet with Mr. Okundi from time to time in order to benefit from IAPH's wealth of technical knowledge.

The meeting ended at 12:15.

## Day Two: Friday, May 8

Mr. Mather called the meeting to order at 10:00 and introduced the first item for discussion on the proposal for AAPA/IAPH joint consideration of free and fair trade. Mr. Erik Stromberg, President of the American Association of Port Authorities (AAPA), introduced his earlier communication to the President and the Secretary General of IAPH, proposing a joint action calling for open trade policies.

## AAPA/IAPH Joint Initiatives on Free and Fair Trade

Mr. Stromberg expressed the fact that protectionist sentiment is growing rapidly in the US. Many politicians are proposing increased multi-lateral trade restrictions. However, the AAPA, a group open to all Western Hemisphere ports, seeks free trade among all world nations. The AAPA is an advocate of the exporter and consumer alike. AAPA believes that IAPH, with its motto of "World Peace Through World Trade — World Trade Through World Ports", most certainly has a role in advocating increased

world trade. Thus Mr. Stromberg opened the way for IAPH to participate in AAPA's goal of freeing up trade.

A resolution supporting GATT and international trade liberalization on a fair and equitable basis, which Mr. Falvey, Chairman of the IAPH Legal Counsellors had drafted in cooperation with Mr. Stromberg, was introduced. A motion to support this resolution was made, seconded and carried by unanimous vote. (Resolution No. 2)

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## Strategic Planning Committee Recommendations

### 1) Restructuring of Technical Committees

Mr. Mather then introduced the report and recommendations of the Strategic Planning Committee (SPC) based on the outcomes from the intensive discussions which the committee members had had the previous two afternoons.

First Mr. Mather explained the background and mission of this ad hoc committee. The SPC had been formed two years previously in Fremantle to discuss the future strategy that IAPH should follow to meaningfully accomplish worthwhile goals.

It was decided that it was essential that the Technical Committees be given guidance on these strategies in order to make the work of IAPH effective.

Mr. Smaghe then addressed the subject of the restructuring of the Technical Committees and the steps so far taken in this direction involving the COPSEEC and other Committees.

A paper outlining the reorganization was handed out. Three areas of responsibility were identified as paramount in our organization's activities: **Trade, Ports, and International Affairs and Communications**. Each of the three Vice-Presidents would have the responsibility of overseeing





Strategic Committee meeting

each specific area and of deepening a world view on it.

The **Trade** Group would be made up of the following committees:

**Sea Trade** — to analyze cargo types and flows and to forecast changes in trends. (This committee was launched with Mrs. Liburdi of New York as chairman and its first meeting was held in Charleston on Tuesday, May 5.)

**Ship Trends** — to monitor ship characteristics and evaluate the impact of changes in design on trade. (This committee, chaired by Mr. J.M. Moulod of Abidjan, has been active as the Ship Sub-Committee and will continue to pursue its work under the new set-up.)

**Intermodal Trends** — to monitor trends in inland and through (intermodal) transportation. This new committee would be set up in Sydney.

The next, second major group was the gathering of

**Ports.** The group would be made up of the following committees, most of which would carry on the work currently being undertaken by each sub-committee of COPSSEC:

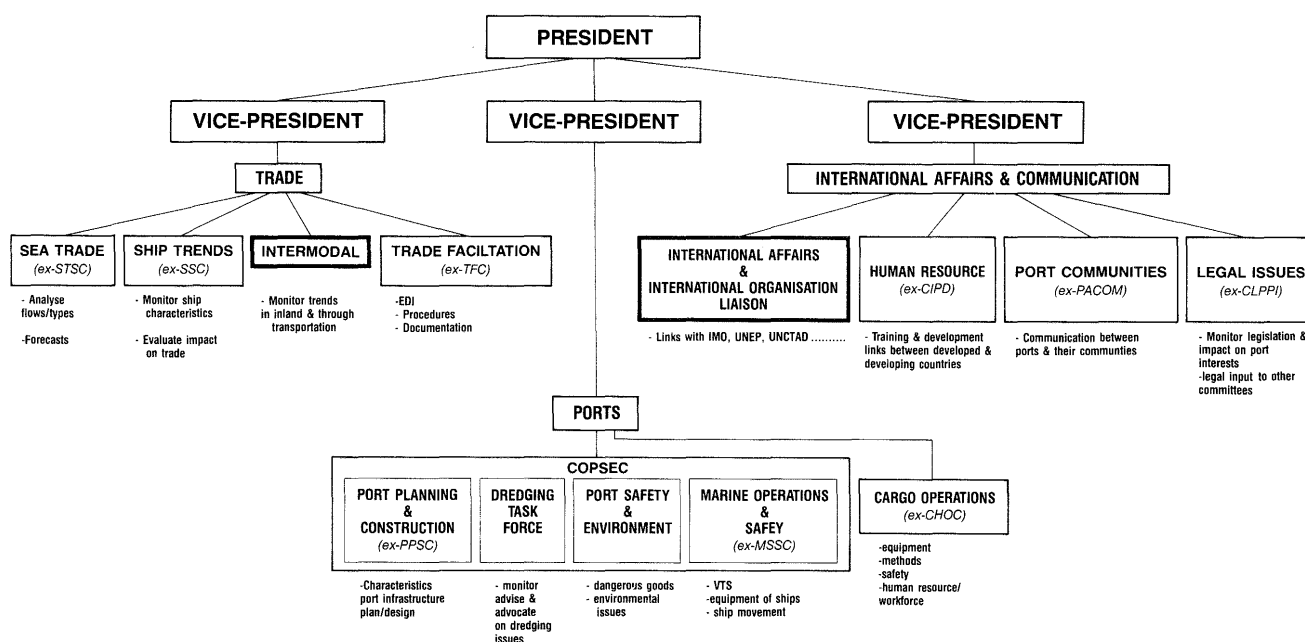
**Port Planning and Construction** — to monitor characteristics of port infrastructure in terms of planning and design. (currently Port Planning Sub-Com.)

**Dredging Task Force** — to monitor, advise and advocate positions on dredging issues. (same as the current DTF)

**Port Safety and Environment** — to deal with issues concerning the movement of dangerous goods and the environment. (same as the current Sub-Com.)

**Marine Operations and Safety** — to study VTS, the equipment of ships and ship movements. (currently Marine Safety Sub-Com.)

**Cargo Operations and Safety** — to monitor the equipment and methods used in cargo movement, as well as the promotion of safety and human resources. (currently CHO Committee)



The third major group, **International Affairs and Communications**, would be made up of the following functions:

**International Affairs and International Organization Liaison** would form links with IMO, UNEP and UNCTAD as well as other international organizations.

**Human Resources** would deal with training and development links between developed and developing ports. (currently CIPD)

**Port Communities** would ensure communication between ports and communities. (currently PACOM)

**Legal Issues** was to monitor legislation and its impact on port interests and to offer legal input to other countries. (currently CLPPI)

Mr. Cooper stressed the fact that the new organizational structure was intended to produce a clearer mode of establishing a world overview for IAPH. If trade is to be accomplished more successfully, the level of acceptance of IAPH must be raised and membership must be made indispensable. If these goals are to be met, then the restructuring has to be set up to increase performance and accessibility to information. While the reorganization was not "cast in bronze", it was thought to be a way of improving communication and securing the output of technical and commercial information.

Mr. Lunetta praised the proposals for reorganization, calling for more substantial implementation at the 18th Conference in Sydney in 1993.

Mr. Cooper conceded the existence of overlaps and gaps in COPSSEC but maintained that the new structure would ensure more even coordination of efforts among the Vice-Presidents. Mr. Mather stated that a blueprint would be finalized before Sydney.

Mr. Molenaar asked if the Vice-Presidents would retain their regional roles. It was confirmed that they would remain regional officers.

Mr. Moore-Wilton suggested that the Vice-President of International Affairs and Communication would work with the President, who normally deals with links with international organizations. The Exco would study this further.

## 2) A working relationship with European Ports

The Committee then turned to the issue of European ports and the possible new role for IAPH in facilitating a working relationship with the European Community and the European Ports Working Group. IAPH members in the European Region considered this matter at an informal get-together of the Regional IAPH members in Glasgow late last year, and IAPH's willingness to cooperate with the EC had already been indicated to the EC Headquarters (Commissaire Charge des Transports) in Brussels through the offices of President Mather and Mr. Smagghe, the Regional Vice-President.

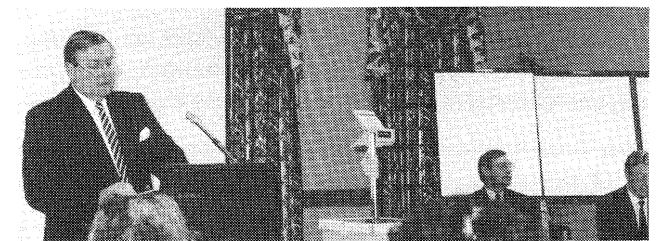
In view of the nature of this issue which is not only a matter for European regional ports but is also one which affects the entire IAPH membership, the Strategic Planning Committee considered this matter prior to the Exco meeting. Mr. Mather asked Mr. Falvey to introduce the resolution which the SPC had come up with for the consensus of the Exco. After an exchange of questions and answers, the resolution was adopted and Mr. Lunetta motioned to allow the President to set up an ad hoc committee to deal with

this new relationship. This motion was also carried. (Resolution No. 3)

## The 18th World Ports Conference of IAPH

After a break, Messrs. Wallace, Moore-Wilton and Hayes of the Maritime Services Board of N.S.W., the host for the 18th Conference of IAPH, made presentations on the plans for the Sydney Conference. The outline of the Conference as presented by the host officials is introduced later in the 18th Conference Section.

Concerning the Conference Chairman and Registration Fees, they being subject to the Board's approval after the Exco's endorsement, the Secretariat was asked to place the two issues before the Board and for this purpose the Secretary General called a meeting by correspondence of the Board of Directors on May 25, 1992 setting the voting date on June 28, 1992.



Max Moore-Wilton promotes the Sydney Conference.

## Future Conferences of IAPH

Mr. Mather outlined the prospectus of future Conferences after Sydney:

1995 — Seattle/Tacoma (decided at the 17th Conference in 1991)

1997 — in the Africa/Europe Region (London is unofficially named)

1999 — in the Asian Region (Osaka is unofficially named)

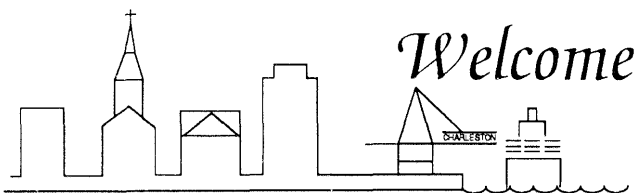
## Expression of Appreciation to the Host

A resolution of thanks to the host of the mid-term Exco was read by Mr. Falvey. Mr. Mather then thanked everyone involved to the Port of Charleston, including their spouses and staff members. (Resolution No. 4)

Mr. Mather concluded the meeting with his closing remarks. The meeting adjourned at 12:15.



Exco meeting expresses its deep gratitude to the host port secretariat. Some members — Lib Risher (second from left), Suzanne Kaiser (third from left) and Anne Moise (third from right) — are pictured with the IAPH Head Office staff.



**W. Don Welch**  
Executive Director  
South Carolina State  
Ports Authority

On behalf of the South Carolina State Ports Authority and the vast community of businesses and organizations involved in the maritime industry, Chairman Robert V. Royall, Jr. and I welcome you to the Port of Charleston and to the IAPH Interim meeting.

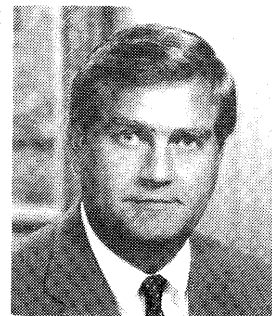
We shall do our very best to assure that your visit to Charleston is both pleasant and productive.

By the nature of our industry, opportunities to meet professionally are relatively few. This makes our meetings in Charles-

ton even more important, both for the good of IAPH, and for the health and progress of the port industry worldwide. We have much good work to do.

Surely, the ability of global trade to function efficiently depends in large part on what we are able to accomplish at our individual ports. However, this same global trade may depend even more so on what we are able to accomplish by working together. Through IAPH our common concerns can be focused, and solutions to common problems can be found. Increasingly, as national economies become more and more interlinked, it is important that ports develop cooperative strategies, and speak with one voice. IAPH is that voice.

Again, we welcome you to Charleston during the week of May 4—8, 1992.



**Robert V. Royall, Jr.**  
Chairman  
South Carolina State  
Ports Authority

### **Closing Address by Mr. John Mather**

I wish to reiterate my words from my opening remarks to give our thanks to Mr. Royall, Mr. Don Welch, Anne Moise and all their staff for their dedicated work this week in making our mid-term meeting such a success.

Thanks must go to the Agency staff for the efficient way in which they have gone about their various tasks. You all have done a great job.

For our part — and I include all Exco members and Technical Committee participants in this sentiment — I believe the records will show that our journey to Charleston will have been of significant benefit not only to us individually but through our work to the IAPH membership generally.

This was incidentally — I rather think — the first Exco meeting to be attended by all Exco members currently active.

Let me say just a few words about that work. It has been wide-ranging and on occasion quite complex. On occasion we may have supposed that perceived problems areas were quite intractable. I am personally most grateful, however, that the spirit of cooperation which characterises IAPH activity has once more prevailed.

We have succeeded in reaching an acceptable consensus in each of these problem areas.

Our affairs will come to a most enjoyable conclusion tonight when Exco members go to Mr. Royall's house on the Dewees Island. We will have an opportunity to thank him personally for hosting the IAPH meetings. We are all looking forward to that - hope the weather improves.

See you all again in Sydney. Take care and if there is anything you wish to speak to me about in IAPH terms or others, I am only a telephone call or fax message away.

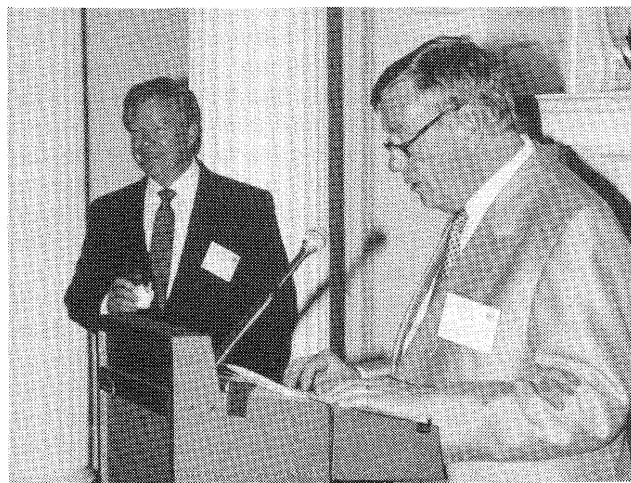
Before wishing you all a safe journey home, I wish to thank my Vice-Presidents, the Secretary General and his staff from Tokyo, Alex Smith and my staff from Glasgow George Mackay.

## *Address*

**by Mr. John Mather,  
President of IAPH  
at the IAPH President's Reception  
at Old Exchange Building,  
on the evening of May 6, 1992  
Charleston, South Carolina, U.S.A.**

Distinguished Guests, Fellow IAPH Members, Ladies and Gentlemen:

As President of the International Association of Ports and Harbors, I am extremely privileged and honored to express, on behalf of all our delegates and their partners, our deep gratitude and appreciation to our hosts, the South



Mr. John Mather (right) thanks Mr. Don Welch at a reception held at Charleston's Old Exchange Building.



Carolina State Ports Authority for enabling us to hold this year's mid-term meetings of the Executive and other committees of our organization here.

More particularly, I wish to thank Mr. Don Welch, Executive Director, South Carolina State Ports Authority, for having been extremely patient over the years awaiting the time when our mid-term Exco meeting would again return to the American region. In fact, Mr. Welch's efforts go back to 1981 in Nagoya where the Executive Committee gathered to decide the venue for the 1982 meeting, which was in fact held in Aruba. Mr. Welch stayed behind to offer Charleston's invitation in the event that no other ports would be able to host the Exco meetings. Thus I feel extremely pleased and honored that we are finally here today in Charleston and I wish to reiterate my admiration for Mr. Welch for his determination to have our gathering take place in his home city, even though almost a decade has passed since his initial offer was made.

The name "Charleston" is, of course, well-known to us, not only as the birthplace of the "Charleston" dance but also as the port city of the Old South, where the people have inherited the spirit of "noblesse oblige" and gallant. (I must therefore ask our host, Don, not to be too generous to our ladies, as they may feel like staying here forever, forgetting they have their own homes to return to!)

It is my understanding that the Port of Charleston,

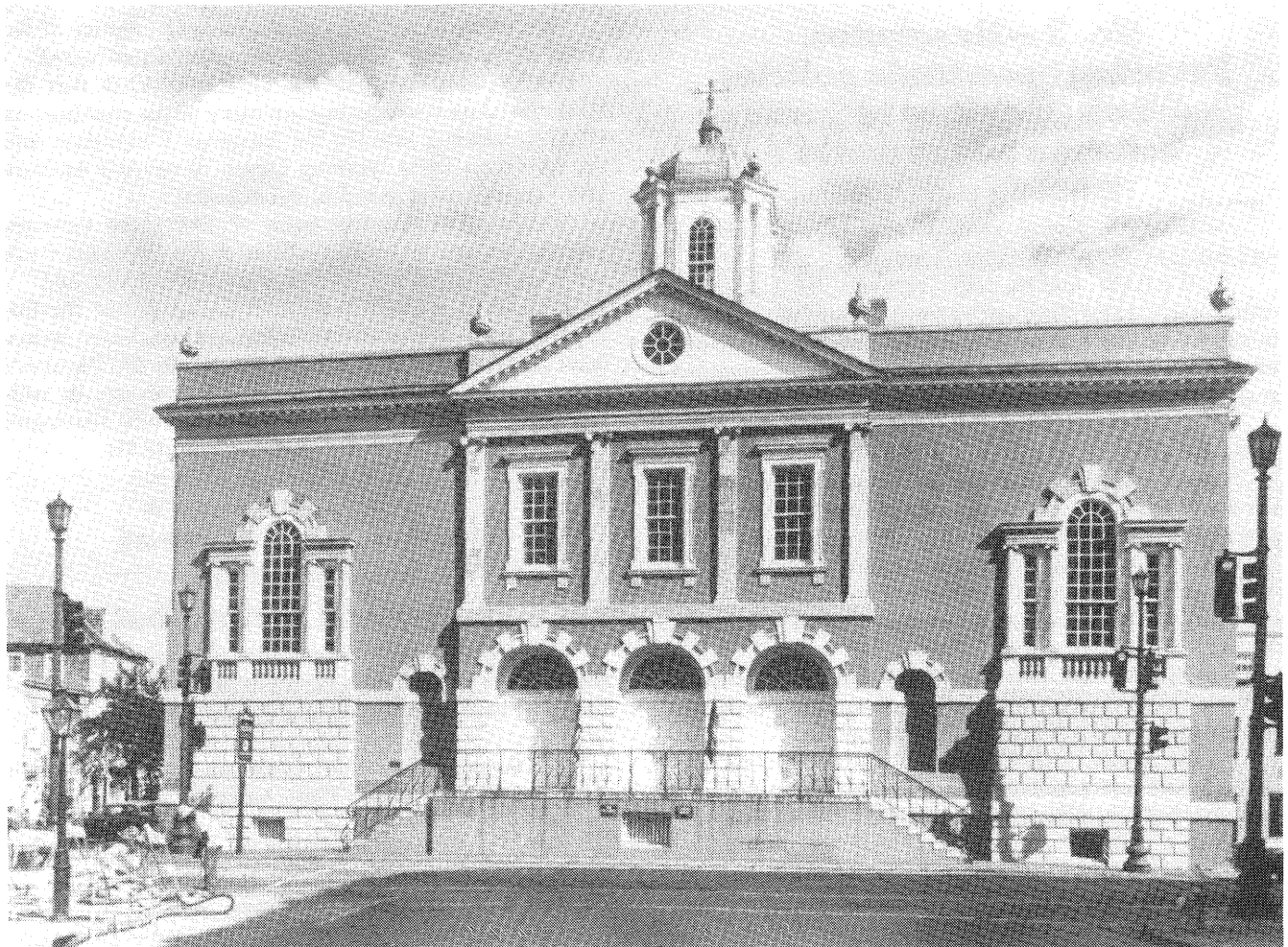
which serves more than 2,000 vessels annually, has one of the lowest pilferage and damage rates in the world. I am sure Mr. Don Welch and his staff are proud of Charleston's record for cargo safety and security, as well as the excellent facilities which some of us were able to see on the afternoon of last Sunday — especially the Wando Terminal.

Our prime mission in Charleston is of course to collect ideas on ways in which IAPH can increase its capability as a body which represents the interests of world ports, while focusing on critical issues such as how ports can best contribute to the enhancement of the quality of the global environment and how best to cooperate with other international organizations so as to achieve free trade through our ports — which, indeed, were the principles of our founding father, the late Mr. Gaku Matsumoto, had in mind when our organization was first conceived 37 years ago, as expressed in our motto "World Peace Through World Trade — World Trade Through World Ports".

I thank you all for gathering here this week to participate in our deliberations — which, no doubt, will have immense significance for our Association's future course.

Let me also thank you for the support you have afforded me in enabling me to carry out my presidential duties in a most satisfactory manner when I was especially in difficult time in privatising my own port.

Thank you!



*The 18th-century Old Exchange Building symbolizes the importance of Charleston as a commercial shipping center.*

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# Resolutions

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## **No. 1 – Resolution on the Compensation of Damage to Marine Environment**

WHEREAS, the Comité Maritime International (CMI) has scheduled a Seminar on Liability for Damage to the Marine Environment and a Conference on Legal Assessment of Damages to the Marine Environment for September 1992;

WHEREAS, the Comité is influential in the process of creating and modifying public and private international maritime law in the maritime field; and

WHEREAS, it is essential that the Comité be informed of IAPH policy that ports are to be compensated for environmental damage to port facilities,

THEREFORE BE IT RESOLVED that the Comité Maritime International is urged to include in any recommendation on the Legal Assessment of Damages to the Marine Environment the necessity of requiring restoration of damaged port facilities and equipment and of requiring compensation for other items of loss incurred by ports due to damage to the marine environment.

## **No. 2 – Resolution Favoring open trade policies based on doctrines of fairness between all the world's trading partners**

WHEREAS, foreign trade is vital to the economic well-being of all IAPH member countries;

WHEREAS, foreign trade accounts for significant contributions to employment with many manufacturing jobs being engaged in making products for export and millions of jobs being generated by the port industry in countries around the world;

WHEREAS, the prosperity of all the countries in the world are inextricably entwined with each other;

WHEREAS, political pressures are building throughout the world for more restrictive trade policies and measures aimed at curtailing the inflow of foreign-made goods;

WHEREAS, such trade protectionist policies will assuredly invite relations by members of the world's trading community thereby causing severe harm to the economies of the nations of the world;

WHEREAS, fair competition and equal market access within an open multilateral trading system have been the fundamental goals of international trade policy;

NOW, THEREFORE BE IT RESOLVED that the IAPH favors international trade liberalization on fair and equitable basis, supports the ratification of the Uruguay Round of the GATT at the earliest feasible time and any other initiatives within the global trading community to implement measures intended to expand exports rather than create new import restrictions;

BE IT FURTHER RESOLVED that IAPH favors continued future comprehensive multilateral negotiations

as the best way to resolve trade disputes and expand trade in such areas as trade in goods and services.

## **No. 3 – Resolution Facilitating A Working Relationship with IAPH and the European Community and The European Ports Working Group**

WHEREAS, IAPH has been advised by its members from Europe that the European Commission is working to establish liaison between the ports of the European Community and has asked that the European ports establish an association for that purpose;

WHEREAS, the European Community is interested in developing detailed technical information from ports in order to permit the European Community to act on an informed basis in establishing rules, regulations, and guidelines for ports within the European Community;

WHEREAS, because of the expertise available through IAPH and because of IAPH's status with international agencies such as IMO and UNCTAD the members of IAPH from Europe have suggested that the E.C. and IAPH should be interested in facilitating a working relationship with IAPH and the European Community and the European Ports Working Group; and

WHEREAS, the Strategic Planning Committee of the IAPH recommends that IAPH cooperate in this regard;

NOW THEREFORE BE IT RESOLVED that the Executive Committee takes cognizance of the coordination effort proceeding between the European Community and the European Ports Working Group to develop accurate and comprehensive technical information;

AND offers the assistance of IAPH, its technical committees, and its liaison officers to the European Ports Working Group and to the European Community; and

BE IT FURTHER RESOLVED that should the European Ports Working Group determine to establish a formal association to constitute its relationship to the European Community, the Executive Committee expresses its willingness to explore ways and means of establishing an integral relationship for such an association within IAPH.

## **No. 4 – Resolution of Appreciation Expressed to the Host**

RESOLVED that the International Association of Ports and Harbors (IAPH) does hereby express its deep appreciation and extend its profound gratitude to:

Mr. Robert B. Royall, Jr., Chairman of the Board, South Carolina States Ports Authority

Mrs. Greg Royall

Mr. W. Don Welch, Executive Director, South Carolina States Ports Authority

Mrs. Lillemor Welch

for their contribution and efforts to the success and enjoyment of all the members and their accompanying persons of the

Executive Committee and other IAPH Committees, meeting at the Hawthorn Suites Hotel, Charleston, South Carolina, U.S.A., from 4 to 8 May 1992.

Our thanks go to Ms. Anne M. Moise, Director of Public Relations, Mrs. Lib Risher, Secretary, Ms. Suzanne Kaiser, Public Relations Assistant, Mr. Mark Ellis, Public Relations Assistant, who in various capacities have facilitated the functioning of the IAPH meetings, without their help, the event would not have been a success.

**John Mather, IAPH President**  
**Hiroshi Kusaka, IAPH Secretary General**  
**(Signed on May 8, 1992, at Charleston,**  
**South Carolina, U.S.A.)**

**List of Participants to the Mid-Term  
IAPH Meetings, Charleston,  
South Carolina, U.S.A., May 1992  
(As prepared by the host  
port secretariat)**

No.	Name	Port/Organization	Country
1.	Adams, Don	U.S. Bureau of the Consensus	U.S.A.
2.	Akatsuka, Dr. Yuzo	University of Tokyo	Japan
3.	Baird, Capt. Ian	Port Hedland Port Authority	Australia
4.	Baratz, Matthew	Port Authority of NY & NJ	U.S.A.
5.	Brouwer, Rob C.W.	IADC	Netherlands
6.	Buchanan, Capt. Robert	Dept. of Marine & Harbors	Australia
7.	Calis, A.F.	Fraser River Harbour Comm.	Canada
8.	Cham, Omar	Gambia Ports Authority	Gambia
9.	Cheung, Y.S.*	Korean Register of Shipping	Korea
10.	Chilcote, Paul	Port of Tacoma	U.S.A.
11.	Cooper, Robert	Ports of Auckland	New Zealand
12.	Coloby, Bernard	Port of Le Havre	France
13.	Falvey, Patrick J.*	Port Authority of NY&NJ	U.S.A.
14.	Foreman, Shane	Canada Ports Corporation	Canada
15.	Fraenkel, Peter M.	Peter Fraenkel BMT Ltd.	U.K.
16.	Francisco, Kimberly	Georgia Ports Authority	U.S.A.
17.	Frawley, T.J.	Marine Dept., Hong Kong	Hong Kong
18.	Gauthier, Yves	Port of Nantes-St. Nazaire	France
19.	Goon, Kok Loon	Port of Singapore Authority	Singapore
20.	Halling, John*	Port of Tauranga	New Zealand
21.	Haraguchi, Yoshiro*	Port of Nagoya	Japan
22.	Hayes, John	M.S.B. (N.S.W.)	Australia
23.	Hirota, Takao	Japan Port & Harbor Asso.	Japan
24.	Hocfor, Michael J.*	Limerick Harbour Comm.	Ireland
25.	Iijima, Terumi	Yokkaichi Port Authority	Japan
26.	Jallow, Abou B.	Gambia Ports Authority	Gambia
27.	Jeffery, D.J.*	Port of London Authority	U.K.
28.	Jurriens, Kick*	Port of Rotterdam	Netherlands
29.	Kabuga, Alex	Kenya Ports Authority	Kenya
30.	Keenan, Patrick	Cork Harbour Commissioners	Ireland
31.	Kim, Ha Soo	Korea Express	Korea
32.	Kim, Jong Kil	Port of Pusan	Korea
33.	Kim, Hee-Kuk	KMPA	Korea
34.	Kim, So-Young	Busan Container Terminal	Korea
35.	Kim, Tong Whee	Korea Port Engineering	Korea
36.	Kondoh, Rinnosuke	IAPH Head Office	Japan
37.	Krygsman, Alexander*	Stockton Port District	U.S.A.
38.	Kudo, Kazuo	OCDI	Japan
39.	Kusaka, Hiroshi	IAPH Head Office	Japan
40.	Kwon, Young Kyu	Global Enterprise	Korea
41.	Lapalla, Joseph	Canaveral Port Authority	U.S.A.
42.	Lee, Dwayne G.	Port of Los Angeles	U.S.A.
43.	Liburdi, Lillian C.	Port Authority of NY & NJ	U.S.A.

44.	Lunetta, Carmen*	Port of Miami	U.S.A.
45.	Mackay, George	Clydeport Limited	U.K.
46.	Makalew, S.F.	Public Port Corporation	Indonesia
47.	Mather, John	Clydeport Limited	U.K.
48.	McIntyre, Ted	Georgia Ports Authority	U.S.A.
49.	KcJunkin, James H.*	Immediate Past President	U.S.A.
50.	McKenzie, Fraser*	Port of Tauranga Ltd.	New Zealand
51.	Miller, J.A.	Marine Dept., Hong Kong	Hong Kong
52.	Moore-Wilton, Max	M.S.B. (N.S.W.)	Australia
53.	Moulod, Jean Michel	Port Autonome d'Abidjan	Cote d'Ivoire
54.	Mulock-Houwer, J.A.	Int'l Asso. of Dredging Co.	Netherlands
55.	Ng, Kim Chang	Port of Singapore Authority	Singapore
56.	Nishikimi, Rieko	Nagoya Port Authority	Japan
57.	Okubo, Kiichi	Japan Port & Harbor Asso.	Japan
58.	Okundi, P.O.	Kenya Ports Authority	Kenya
59.	Onishi, Hideo	Osaka Port Terminal Dev. Corp.	Japan
60.	Onso, Kohnosuke	The IAPH Foundation	Japan
61.	Pauga, Alvis	Port Authority of NY & NJ	U.S.A.
62.	Perrot, Jose	Port of Le Havre	France
63.	Pouliot, Capt. Michel	Int'l Maritime Pilots Asso.	Canada
64.	Rajasingam, M.	Klang Port Authority	Malaysia
65.	Ricklef, John	Frederic R. Harris, Inc.	U.S.A.
66.	Rowland, C.M.*	Canaveral Port Authority	U.S.A.
67.	Sakho, N. Guedado	Port of Dakar	Senegal
68.	Schäfer, Erik*	Port of Copenhagen Authority	Denmark
69.	Sclar, Mike	dri/McGraw-Hill	U.S.A.
70.	Scott, James J.	N. Carolina State Ports Autho	U.S.A.
71.	Smagghe, Jean*	Port of Le Havre	France
72.	Smith, Alex*	IAPH European Rep.	U.K.
73.	Stark, Norman*	Vancouver Port Corporation	Canada
74.	Struijs, Pieter*	Port of Rotterdam	Netherlands
75.	Stromberg, Erik	AAPA	U.S.A.
76.	Sul, S.M.	Korean Register of Shipping	Korea
77.	Taddeo, D.J.	Port of Montreal	Canada
78.	Takeda, Kimiko	IAPH Secretariat	Japan
79.	Terpstra, John T.	Port of Tacoma	U.S.A.
80.	Tessier, Jean-Michel	Canada Ports Corporation	Canada
81.	van der Kluit, P.C.	Port of Rotterdam	Netherlands
82.	van Meel, Guido	Antwerp Port Authority	Belgium
83.	Veng, Carl	Port of Copenhagen	Denmark
84.	Wallace, John M.*	M.S.B. (NSW)	Australia
85.	Weitman, Randal	Georgia Ports Authority	U.S.A.
86.	Wiedemeyer, Peter	Port of Hamburg	Germany
87.	Welsh, Hugh H.	Port Authority of NY & NJ	U.S.A.
88.	Wennergren, Goran	Port of Gothenburg AB	Sweden
89.	Yamashita, I.	Ministry of Transport	Japan
90.	Yamaoka, Masumi	Port of Osaka	Japan
91.	Molenaar, H.	Port of Rotterdam	Netherlands
92.	Palao, Fernando	Ministerio de Obras Publicas	Spain
93.	W. Don Welch	Port of Charleston, SCSPA	U.S.A.

(\* accompanied by wife)

## 8 Chinese Ports, Assoc. Become IAPH Members

The Tokyo Head Office has recently received a bunch of applications for IAPH membership from Shanghai. The completed forms duly signed by the respective applicants were from Mr. Li Wei Zhong, Director-General of the China Ports and Harbours Association (CPHA) in Shanghai, who kindly took the initiative in having the eight major ports from China and his own organization complete their applications for IAPH membership. To begin with, the eight ports took the advantage of opportunity to join as Temporary Members and paid their membership dues under this category, while the China Ports and Harbours Association was enrolled as a Class B Associate Member.



As listed in the Membership Notes column of this issue, the newly enrolled ports and the reported tonnage figures for 1991 handled at the respective facilities are:

Name of Organization	Total	General	Bulk (dry & liquid)
(1) Dalian Port Authority	49,587,000	4,866,000	44,721,000
(2) Shanghai Port Authority	98,365,000	26,892,000	71,473,000
(3) Qinhuangdao Port Authority	72,330,000	3,580,000	68,750,000
(4) Tianjin Port Authority	22,458,431	12,498,745	9,959,686
(5) Qingdao Port Authority	28,006,783	2,965,318	25,041,465
(6) Nanjing Port Authority	30,852,000	1,878,000	28,974,000
(7) Guangzhou Harbour Bureau	33,140,000	12,340,000	20,800,000
(8) Zhanjiang Port Authority	15,885,896	2,159,756	13,726,140

In his letter of May 26, 1992 which enclosed all the applications from the above eight individual organizations and the one from the China Ports and Harbors Association, Mr. Li Wei Zhong, Director-General of the Chinese Association, assured the IAPH Secretary General that all of them will make efforts to contribute to achieving the aims and aspirations of IAPH and look forward to the productive and friendly cooperation among the IAPH members for the further advancement of all concerned. Later in this edition, we introduce an article on the current situation concerning the ports in China and an introduction to the China Ports and Harbours Association, as they were presented to the IAPH Head Office by the CPHA.

## IPD Fund: Contribution Report

Since our last announcement, we have added US\$9,269 to the Fund, contributed by the Port of Yokohama (\$3,547), Port of Osaka (\$3,044), Mr. Toru Akiyama (\$2,000), Toa Corporation (\$400), the Mr. Kiichi Okubo (\$200) and Mr. Takao Hirota (\$78) respectively. We thank all the donors so far who are listed in the box below, and our particular thanks go to Mr. Toru Akiyama, IAPH Secretary General Emeritus, who has been one of the most frequent donors to the IPD Fund. At the Exco meeting in Charleston, concerning the campaign it was reported that a little over 50% of the targeted amount had been achieved. In this connection, the President of IAPH was authorized to seek contributions from third parties and for this purpose Mr. Mather contacted the IAPH Foundation to see if there is any possibility for the Foundation to again contribute to the IPD Fund before IAPH concludes the 1990/1992 term campaign. The IAPH Foundation is reportedly to put the matter on the agenda for the next Board meeting scheduled for late June this year.

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

Contributors	Amount
<b>Paid:</b>	<b>(US\$)</b>
Port of Yokohama, Japan	3,547
Port of Kobe, Japan	3,441
Port of Osaka, Japan	3,044
Associated British Ports, U.K.	3,000
Nagoya Port Authority, Japan	2,748
Mr. Toru Akiyama, Japan	2,000
UPACCIM, France*	1,989
Port of Hakata, Fukuoka City, Japan	1,717
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.K.	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
Toa Corporation, Japan	313
Public Port Corporation II, Indonesia	300
Dept. of Public Works, Kanagawa Pref., Japan	296
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
Mr. Kiichi Okubo, Japan	200
Public Port Corporation I, Indonesia	150
Port Authority of the Cayman Islands, West Indies	100
Port Authority of Thailand, Thailand	100
Empresa Nacional de Puertos S.A., Peru	100
Mr. Takao Hirota, Japan	78
<b>Total:</b>	<b>US\$43,779</b>

\* 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

# The 18th World Ports Conference

## International Association of Ports and Harbors



NEW SOUTH WALES

MINISTER FOR TRANSPORT

### MESSAGE FROM THE MINISTER FOR TRANSPORT OF NEW SOUTH WALES

There is change evident in our daily lives, rapid change in the economic circumstances of countries around the world. It is essential that the transport chain is ready to meet the challenge of the future.

The International Association of Ports and Harbors (IAPH) plays a very significant role in developing and fostering good relations among the Ports of the World. Their efforts to promote and increase the efficiency of ports and harbours by exchanging information relative to new technologies and techniques in all areas of port management help to serve the world at large.

As Minister for Transport in New South Wales, I appreciate the important role played by the world Conferences of the IAPH to promote discussion, formulate policies and to educate its members.

I am pleased to invite you to be present at the 18th World Ports Conference in Sydney from 17 to 24 April 1993.

BRUCE BAIRD

#### HONORARY COMMITTEE

The Premier of NSW	Hon John Fahey MP
The Minister for Transport	Hon Bruce Baird MP
The Lord Mayor of Sydney	Alderman Frank Sartor
Chairman of Maritime Services Board of NSW	Mr. Andrew Turnbull
Chairman of MSB Hunter Port Authority	Mr. John Risby
Chairman of MSB Illawarra Port Authority	Mr. Ron Griffiths
Chairman of MSB Sydney Ports Authority	Mr. Ted Blamey
President NSW Coal Association	Mr. Tony Haraldson

#### CONFERENCE ORGANISING COMMITTEE

Conference Vice President and Conference Chairman	Mr. Max Moore-Wilton IAPH Conference Vice-President Director General of Transport, NSW and member, Maritime Services Board of NSW
Chairman of Committee	Mr. Wayne L Gilbert Chief Executive Maritime Services Board of NSW

#### Executive Secretary

Mr. John Hayes  
General Manager,  
Port Coordination and Planning,  
Maritime Services Board of NSW

#### Members

Mr. Murray Fox  
Managing Director  
MSB Sydney Ports Authority

Mr. Geoff Connell  
Managing Director  
MSB Hunter Port Authority

Mr. Michael Muston  
Managing Director  
MSB Illawarra Port Authority

Mr. Gerry Murphy  
Port Co-ordination Manager, MSB

Mr. Bill Pope  
Conference Coordinator, MSB

Mr. John Wallace  
Managing Director  
John M Wallace and Associates  
Honorary Member, IAPH

Ms. Pauline Beckton  
Director  
ICMS Australia Pty Limited



**DURATION:** from Saturday, April 17 to Friday, April 23, 1993

**VENUE:** The Sydney Hilton Hotel

**PRE-CONFERENCE MEETINGS:** The Pre-Conference joint meeting of the Board and Executive Committee, those of the Internal & Technical Committees, and some of Conference Committess will be held on Saturday, April 17 and Sunday, April 18 at the Hotel.

**CONFERENCE CHAIRMAN:** Mr. Max Moore-Wilton  
IAPH Conference Vice-President, Director General of Transport, NSW

**CONFERENCE THEME:** "Ports—The Impact of Global Economic Change"

**REGISTRATION FEES:**

**IAPH Members:** A\$1,350 (US\$ 1,000)(When received by 28 Feb. 1993) (after March 1, 1993, the amount will be A\$1,500.)

**Non-IAPH Members:** A\$2,025 (US\$ 1,500)(when received by 28 Feb. 1993) (After March 1, 1993, the amount will be A\$2,450.)

**Notes:** IAPH Honorary Members are exempted from payment of the registration fee. The fee entitles both the registered delegate and a companion to participate in all events, both technical and social, and to receive one set of documents.

**ACCOMMODATION AND RATES:**

Accommodation held by the Host Secretariat has been secured at advantageous rates for Conference delegates. Only booking made through the Host Secretariat will secure these rates. These rates will also apply if participants choose to extend their stay.

Hotel	Rates per room per night
Sydney Hilton Hotel (Conference Hotel)	A\$180.00
Hyde Park Plaza	A\$135.00
Park Regis Hotel	A\$95.00
Waldorf Apartments	
2 Bedrooms	A\$165.00
1 Bedroom	A\$145.00

The above rates are for room only and apply regardless of single or twin occupancy. Suites are available on request from the Host Secretariat.

All alternative accommodation is within 5 - 10 minutes walk of the conference venue, the Sydney Hilton Hotel.

**PROVISIONAL PROGRAM OF THE 18TH IAPH WORLD PORTS CONFERENCE  
17/23 APRIL, 1993, AT THE SYDNEY HILTON HOTEL**

**OVERALL PROGRAM**

Date	Time	Business	Social	Tours for Accompanying Persons
Saturday 17 April	Morning Afternoon Evening	Committee Meetings Committee Meetings	Registration  Welcome Cocktails for early arrivals	
Sunday 18 April	Morning Afternoon Evening	Committee Meetings Committee Meetings	Registration Continues  Opening Ceremony IAPH Reception Dinner Cruise Sydney Harbour	City Tour Northern Beaches
Monday 19 April	Morning Afternoon Evening	Keynote Address 1st Plenary Trade Exhibition Opening Working Session No.1	  Cocktails - Maritime Museum	City Tour Northern Beaches Coffee Cruise
Tuesday 20 April	Morning Afternoon Evening	Working Session No.2 Working Session No.3	 Australiana Evening and Bush Dance	Bush Walk Blue Mountains Art Gallery and Paddington Tour
Wednesday 21 April	Morning Afternoon Evening	Technical Tour to Newcastle Harbour, Kooragang Coal Terminal and the Hunter Valley	Free	
Thursday 22 April	Morning Afternoon Evening	Working Session No.4 Working Session No.5	 Free	Coffee Cruise Shopping Tour Blue Mountains
Friday 23 April	Morning Afternoon Evening	Working Session No.6 2nd Plenary and Closing Ceremony	Gala Dinner	Bush Walk Historic Houses



## THEME AND SUB-THEMES OF THE WORKING SESSIONS

### ■ SESSION 1: PORTS AND WORLD TRADE

Session Chairman - Possibly Sir Keith Stuart

#### "Trends in Regionalisation of Trade"

*A paper is to be requested from each of the following:*

- Eastern European Countries
- Americas
- Pacific Rim Countries
- African Continent

#### "Trade Patterns/Trade Promotion"

(Speaker: Mrs. Lillian C. Liburdi - Port Authority of New York & New Jersey)

#### "The Consequence of the Changing World on Maritime Trade and its Effect on Ports" (Speaker: Mr. Jean Smagghe - Port of Le Havre)

### ■ SESSION 2: PORTS IN THE 90'S - MANAGEMENT AND FINANCING

*Issues to be covered should be:*

- the trend in privatisation or corporatisation in the respective region or country;
- the model being used or proposed;
- why this model is relevant to the particular region or country;
- the efficiency gains achieved or expected in the ports; and
- what, if any, rationalisation of the

number of ports in the country has been or can be achieved.

*It would be intended to seek a paper from a representative of the following regions to outline the:*

- United Kingdom experience
- United States perspective
- Developing Countries experience (Malaysia)
- Australian/New Zealand experience

### ■ SESSION 3: PORTS AND TRADE FACILITATION

Session Chairman: Mr. Robert Cooper

Paper on Trade Facilitation generally outlining issues such as

- Transport Chain/Intermodal Transport
- Communications Technology, EDI and other current facilitation issues
- Hazardous cargoes and special requirements
- Legal Barriers to Foreign Trade (Speaker: Mr. David Jeffery - Port of London Authority)

#### "Prevention of Illegal Drug Traffic - How can Ports Assist" (a paper or papers to be sought from the Customs Co-operation Council and the Australia Customs Service.

#### "Trends in Corporate and Directors Personal Liability"

Speaker: To be decided

### ■ SESSION 4: BULK LOADING PORTS - THE AUSTRALIAN SCENE

Session Chairman: Possibly from Japan

#### "Bulk Loading Coal Ports"

Paper by a NSW coal mining company covering the mining and transportation of coal to the Port of Newcastle and outlining special techniques involved in blending of coal at the Port (Speaker: Coal Mining Representative)

Paper by Gladstone Port Authority covering the operations of coal receipt and stacking as well as the loading of large bulk coal carriers in Queensland ports (Speaker: Mr. R. Tanna - Gladstone Port Authority)

#### "Bulk Loading Iron Ore Ports"

Paper by Port Hedland Port Authority covering aspects of iron ore shipments generally from Western Australia, including the special port operations required for handling bulk carriers in limited waters (Speaker: Capt. Ian Baird - Port Hedland Port Authority)

Paper by a Western Australian mining company covering the mining, transport, stockpiling and loading of iron ore at Port Hedland (Speaker: Representative from BHP Ltd.)

### ■ SESSION 5: PORTS AND ENVIRONMENT

Session Chairman: To be decided

#### "Legal Aspects of the Environment and the Rapid Trend in Global Legislation" (Speaker: Mr. Patrick Falvey - Port Authority of New York and New Jersey)

#### "Environment and Port Development in a Changing World" (Two papers) (Speakers: Mr. Pieter Struigs, Mr. Peter van der Kluit - Port of Rotterdam)

#### "The Impact of Environmental Concerns on Dredging in Ports" (Speaker: Mr. Dwayne Lee, Port of Los Angeles)

### ■ SESSION 6: PORTS AND HUMAN RESOURCES

Session Chairman: Mr. Carmen Lunetta  
**"Human Resources Development to meet the Impact of Global Economic Change"** (Speaker: Mr. Goon Kok Loon - Port of Singapore Authority)

#### "Tourism and Tourist Ports in Australia" (Speaker: To be decided)





## SOCIAL PROGRAMME SUMMARY

### SOCIAL EVENTS

<b>Saturday 17 April</b> 18:30 - 20:00	Cocktail reception for early arrivals
<b>Sunday 18 April</b> 17:00 - 18:30	Opening Ceremony - Sydney Opera House
18:30 - 22:00	Welcome Reception hosted by IAPH - followed by Dinner Cruise, Sydney Harbour
<b>Monday 19 April</b> 18:30 - 19:45	Cocktails - Australian National Maritime Museum
<b>Tuesday 20 April</b> 19:30 - 22:30	Australiana evening - Argyle Tavern, "The Rocks"
<b>Wednesday 21 April</b> 08:00 - 19:00	Technical Tour to the Port of Newcastle, Kooragang Coal Terminal and the Hunter Valley Evening Free
<b>Thursday 22 April</b>	Evening Free
<b>Friday 23 April</b> 19:30 - 24:00	Gala Dinner - Sydney Overseas Passenger Terminal

### ACCOMPANYING GUESTS PROGRAMME - SUMMARY

<b>Saturday 17 April</b>	- City Tour
<b>Sunday 18 April</b>	- City Tour - Northern Beaches/Koala Park
<b>Monday 19 April</b>	- City Tour - Northern Beaches/Koala Park - Coffee Cruise, Sydney Harbour
<b>Tuesday 20 April</b>	- Bush Walk - on the Foreshores of Sydney Harbour - Blue Mountains - Art Gallery and Paddington Tour
<b>Thursday 22 April</b>	- Blue Mountains Tour - Coffee Cruise, Sydney Harbour - Shopping Tour
<b>Friday 23 April</b>	- Bush Walk on the Foreshores of Sydney Harbour - Historic Houses of Sydney

### Post Conference Tours

Red Centre and Kakadu	(6 days)
Tropical North and Cairns	(5 days)
Brisbane Port and Gold Coast	(3 days)

### Available on Request

Golf Package	(1 day)
Sydney Ports Tour	(1 day)
Illawarra Port Tour	(1 day)

### Tropical North and Great Barrier Reef

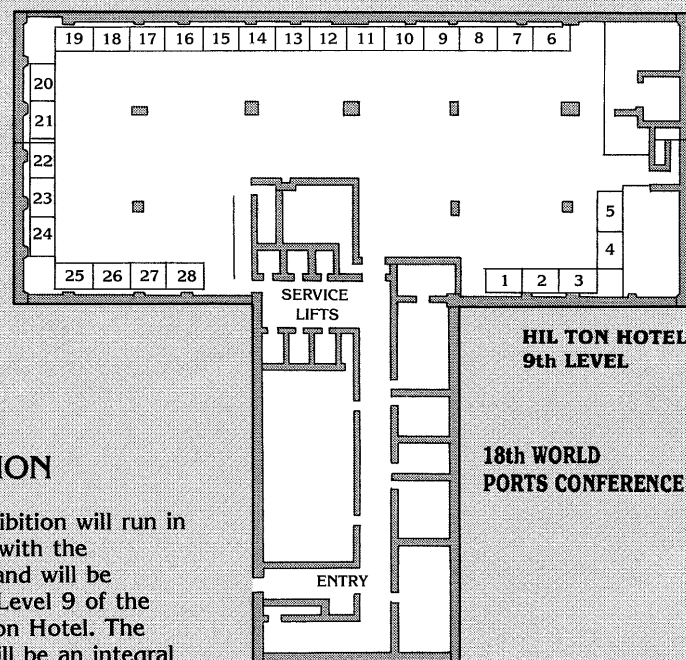
A 5 day tour to the spectacular Great Barrier Reef and Cairns in northern Queensland. Fly direct to Cairns where you will be accommodated for 4 nights at the Cairns International Hotel. The tour includes a full day cruise on MV Quicksilver, which moors over what experts rate as one of the most spectacular sections of the 2,000km Reef. Optional tours are available to the Daintree Rainforest and Wilderness Safari, Kuranda (historic train journey to the village in the rainforest) and White Water Rafting.

### Red Centre and Kakadu National Park

A 6 day tour to Australia's "Red Centre" and "Top End". Fly direct to Ayers Rock, Australia's largest sandstone monolith, then continue to Alice Springs in the heart of Australia, almost 1,000kms from the nearest capital city, and finish the tour in Darwin, capital of the Northern Territory. Included is a 2 day tour to Kakadu World Heritage park, famous for its many Aboriginal Art sites, abundant wildlife and birdlife.

### Brisbane Port and Gold Coast

A 3 day tour to the Gold Coast and the Port of Brisbane. The Gold Coast is one of Australia's favourite holiday regions with excellent beaches and entertainment facilities. The tour includes a journey into the magnificent Hinterland to Springbrook Mountain and the spectacular Purlingbrook Falls. The Port of Brisbane Authority is your host for a full day tour of the Port facilities.



### EXHIBITION

A Trade Exhibition will run in conjunction with the Conference and will be situated on Level 9 of the Sydney Hilton Hotel. The exhibition will be an integral part of the Conference and to ensure maximum exposure for the exhibitors, morning and afternoon teas will be served in the exhibition area.



## Visitors to Head Office

May 20 — Mr. Mohamed A. Tera, Deputy General Manager, Mr. Syed Ahmad Kilap Syed Ibrahim, Kemaman Port Manager, Kuantan Port Authority, Malaysia and Mr. Husain K.C. Ahammu, Director/General Manager, Master-Freighters (Malaysia) Sdn Bhd.

June 3 — Mr. Alexander Krygsman, Port Director and Mr. S.Y. Kim, Port of Stockton and their wives and Mr. A. Yoshimura, the Port of Stockton's Tokyo Representative

### IAPH Secretariat members visit MARAD



*After the Charleston meetings, IAPH Secretary General Kusaka and his staff visit U.S. Department of Transport Maritime Administration in Washington D.C., where they are received by Associate Administrator Nan Harllee (right) on May 11, 1992.*

## Membership Notes:

### New Members

#### Temporary Members

**Dalian Port Authority (China)**  
Address: 1 Gangwan Street, Zhongshan District, Dalian 116002  
Mailing Addressee: Mr. Wang Diandong  
Port Director  
Telex: 86246 DHAB CN  
Tel: 237873  
Fax: (0411) 807148

**Shanghai Port Authority (China)**  
Address: 13 Zhongshan Road (E.I) Shanghai 200002  
Mailing Addressee: Mr. Tu Deming  
Port Director  
Telex: 33023 SHACO CN  
Tel: 3290660  
Fax: 3290202

**Qinhuangdao Port Authority (China)**  
Address: 2 Haibin Road, Qinhuangdao 066012  
Mailing Addressee: Mr. Huang Guosheng  
Port Director  
Telex: 271051 QHDHA CN  
Tel: (0335) 333719  
Fax: (0335) 335467

**Port of Tianjin Authority (China)**  
Address: Gate No 35, Xingang er Hao Lu Tanggu, Tianjin 300456  
Mailing Addressee: Mr. Zhu Qing Yuan  
Director  
Telex: 23107 PORT CN  
Tel: (022) 973466  
Fax: (022) 987025

**Qingdao Port Authority (China)**  
Address: 4, Dagangyan Road, Qingdao 266011  
Mailing Addressee: Mr. Chang Dechuan  
Port Director  
Telex: 3263  
Tel: 227716  
Fax: 222878

**Nanjing Port Authority (China)**  
Address: 19 Jiangbian Road, Nanjing 210011  
Mailing Addressee: Mr. Wu Deming  
Deputy Director  
Telex: 34034 NJPA CN  
Tel: (025) 633898  
Fax: (025) 802053

**Guangzhou Harbour Bureau (China)**  
Address: 39 Gang Qian Lu, Huang Pu District, Guangzhou  
Mailing Addressee: Mr. Lu Tong Xun  
Director General  
Tel: (020) 2278553  
Fax: (020) 2278303

**Zhanjiang Port Authorities (China)**  
Address: No. 1, Youyi Road Zhanjiang 524027, Guangdong  
Mailing Addressee: Mr. Guo Maohui  
Port Director  
Telex: 452051 JZGDD CN  
Tel: 285255  
Fax: 759-280814

#### Associate Member

**China Ports and Harbours Association [Class B] (China)**  
Address: 12 Zhong Shan Road (E.2) Shanghai 200002  
Mailing Addressee: Mr. Li Wei Zhong  
President  
Telex: 33023 SHACO CN  
Tel: (86-21) 3264684  
Fax: (86-21) 3290202

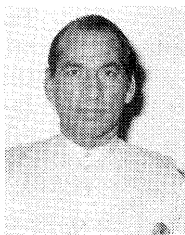
#### Changes

**National Port Authority [Regular] (Liberia)**  
Managing Director: Mr. A. Lamii Kromah  
Deputy Managing Director: Mrs. Wheatonia Y. Dixon-Barnes  
Planning Manager: Mr. Jeffrey George  
Manager, Freeport of Monrovia: Mr. S.K. Lynch  
Harbour Master: Capt. William Kollie  
Operations Manager: Mr. William Sharpe



Technical Manager: Mr. James Poboe

**Karachi Port Trust [Regular]**  
(Pakistan)



*Mr. Ahmad Tasnim  
Chairman, Karachi Port Trust*

Address: Post Box No. 4725, Karachi-74000  
Mailing Addressee: Vice-Admiral Ahmad Tasnim,  
HI(M), SJ & Bar, S.Bt.  
Chairman  
Tel: 201319  
Fax: 2415567  
Chairman: Vice-Admiral Ahmad Tasnim,  
HI(M), SJ & Bar, S.Bt.  
General Manager (Planning & Development):  
Mr. Farooque A. Chaudhry

**Empresa Nacional de Puertos S.A. [Regular] (Peru)**  
Mailing Addressee: Viceadmiral A.P.(R) Gustavo  
Barragan Schenone  
Chairman  
Telex: 26010 PE AD CALLAO  
Tel: 654280-299210 Anezo 350  
Fax: 656415  
Chairman: Viceadmiral A.P.(R) Gustavo  
Barragan Schenone

## **London Dumping Convention Report: The 15th Meeting of The Scientific Group**

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

### **INTRODUCTION**

The 15th meeting of the Scientific Group of the London Dumping Convention was held from 11 through 15 May 1992 in the Headquarters of the International Maritime Organization (IMO) at 4 Albert Embankment, London, U.K.

There were 56 participants in this 15th meeting, 35 of whom came from 16 countries. Eleven non-governmental organizations were represented by 16 delegates, and 5 members of the IMO Secretariat were in attendance as required. The delegation of the International Association of Ports and Harbors (IAPH) consisted of Mr. Dwayne G. Lee of the Port of Los Angeles and Dr. Willis E. Pequegnat,

Consultant in Marine Affairs.

### **The New Assessment Procedure Is Renamed**

Although the meeting agenda, as adopted by the Scientific Group, was a full one containing a large number of substantive issues, the most important and time consuming was related to modifications and refinements of the New Assessment Procedure (NAP). This item included assignment of a new name for NAP which, by consensus, is now to be called the Waste Assessment Framework or WAF. The nature of this name demonstrates that the delegates are more accepting of the schematic of the old NAP than they are of the language explaining the assessment. During much of the debate, the NAP issue proved to be sharply divisive, as it called forth two camps: one group, who were generally supportive of NAP and felt that it was ready for forwarding to Contracting Parties, consisted primarily of the United States, the United Kingdom, Canada, the Netherlands, and China; whereas the other group who had difficulty accepting NAP as written and modified, and who vetoed the idea of moving it up to Contracting Parties was spearheaded by Germany followed by Denmark, Finland, Norway and South Africa. The sentiments of such delegations as Australia, Chile, Belgium, Spain and Japan were not clearly verbalized at crucial times.

Only three of the non-governmental delegations, namely, Greenpeace International, Friends of the Earth International, and the International Union for Conservation of Natural Resources refused to accept NAP without major modifications and citing the Precautionary Approach frequently. Although the remaining non-governmental delegations voiced some need for modifications or clarifications in WAF, they were clearly of the opinion that it represented a significant forward step in the development of a workable and understandable waste assessment procedure. IAPH aligned itself with the latter group and indeed was active in producing those modifications of the procedure that were needed for it to be brought to the floor during the afternoon of the last discussion day (Thursday) for a supportive consensus and eventual passage to Contracting Parties for acceptance, or a call for modification, or outright rejection. During this time, long after the usual adjournment hour, the debate became acrimonious, primarily because the delegation of Denmark and to a lesser degree the delegation of Finland refused to agree to accept the document without further modification. Eventually a compromise was reached and WAF will very likely be included on the agenda of the next Consultative Meeting in the fall of 1992.

### **Some Uncertainties in the WAF**

The principal concerns of the opposition group with the WAF as written centered in the Action List (Box 6) and the establishment of acceptable concentrations of substances for sea disposal. Also, this opposition group felt that the Prohibition List (Box 1) of wastes prohibited from dumping should be replaced by a Reverse Listing of wastes that can be dumped at sea in accordance with the provisions of Annexes I and II. The reverse listing of wastes was not acceptable to the majority of delegations, but the final decision as to its inclusion in WAF (Box 1) has been left to a decision of Contracting Parties. The opposition group voiced strong support for the Prior Notification Procedure and for proposed amendments to LDC prohibiting incineration at sea and the dumping of industrial wastes. In actual fact, incineration at sea was stopped over a year ago when

the principal incinerator ships were scrapped, and the sea dumping of industrial wastes will cease no later than 1995.

### **The Action List Deals With Substances**

The opposition group also voiced the need to clearly base the WAF on the precautionary approach to waste disposal, stating that there should be a strong link between that approach and the Action List. It must be noted that the Action List contains or deals with substances, not wastes as such. Thus, it is felt by some delegates that the List could be used to permit the dumping of toxic substances in a given waste that would otherwise be prohibited from dumping by, say, Annex I. This could come about, they say, because the Action List will contain substances, such as mercury and cadmium, for which an upper unacceptable level and a lower level (concentration) will be set in relation to biological impacts. A waste containing a concentration of mercury above the upper level could not be dumped; whereas wastes with concentrations below the lower level could be dumped without further concern. Wastes with intermediate concentrations would need further assessment, probably through use of biological tests. In the original LDC, any waste containing mercury in any but trace levels would be absolutely prohibited from dumping in accordance with Annex I. IAPH has long pointed out that Action Levels must be waste specific, noting that effects on the biota, not concentrations of substances, must be the basis for determining the suitability of a waste for sea disposal. Moreover, IAPH emphasized that the pollutant sequestering capability of dredged material clearly sets it apart from all other waste types. Reinforcing this assertion with technical papers submitted to the Scientific Group by IAPH has convinced most delegations that dredged material does not need to be banned from sea disposal. How long this attitude will last is a matter of conjecture, but there are some signs that its status will be discussed anew during the review of the dredged material guidelines that will take place in the next meeting of the Scientific Group. Both Greenpeace and Friends of the Earth have already noted their opposition to some features of the guidelines.

After a great deal of discussion of the Action List and the Precautionary Approach, some of it so frustrating at times that at least one delegation threatened to close its file and go home, the Scientific Group agreed that the WAF is scientifically and technically suitable for implementation. As time goes on, there will be further discussion of substance levels in the Action List, the setting of which should be the responsibility of all national authorities waste for waste, but for now it is up to Contracting Parties to render a decision on the acceptability of WAF. The Scientific Group has fulfilled the charge given it by the Consultative Body some years ago to review the Annexes and determine whether or not a superior system could be devised to protect the sea.

### **Other Issues Discussed in the 15th Meeting**

The Scientific Group reviewed the use of materials for the construction of artificial reefs and artificial islands in the ocean. It was noted that Article III of LDC advises that the placement of matter at sea for a purpose other than dumping does not fall under the provisions of the London Dumping Convention, provided that such placement is not contrary to the aims of the Convention. The interpretation of this exemption clause was assigned to an *ad hoc* Groups of Legal Experts on Dumping. The group's conclusion that the decision as to whether or not placement of materials

at sea for such a purpose could be contrary to the Convention was left to Contracting Parties. This engendered concern among delegations who saw that the exemption could be used to dispose of materials that are otherwise banned from sea disposal. The Scientific Group then decided to advise Parties that materials containing substances listed in Annexes I and II to the Convention should not be used for construction of artificial reefs. It also proposed that the *ad hoc* Legal Group on Dumping should thus reconsider the advisability of its earlier decision.

### **Beneficial Uses of Dredged Material**

The Scientific Group devoted considerable time to discussion of the beneficial uses and alternative methods of disposal of dredged material. Several papers were submitted for discussion. Among these was an excellent publication prepared by PIANC and entitled "Beneficial Uses of Dredged Material: A Practical Guide." It was agreed that a discussion of beneficial uses should go into the upcoming revision of the Dredged Material Guidelines. In this connection, Germany voiced the hope that the guidelines when revised would be consistent with those of the Oslo Convention, stating that they would be unable to administer dissimilar documents. Here again is further evidence that North Sea countries are more likely to follow the Oslo Convention than LDC. However, I do not expect that the revised guidelines will differ much from the Oslo treatise in that the latter is largely a copy of the original LDC document.

The Scientific Group agreed to begin a review of the LDC dredged material guidelines in early 1993 at its sixteenth meeting. If intersessional meetings are deemed necessary at that time, it is expected that the results thereof will be presented to the Scientific Group in early 1994 at its seventeenth meeting. If all moves on schedule, then a final report on the guidelines will be forwarded to the Consultative Meeting in the fall of 1994. This document will be of great importance to IAPH and to LDC, because for the latter dredged material and possibly sewage sludge will be their only administrative concerns. IAPH must see to it that some environmental groups do not press to introduce unreasonable requirements on the issuance of permits to ports for carrying out essential dredging.

Contracting Parties and any non-governmental group wishing to attend any intersessional meetings will be required to submit papers on one or more of several suggested topics. Clearly IAPH should comply with this proviso. There is no doubt that Greenpeace International and Friends of the Earth do not wholly agree with the environmentally favorable position now enjoyed by dredged material. It is expected that they will attempt to modify the new dredged material guidelines so as to reflect this discontent. It is suggested that IAPH may wish to prepare a paper dealing with normalization techniques, or monitoring of dredging and disposal operations, or special care techniques.

### **Global Sewage Survey**

There was considerable discussion of the need for a global sewage survey. Although the Scientific Group expressed interest in studying the results of such a survey, it was concluded that it should play only a minor role in the project. However, a great deal of interest was voiced in regard to the management of sewage sludge disposal, particularly in regard to the need to control the disposal of sludges containing harmful organic compounds and other pollutants.

Clearly this will require cutting off inputs of such compounds at source.

### **Deep Sea Disposal of Liquid Carbon Dioxide**

A final topic of some interest to IAPH revolved around the disposal of liquid carbon dioxide in the deep sea. The issue here is the possible recovery of carbon dioxide from stack gases of fossil-fueled combustion plants with ultimate disposal in an environment isolated from the atmosphere. The justification for such an effort is of course to reduce the build-up of carbon dioxide in the atmosphere to such an extent that it will not contribute in a serious way to global warming with its dire consequences. The Scientific Group did not support the need for considering this a priority topic at this time. However, it did request that delegations obtaining updated data on the issue should keep the group apprised of those developments.

### **Election of a New Chairman and Vice-Chairman**

The present meeting was chaired by Dr. Robert Engler, who was serving in his fourth and final year. At the end of the meeting Mr. John A. Campbell of the Ministry of Agriculture, Fisheries and Food, U.K. was elected chairman and Mr. John Karau of the Marine Environment Division, Canada was elected vice-chairman.

## **COPSSEC Meeting in Charleston**

### **Report by José Perrot**

It was the first time since 1989 (last time it was in Miami) that the COPSSEC and its different Sub-Committees had the opportunity to meet in the American Region. The last three meetings, since the Mid-Term Conference in Fremantle, were held in Europe. Therefore, it was a good opportunity for all the members present in Charleston directly or indirectly involved in the work of the technical committees to attend the meetings of the different Sub-Committees and the full COPSSEC meetings.

The respective Chairmen could present the work carried out during the past months and also discuss the orientations of their surveys. The attendance of people not directly involved in the work of the Sub-Committees was of the greatest interest as it allowed for broad discussions on different matters.

To sum up the general opinion, these days were very fruitful in terms of exchanges of information.

The full COPSSEC meeting was held on May 5, at 2 pm and it gathered 29 people from the three regions.

The restructuring of the Committee to face the great changes that world ports have to deal with was one of the points on the agenda. On this occasion, Jean Smagghe, as Chairman of the Committee, expressed his views. The members present stressed the necessary cooperation between the different Sub-Committees, which is not always easy to manage in such a large group, even if in many cases some members are active in different Sub-Committees.

Jean Smagghe welcomed the new Sea Trade Sub-Committee chaired by Lilian Liburdi. The first meeting of that Sub-Committee took place just before the full

COPSSEC meeting, therefore many COPSSEC activists could attend. The analysis of the different experts who had undertaken to present the three working groups allowed a very clear statement of the goals of the Sub-Committee to clarify definitions of types of cargo, develop standardized port forecast model and develop a port capacity database. Obviously to perform the job is not an easy task and the wide cooperation of all the member ports of IAPH will be required. Lilian Liburdi stressed that in Sydney the first results of the work completed will be presented and that a working plan has been established.

But the setting-up of this new Sub-Committee must not overshadow the valuable work performed by the other Sub-Committees.

Jean Michel Moulod, Chairman of the Ship Sub-Committee presented the objectives of his group, which will complete a report on the trends in ship characteristics. Even if all types of ships are covered by the survey, special emphasis will be put on container ships and fast ships.

Regarding the Marine Safety Sub-Committee, Alex Smith reported in the absence of the Chairman, Captain Watson. He expressed his pleasure at the rescue of the VTS Guide\* (please refer to the notes below), jeopardised by the financial problems which the previous editor went through. The VTS Guide is now under the direct responsibility of IALA, IMPA and IAPH. Alex Smith expressed his hope that the Exco would agree to provide an IAPH representative to serve on the board of management of the VTS Guide together with a representative from IALA and IMPA respectively.

Alex Smith was thanked for the key role he played in successfully solving this tough affair.

### **Note by the Secretariat**

*The collapse of the Maxwell Communication Corporation (MCC) in 1991 had generated the possibility of the stoppage of publication of the World VTS Guide, as Pergamon Press to which the publication of the Guide had been contracted was placed under the wing of the MCC conglomerate. As a result, most seriously, the publication of the VTS Guide itself was threatened. To relieve the situation, the three parties (IALA, IMPA and IAPH) negotiated with the administrator of the MCC and successfully retrieved the legal right to publish the World VTS Guide and further agreed that the publication of the Guide could be carried out provisionally by the IALA.*

In his presentation Dwayne Lee, Chairman of the Dredging Task Force, reported on the work of LDC. The most substantive issue for IAPH is the adoption of a definition of a "precautionary approach" to environmental protection. He mentioned an IAPH position paper to be presented at the Earth Summit in Rio de Janeiro. The major features of this position were to substantiate the need for dredged material disposal, to remind those concerned that sea disposal of dredged material is consistent with the precautionary approach and that ports should not be made responsible for upstream sources of pollution. Also IMO should continue to play a key role in marine control strategies.

Dwayne Lee referred to the survey on the disposal of dredged materials carried out in cooperation with IMO. The first issue was performed in 1989 and at the request of IMO an updating is underway. He exhorted the members to be certain to return all survey materials so that IMO is



in possession of all relevant data.

As far as the Port Safety and Environment Sub-Committee is concerned, its Chairman Peter van der Kluit presented the job already performed and the objectives. Further to the guidelines already completed on water pollution and dangerous goods, the Sub-Committee is preparing practical guidelines on soil pollution and wastes. Both documents are making good progress and will be ready in time to be discussed during the next COPSSEC meeting in Autumn 1992.

The Port Safety and Environment Sub-Committee contributes to the revision of the IMO recommendations on the safe transport, handling and storage of dangerous substances in port areas. Regarding the relations between IAPH and IMO, discussion took place to define the most efficient method of cooperation. In fact, it appears that IMO pays more and more interest in ports. Therefore, if IAPH wishes to be fully aware of the surveys carried out on port matters, one single Liaison Officer is insufficient and measures have to be taken to appoint a Port Officer supported by experts from the different technical committees to follow the work of IMO. It was decided that this point would be raised by Jean Smagghe during the Exco meeting.

In his presentation Peter Fraenkel, Chairman of the Port Planning Sub-Committee, stressed the great deal of work that updating the guidelines of the COPSSEC means. Regarding the joint IAPH/PIANC working group on the access channel dimensions, thanks to the efforts of the Chairman of the Port Planning Sub-Committee studies will start very soon as the team is now in place. A meeting is scheduled for next June in London.

During the meetings of the Sub-Committee prior to the full COPSSEC meeting, the relations between ports and cities were discussed and Peter Fraenkel expressed his thanks to Jean Michel Tessier for his contribution.

The next point on the agenda was the organization of the 18th Conference in Sydney, concerning which John

Wallace gave an outline of the sessions. Four members of the COPSSEC will deliver a speech: Peter van der Kluit and Pieter Struijs on Ports and the Environment, and Lilian Liburdi and Jean Smagghe on Ports and World Trade.

It was then decided that the next COPSSEC meeting will take place in Le Havre on Tuesday, November 17, the Sub-Committees having the possibility to meet the day before. Jean Smagghe thanked the attendants for the work they performed during these two days and expressed his warm appreciation to the South Carolina State Ports Authority for the quality of the organization of this Mid-Term Conference.

#### **List of Attendants:**

Jean Smagghe, Chairman, Port of Le Havre  
Alex Smith, Vice-Chairman, IAPH European Representative  
José Perrot, Assistant to the Chairman, Le Havre  
Jean Michel Moulod, Chairman of the Ship Sub-Committee, Port of Abidjan  
Lilian Liburdi, Chairman of the Sea Trade Sub-Committee, Port Authority of New York and New Jersey  
Dwayne Lee, Chairman of the Dredging Task Force, Port of Los Angeles  
Peter van der Kluit, Chairman of the Port Safety and Environment, Port of Rotterdam  
Peter Fraenkel, Chairman of the Port Planning, Peter Fraenkel BMT Ltd., London  
Kick Jurriens, Port of Rotterdam  
Kazuo Kudo, OCDC, Japan  
Fraser MacKenzie, Port of Tauranga  
Jean Michel Tessier, Canada Ports Corporation  
Patrick J. Keenan, Port of Cork  
J. A. Mullock-Houwer, IADC  
Peter Wiedemeyer, Port of Hamburg  
Ian Baird, Port Hedland  
David Jeffery, Port of London  
T. Iijima, Port of Yokkaichi  
Kiichi Okubo, Japan Ports and Harbors Association  
Robert Buchanan, Department of Marine and Harbours, South Australia  
John Wallace, IAPH Honorary Member & Coordinator for the Sydney Conference  
Yves Gauthier, Port of Nantes Saint Nazaire  
Michel Pouliot, IMPA  
Michael Hctor, Port of Limerick  
Philip Okundi, Kenya Ports Authority  
N.G. Sakho, Port of Dakar  
Pieter Struijs, Port of Rotterdam  
Guide van Meel, Port of Antwerp  
Bernard Coloby, Port of Le Havre



*COPSSEC meeting was attended by some 30 activists*



*Port Planning Sub-Committee of COPSSEC*

# 3rd Session of UNEP Governing Council and Liaison Activities with UNEP

By P.O. Okundi

IAPH Liaison Officer with UNEP

Managing Director, Kenya Ports Authority

## Introduction

### Activities with UNEP

I represented the Association in the Third Session of the UNEP Governing Council, which was held at the UNEP headquarters in Nairobi. As indicated, this was a special session of the Governing Council which was primarily convened to prepare for presentations at the forthcoming United Nations Conference on Environment and Development scheduled for June this year in Brazil's city of Rio de Janeiro.

### Attendance

The third special session of the UNEP Governing Council was opened by the President of the Council Mr. L.P. J. Mazairac of the Netherlands on 3rd February, 1992.

The meeting was attended by a total of 52 states who are members of the Governing Council and 36 states who are not members of the Governing Council but who were represented by observers. Other Organisations in attendance included United Nations bodies and Secretariat units, specialised agencies and other Organisations of the United Nations system. Intergovernmental organisations and 12 international non-governmental organizations including IAPH were represented by observers.

### Secretary General's Report for UNCED

This special session was convened to deliberate and adopt three main reports prepared by the UNEP Secretary-General for presentation at the United Nations Conference on Environment and Development (UNCED).

These were:-

### Report on the State of the Environment

This report basically highlighted the fact that, despite all the efforts deployed so far, the global environment was currently worse than it had been two decades previously. Not one major environmental issue raised at the Stockholm Conference had been solved, yet new problems of planetary dimensions had emerged.

Steps forward had been made in certain key areas, but such hard-won gains had been too often offset by accelerating destruction in other areas.

The report also outlined examples of achievable targets that could constitute an agenda for action for the next decade. It, however, noted that none of these goals would be achieved unless the world community addressed a number of closely linked issues, such as technology transfer, additional financial resources, popular participation, authoritative costing of response strategies, fair sharing of natural resources, fundamental reforms of pricing regimes to include the costs of environmental goods and services, the unnecessary conflict between trade regulations and environmental standards, and

giving a fair share of the global trade market to developing countries.

The report noted, however, that the London Amendment to the Montreal Protocol had begun to address the issue of technology transfer, and progress had been achieved in the area of additional resources with the Global Environment Facility and the Ozone Multi-lateral Fund. But in view of the fact that the magnitude of resources needed was beyond the capacity of the strained government budgets, there was a dire need for new sources of funds to be identified.

While recognising that the UNEP Governing Council could not decide on all those issues, the Secretary-General in his report expressed his belief that the Council could send the strongest signal of support to the UNCED, which would be judged by its resolution on such issues.

### Report on the Plan of Action to Combat Desertification

The Secretary-General's report on desertification highlighted the pathetic situation prevailing. The report included a number of costed policy options to deal with the problem: one involving the protection of the 30 per cent of dryland areas least affected or non-affected by desertification; a second adding corrective measures to drylands which had been moderately desertified; and a third embracing the entire scope of desertification.

The Secretary-General, however, noted that the UNCED provided an opportunity to build a new community of nations around the principles of inter-dependence, partnership, global economic justice and inter-generational responsibility, and added that it was an opportunity not to be missed.

### Report on Implementation of General Assembly Resolutions on Sustainable Development

This report basically outlined initiatives taken at the national level and within the UN system aimed at helping to implement the recommendations of the World Commission on Environment and Development and the Environmental Perspective.

The report identified much positive work that had already been done and revealed how much more was required.

### Meeting with the UNEP Director of Oceans & Coastal Areas

The UNEP Secretary-General identified Dr. Peter



The IAPH/UNEP Liaison Officer Eng. P.O. Okundi (right) is seen presenting a copy of the IAPH Environment Guidelines to the UNEP Director of Oceans & Coastal Areas at the UNEP Headquarters in Nairobi, Kenya

(Continued on Page 35)

# OPEN FORUM

## To Enter Firm Action Towards Sustainable Development

**Prime Minister of Norway  
Gro Harlem Brundtland  
Chairman of the World Commission on  
Environment and Development**

*Opening address on the occasion of the reconvening of  
the Word Commission on Environment and Development,  
London, 22 April, 1992*

An event without parallel will open in Rio de Janeiro six weeks from now. The United Nations Conference on Environment and Development, or UNCED as it is called in diplomatic jargon, will consider the most fundamental issue facing the world community today: How to reconcile human activities with the laws of nature.

While it was the United Nations itself which called this conference, its midwife was an independent Commission which set out in 1984 to formulate nothing less than a global agenda for change.

This Commission, The World Commission on Environment and Development was established by a UN General Assembly decision. The Secretary-General of the United Nations called upon me, at my office in the Norwegian Parliament one December day in 1983 to establish and chair this new Commission. This was a call not entirely without consequence.

Together with vice-chairman Mansour Khalid, former foreign minister of the Sudan, I established a group of 22 commissioners from all regions of the world with a majority coming from developing countries to reflect global realities.

The World Commission worked for three years, listening to advice from top scientific experts as well as to poor farmers in developing countries. We listened to governments, non-governmental organizations, trade unions, women's organizations and to youth.

Our report was issued here in London on the 27th of April 1987. We named it "Our Common Future" to capture what we came to realize; whether we live in affluence in an industrialized country or whether we belong to the 1.2 billion people who live in absolute poverty, we are all neighbours in an interlinked world. We have no other option than to cooperate with each other to overcome all those dangerous trends that threaten the human race and its natural environment.

We coined the concept of "sustainable development" to capture the directions we have to pursue if we shall avoid suffocating from pollution, reversing depletions of the earth's



forests and its myriads of living species, contaminating water and land resources.

We pointed to how we should bring the uses of energy into line with what nature can tolerate and to how we should ensure that enough food is available for an expanding world population.

We found that these imperatives could not be achieved as long as poverty is endemic. We found that it is not only a moral imperative, but enlightened self interest to bring more equity into this world.

We were unanimous in focusing on the international economy as a force multiplier that needed major change. We found a desperate need for a more equitable distribution of wealth and opportunity, both between countries as well as within countries. We found the only sane policy to be one of international burdensharing between rich and poor countries, in which debt relief, development assistance, transfer of environmentally sound technology as well as a general climate conducive to investment were key components.

Our Common Future is not laden with doom. On the contrary we became convinced that we have potential and the capacity to change towards sustainable development. But for this to happen we need to realize humankind's full potential. This potential cannot be realized without global democracy, in which people have real rights to participate in decision-making processes. We must shift resources from arming our people towards educating them and providing health services and more equal opportunities for all.

In presenting our report to the global community, we proposed that an international conference should be convened to review progress towards sustainable development and to provide for coordinated and consistent follow up of the Commission's recommendations. That Conference, UNCED, is in June, in Rio.

Five years have passed since the report was released. Since then East-West antagonism has virtually vanished and the climate for international cooperation is stunningly changed to the better. Ideological deadlocks are loosing their grips, and democracy is gaining ground in all corners of the globe.

The opportunity to address common challenges about future survival is better than ever before. A changing world is getting ready for Rio.

Preparations for the Conference have been conducted in four meetings of the Special Preparatory Committee, and the UNCED Secretary-General is also a member of the Commission, Mr. Maurice Strong from Canada.

A little more than a year ago, Maurice Strong suggested to me that the World Commission, which has not met since it concluded its work in 1987, should be reconvened in order to assess the situation since we released our report and to offer our advice to the Rio Conference.

The Commission saw an opportunity and felt an obligation to build on our experience and to express ourselves on the issues. This is the background for our three-day meeting in London.

In addition to the members of the Commission we have

invited five people with profound experience in international affairs to join us to enrich our deliberations. They are the former Foreign Minister of China Huang Hua, former presidents Miguel de la Madrid of Mexico, Mwalimu Julius Nyerere of Tanzania, former Director of the London School of Economics Dr. I.G. Patel, and former Prime Minister of France Michel Rocard. I am grateful that they all have accepted our invitations.

One of the most famous and effective pieces of public communication I have seen is a British poster showing a young boy asking his father: "What did you do in the war, daddy?" It was conceived at a time when the freedom and future of Britain were challenged. The history of that challenge was guided, not by technical and organizational skills alone, but by the moral conviction and compassion of men and women who each made individual contributions over and beyond the call of duty to safeguard their freedom and the future of their children.

Today, the threats to our future come not so much from military aggression, as from our own way of living, from tacit acceptance that poverty and destitution are facts of life, and from shortsighted abuse of resources. We may have to face the next generation's inquiry into what we did when we realized what was at stake.

The hole in the ozone-layer will give some of us skin-cancer, but it is our human nature to close our eyes to this fact and to hope that individually we may be spared. But the odds are beginning to mount against our children and grand-children. And if global warming remains unchecked, food-production may suffer, and droughts, storms and floods may upset our delicate production and transport systems. Island states may disappear and hundreds of millions of people living in low-lying areas will be affected. This all may happen because our generation has become too extravagant in using resources over which we have no moral monopoly.

While we do our best to prevent accidents where we live, we have been unsuccessful in alleviating the silent tragedy of the poor and underprivileged. 13 to 18 million people, mostly children, die from hunger-related diseases each year. That is the same human toll as if 100 fully loaded 747 jets would crash each day.

And still, many living in the North don't feel that the label "rich" aptly describes our life situation. We pay our mortgages, we hope to be able to support our children through school and to a decent start in life. Increasingly many of us are unemployed. Many of us give generously when there is a spectacular famine or catastrophe somewhere in the world, and to varying degrees, contribute to the governments, international assistance programmes through our taxes and duties.

I am pointing to this because "development" is not something for the third world alone. Indeed the industrialized countries are also developing countries, but their path of development is based on patterns of production and consumption that are unsustainable. We are facing increasing difficulties in putting more people at work, even though there is so much that needs to be done. We are all countries in transition. Our reliance on petroleum itself proves the point since this resource will soon be depleted if we continue at present rates.

These and a variety of other issues will form the agenda for the World Commission for the next two days. We will present the results of our deliberations on Friday morning. So stay with us. Faced with these challenges, why are we

not doing more? This is a legitimate question which is being asked by concerned people and NGOs in many countries. My experience in life, as a physician, an environment minister, a party leader and a prime minister tells me this: an open process of fact-finding, participation, sharing of experience and exchange of views is the only viable path for change, within nations — and between nations. I say this because democratic processes can be painstaking. They can require immense tolerance, not only an open mind to the views of others. They require courage, endurance and stubborn consistency in pursuing goals.

I have been told by close friends on the commission how the focused efforts of the NGO community have been essential to the progress achieved over the past weeks on the road to Rio. This is no surprise to an environment minister, who built on the insights of scientists — and activists — in creating new policies, nationally and internationally.

Neither is it a surprise to a prime minister, who has experienced the growth of international interdependence and international understanding — the growth of a coalition of reason — which so clearly depends on the uniting of forces of democracy. We all have an obligation — and an opportunity — to contribute, to try to move insight and cooperation ahead. This is our challenge — this is your challenge — the challenge facing us all now at the end of the second millennium.

The era of procrastination and half-measures must come to its close. We must enter a period of firm action. It would amount to an abdication of duty without parallel if the opportunity created by UNCED were lost. The gradual watering-down of proposals which we have experienced in the preparatory process can still be reversed through public opinion, bringing pressure to bear at the top political levels in a number of key countries. We need new and meaningful decisions, not repetitions of what we have already agreed and promises of good intentions.

We are grateful to the British government for their assistance in organizing the meeting. We are hopeful that the United Kingdom and other major countries will make new bold moves on behalf of the environment and for development. Rio offers the main chance for doing so. We on the Commission are privileged to have this opportunity to offer our advice at this important point in time.

I thank you for your attention.

## Port of Waterford: New Container Terminal

(Waterford News Release of 6 April 1992)

- \* £17.5 million container project underway in Waterford
- \* Largest and most efficient container terminal for Ireland
- \* State-of-the-art gantry cranes
- \* Bell Lines to operate new facility
- \* More container ships planned to service Waterford - UK/Continent
- \* Waterford more competitive for transport, commercial and industrial investment

1. Today's signing of Contracts for the new container terminal in the Port of Waterford marks perhaps the most



important milestone in the long history of this famous port. It also marks an important step in enhancing Ireland's national competitiveness and fulfils a vital aspiration of the National Development Plan 1989-1993.

2. The civil engineering contract for £7.5 million for the construction of the terminal has been awarded to Ascon Limited of Kill, Co., Kildare, Ireland. The contract building completion date is July 1993. The crane contract has been awarded to Morris Mechanical Handling Limited for £3.5 million and the commissioning date is also July 1993. These contracts have been won by virtue of extremely competitive prices and early completion dates and in keen competition with other national and international reputable contractors who are specialists in their respective fields. The Consulting Engineers to the project are Malone O'Regan of Waterford and Dublin who have wide experience of marine projects of this nature.

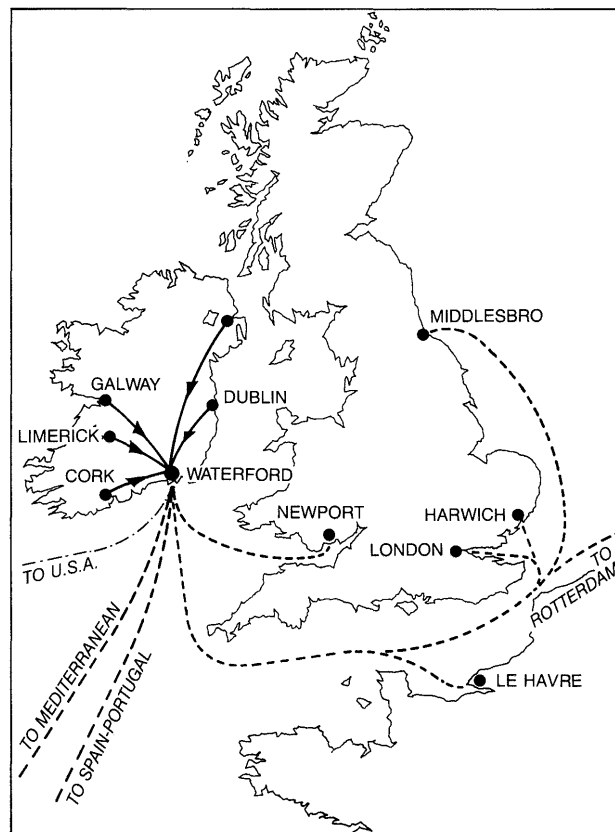
3. The new terminal will have impressive dimensions and facilities:

- 7 hectares of land reclamation
- 250,000 TEU design capacity
- 450 metre quay, minimum of 8 metres alongside
- 3 ships can be discharged simultaneously
- New road from port linking to N25
- New rail sidings connecting to National Rail network
- 24 hour/day, 7 day/week, all year working
- Ships capacity up to 1,800 TEU
- New high speed gantry cranes

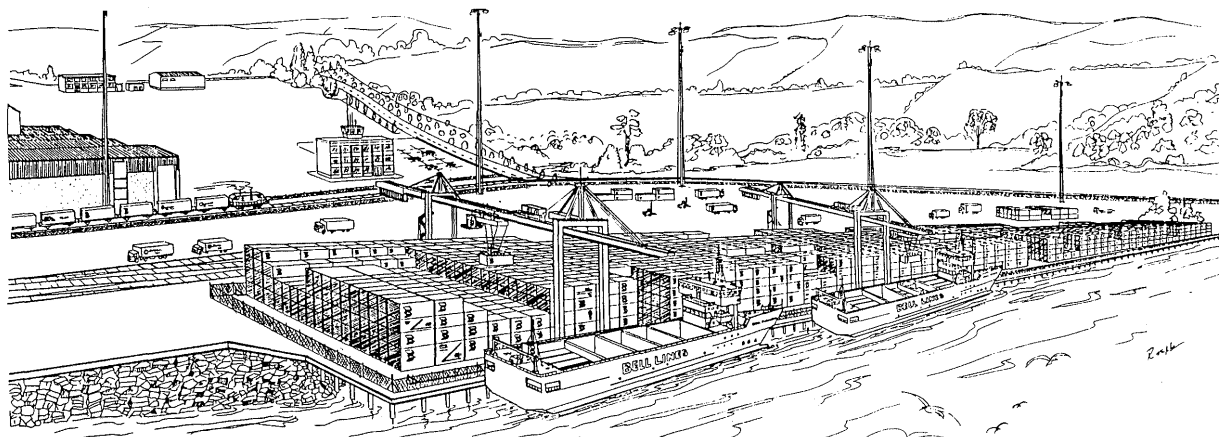
4. The existing container facility in the Port of Waterford operated by Bell Lines is one of the most efficient and cost effective terminals in Europe. It handles some 30% of Ireland's unitised trade but is operating at over 60% beyond its design capacity. Heads of Agreement have been signed between Bell Lines and Waterford Harbour Commissioners following confirmation of EC grants and loan guarantees by the Irish Government.

5. Bell Lines are the only container operators in Ireland who offer a 24 hour per day, 7 day per week and all year round service at competitive rates. This flexibility and competitiveness will be further enhanced when the new container terminal becomes operational in July 1993. The strategic location of the new terminal although only three miles downstream from the present terminal has an easier approach to the open sea which will reduce the turn round time of ships by approximately one hour per sailing. Its immediate access to deep water also means that larger ships carrying up to 1,800 TEUs can be accommodated.

6. The channel tunnel will become operational in 1993. This means that Ireland will be the only EC country without a land link to mainland Europe. The tunnel will have a major impact on the patterns and levels of passenger and freight movements and will provide another alternative to access markets for Ireland's exporters and importers. The major share of this country's trade with mainland Europe is carried by direct Lo-Lo sea services mainly from Waterford. The impact of the tunnel will be that shipping times will have to be cut and costs reduced to maintain and indeed increase our market share. This can be achieved by the provision of fast reliable "Sea Bridges" between Ireland and her European partners at a price and speed that permits Ireland to trade on equal terms in the main central markets



of Europe. Proposals are being drawn up to provide fixed sailing schedules between the Port of Waterford and other ports in the UK and Europe and for the selling of slots on these sailings to all the door-to-door container operators. This concept will have benefits to all concerned providing



faster cheaper linkages than exist at present.

7. The first open container ship in the world built specifically to address Ireland's access transport cost for containerised freight to the rest of Europe the Waterford registered Bell Pioneer was commissioned in Waterford in 1990 and has been operating very successfully since then.

An additional new 330 TEU vessel is under construction



*Waterford Harbour Commissioners wish to acknowledge the assistance and cooperation that has been given by the Irish Government Minister Dr. Michael Woods, the Department of the Marine, Kilkenny County Council and not least the local elected Dail and Senate representative who were most helpful in bringing this most exciting project to the commencement stage. This project is being supported by the Structural Funds in the sum of £7.5 million and without this assistance from the European Regional Development Fund, the completion of this exciting project would not be possible. (John V. Clancy, General Manager)*

and due to enter service in September 1992. These vessels which are energy efficient and faster than conventional container ships enable better loading/unloading times to be achieved by virtue of the unique design.

8. Waterford which is already one of the most efficient and cost effective container ports in North West Europe plus the superb road and rail links within Ireland is at the cutting edge of new technology and concepts in container handling. These developments will enable Waterford to consolidate its position as Ireland's "Gateway to Europe" and play an even more significant wealth creating role in the Irish economy.

## A Brief Introduction to Ports & Harbors in China

Located in East Asia on the Western Pacific Rim and surrounded by the Yellow Sea, East China Sea and South China Sea, China has a natural environment which lends itself to maritime trade. The mainland features both a long coastline of 32,000 km, including 14,000 km of waterfront surrounding 6,500-odd islands, and is rich in bays and gulfs, inland waterways and lakes. Over 50,000 creeks and streams (total length 420,000 km) and 900-odd lakes of various sizes constitute the Changjiang-Yellow River-Jinghang Canal (Beijing to Hangzhou) inland water system which links the vast mainland inner areas and coasts, thus providing both favourable natural conditions and a solid economic cornerstone for port development.

A look back at the vigorous overseas economic and cultural activities via sea in ancient years strongly points to the fact that China is a traditional sea-trading country.

Since the founding of the People's Republic, the Chinese Government has always given priority to the development of ports and navigation facilities. Over recent years, the Government's policy of reform and economic liberalization has particularly contributed to the significant progress achieved in the port construction and shipping industry.

To date, the mainland numbers 20 ports and harbors along the coastal and inland regions with a yearly throughput of over 10 million tons, 200 of 1 to 10 million, 900 of 0.1 to 1 million and 2,000 of 10,000 to 100,000 tons in annual throughput. Of all current coastal ports and harbors in the mainland, there are over 960 versatile berths including 280 deep-water ones (10,000 DWT) which handled 480 million tons of traffic in 1990, while over 20 million tons were handled by 3,600-odd inland ports and harbors (with 100,000 km of available navigation channels) in the same period.

The distribution of the major coastal and island ports and harbors in the mainland looks like this (from North to South):

Dalian, Yingkou, Dandong and Jinzhou on Dalian-Dayao-Liaodong Bay and the Estuary of the Yalujiang River, Liaodong Peninsular in Northeast China; Tianjing and Qinhuangdao on Bohai Bay and the Estuary of the Haihe River in Hebei Province; Yantai, Longkou, Weihai, Qingdao, Shigiu, Lanshan and Lianyungang (Jiangsu Province) on Laizhou-Jiaozhou-Zhiguo-Weihai-Haizhou Bay in Shandong Province; Nanjing, Zhenjiang, Zhengjiagang, Nandong and Shanghai on the lower reaches of the Changjiang River Delta; Ninbo, Haimen, Wenzhou and Zhoushan on both Hangzhou-Taizhou-Wenzhou Bay and the East Coast of Zhejiang Province; Fuzhou, Quanzhou and Xiamen on both the lower reaches of the Minjian River (Fuzhou Province) and Quanzhou-Meizhou-Jinmen Bay; Shenzhen-Dapeng-Guangzhou Bay and Zhujian Delta; Beihai, Fangchen on Beibu Bay (South China Sea, Guangxi Province); and Haikou, Shanya and Bashuo on Keikou (Qiongzhou Strait, Hainan Province)-Beipu-Shangya Bay.

The ports and harbors listed above are well equipped with sound marine facilities to secure a quality service for domestic and overseas trade as well as passenger and cargo transportation. For the time being, a total of over 60 ports and harbors with facilities for international trade are available along the coastal and inland waterways.

As a naturally-sound harbor in North East China, the Port of Dalian features the biggest crude oil export marine gateway in China, with a current total of 55 berths of various sizes (max. of 100,000 DWT capacity). The Port so far has trade links with more than 140 countries and regions worldwide. Throughput of the 49 million tons was accomplished in 1990.

Featuring both a broad area of water, deep water and mild waves, the Port of Qinhuangdao ranks as the largest coal-export terminal in China, numbering 24 berths, including 22 of the deep-water type. 1990 saw a total handled tonnage of 69 million tons.

Comprising both sea and river facilities, the Port of Tianjing is the single biggest man-made marine gateway in China, leading to the capital of Beijing. It is fitted with 50 berths including the biggest container terminals in China (7 berths with an annual capacity of 700,000 TEU). It handled 20.63 million tons of cargo last year. The Port is served by over 30 regular routes linking it with 300 ports and harbors in 160 countries and regions around the world.

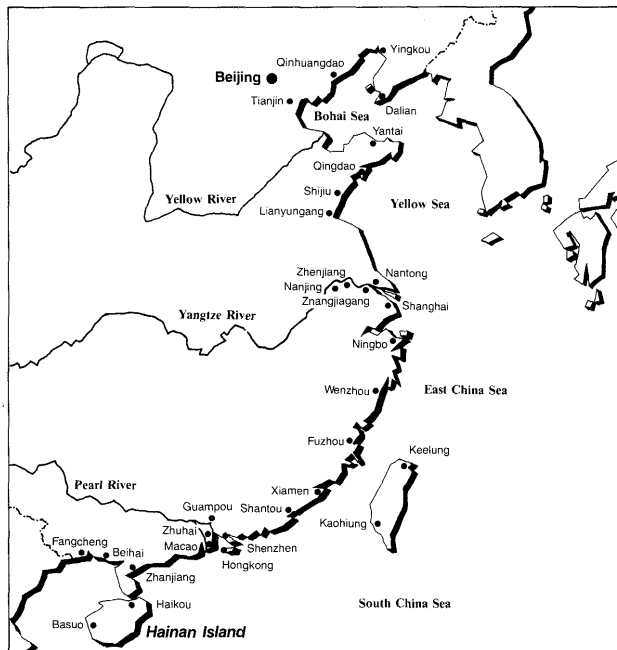
As a key outlet and tourist city port on the Shandong Peninsular, the Port of Qindao is equipped with 35 berths

of various sizes, of which a 200,000 DWT capacity facility is for crude oil loading. It handled 30.34 million tons of traffic in 1990 through routes bound for 120 countries and regions around the world.

The Port of Nanjing, the biggest inland harbor in China and 400 km away from the sea, is an important transit marine point on the lower reaches of the Changjiang River with links to rivers, the sea and the hinterland. It is equipped with 45 versatile berths. It handled 42 million tons of commodities and 2.8 million passengers respectively in 1990.

Equipped with 140 berths, the Port of Shanghai ranks as the first in China associated with cargo and passenger transport. Throughput of 130 million tons of cargo and 11 million passengers was achieved in 1990, with container traffic amounting to the record-breaking figure of 456,000 TEUs in the corresponding period. The Port is pre-eminent among the coastal ports and harbour of the mainland.

The principal harbor in South China is the Port of



Guangzhou, which is also believed to have been the first marine terminal in China's history, involved in trade routes to Southeast Asia and Western Europe. Ninety berths, including 22 of the deep-water type, contributed to the handling of 41 million tons of cargo and 4.3 million passengers respectively in 1990.

The Port of Zhangjiang, in the northeast of Laizhou Peninsular, Guangzhou Bay, has also played a role in domestic and foreign trade in the region. The current total of 22 berths inclusive of 17 deep-water ones were responsible for the 15.57 million tons of throughput achieved in 1990.

The potential for significant development of China's port industry is really exhilarating, mainly due to the stimulus of the recent economic reforms and to the socialist commercial system.

1991 has witnessed the inception of China's eighth five-year plan for national development, when boosting ports has been given top priority by the central government, with particular focus on the categories below.

#### **Coastal marine facilities:**

180 berths with an additional capacity of 170 million tons are to be built. Trunk harbors connecting the major

marine transport routes between North and South are to be constructed. Three significant marine systems for the handling of coal, containers and Ro-Ro commodities are to be developed aiming to provide an efficient trade corridor linking North and South.

#### **Inland waterways:**

The improvement of 4,000 km of navigation ways and the renewal of 60 berths, with an additional throughput capacity of 35.00 million tons will be carried out. The construction of the main channels' infrastructures in the lower Wuhan Region (namely the Changjiang River, Xijian River, Jinghang Canal and Heilongjiang River) will be given priority. In addition, the rehabilitation of some inland waterways like the Han River, Xiang River and Xin River together with the expansion of some combined harbor facilities are also badly needed. (*Information dated November 9, 1991 obtained from the China Ports & Harbours Association*)

## **Outline of China Ports & Harbors Association**

As a nationwide port-industrial organization and a legal body as well, the China Ports and Harbors Association (CPHA) is regarded as a socioeconomic entity consisting of port industrial enterprises and other port-related enterprises and administrative bodies on the basis of their willingness to engage in port/harbor businesses. CPHA is authorized by the Ministry of Communications of P.R. China in terms of its administration and is a registered entity approved by the Ministry of Civilian Affairs of P.R. China as well.

CPHA is devoted to the following objectives:

To facilitate the construction and managerial modernization of ports in China by provision of quality service for port development; to offer a variety of social services for ports and harbors in the country in accordance with State reforms, economic liberalization and other port-related policies; to coordinate the relationship between economic managerial units on the State-level and other relevant enterprises/administrative bodies in an attempt to help the Government to exercise control over ports/harbors management; and to make the maximum contribution to the expansion of the capabilities of port/harbors and the enhancement of their economic and social efficiency.

CPHA has so far highlighted its principal tasks for organization of the relevant research, technical seminars, special training, consultation and world port cooperation, as well as for the editing and publication of "China Ports and Harbors".

Founded in July 1981 in line with the current reform of the economic system in the country, CPHA so far has 450 group members and over 10,000 individual members from major coastal and hinterland organizations and other port-related units such as shipping enterprises, marine superintendents, channel and maritime salvage organizations, science research institutes, designers, plants and colleges of higher learning. The executives in the principal ports/harbors have been elected to CPHA's Council and Permanent Council. They have frequently been involved in the activities organized by CPHA. Over 80% of the

(Continued on Page 35)

# International Maritime Information

# WORLD PORT NEWS

## IMO/ESCAP Seminar on Environmentally Sound Port Development

The International Maritime Organization (IMO) and the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) invite those who are interested in environmental issues concerning port development and management to participate in the seminar on Environmentally Sound Port Development and Management, 31 August - 4 September 1992 at Yokohama. The seminar will be cosponsored by the United Nations Environment Programme (UNEP) and International Association of Ports and Harbors (IAPH) and hosted by the City of Yokohama under the auspices of the Ministry of Transport (MOT) of Japan.

The topics of the seminar are:

- Environmental Impact Assessment of port development
- Port Environment Management
- Deposition/Disposal of wastes in port area
- Port reception facilities for ship generated waste
- Environmental considerations for design and construction of port facilities
- Regulations for the protection of the port environment
- Marine pollution emergency planning for ports
- Experiences in tackling port environment problems
- Environmental effects of dredging operations and the disposal of dredged material
- Testing procedures for dredged material disposal
- Selection of dredged material disposal sites at sea
- The control of sources of marine pollution affecting sediments

Seminar programme will include (a) presentations on these topics by resource persons from IMO, ESCAP, Asian Development Bank, MOT Japan, and several port authorities; (b) reports

on environmental situations of ports from a number of developing countries in the Asia and Pacific region; (c) ESCAP's guidebook on environmentally sound port development techniques; and (d) field visit to the Port of Yokohama.

Those interested in the seminar are cordially invited as observers. Venue of the seminar will be The Yokohama Symposia, Yamashitacho 2-banchi, Naka-ku, Yokohama 231, Japan.

Research/review papers on these topics are also invited and those interested are requested to send an abstract of their papers (approximately a half page of A4) to ESCAP as soon as possible with contact details, viz. (a) names, (b) organization, (c) position held, and (d) address. The selected writers may receive subsidies for their participation subject to furnishing their papers typed on A4 size within 10 pages.

Further details can be provided on request from:

David L. Turner, Chief, Transport and Communications Division, ESCAP, UN Bldg. Rajadamnern Avenue, Bangkok 10200, Thailand. Tel 66-2-282-9161, Fax 66-2-2806042, Tlx 82144 SUCOP TH.

### Provisional Programme

**Sunday, 30 August 1992**

pm Arrival of participants

**Monday, 31 August**

am Registration of participants  
Opening of the seminar  
Welcome by authorities (ESCAP, IMO, City of Yokohama, IAPH, MOT)  
ESCAP/IMO keynote presentation  
pm Presentation of country papers (10-15 countries)  
(Environmental issues of regional ports being introduced by about 15 countries in the Asia and the Pacific region)

**Tuesday, 1 September and Wednesday, 2 September**

Presentation of:

"Port Environment Protection in Japan" ..... MOT, Japan  
"ADB's approach to EIA of Port Development — Its Practice and Experience"

.....ADB and Tokyo University  
"Protection of Water Quality in Sydney Harbour" ..... Australia  
"The Fraser River Estuary — An Ecological Perspective" ... North Fraser Harbour Commission, Canada

"A Review of Key Issues Arising from EIA Studies for the Port Developments Associated with the Hong Kong Port and Airport Development Strategy"

..... Hong Kong  
"Port Environment Management"

..... Port of Yokohama, Japan

"Recovery from Heavily Polluted Water in Port" ..... Japan

"Dredging and Landfill of Heavy Metal Contaminated Sediments"

..... Japan  
"A study on the resident participation for effective implementation of EIA"

..... Korea  
"A few environmental topics — Reception Facilities and Discriminately Port Taxation of SBT Tankers"

..... INTERTANKO  
"Port reception facilities for ship generated waste"

..... IMO  
"Marine pollution emergency planning for port"

..... IMO  
"Environmental effects of dredging operations and the disposal of dredged material"

..... IMO  
"Testing procedures for dredged material disposal"

..... IMO  
"Selection of dredged material disposal sites at sea"

..... IMO  
"The control of sources of marine pollution affecting sediments"

..... IMO

Other topics  
Panel discussion

**Note: Some presentation are not confirmed**



<p><b>Thursday, 3 September</b></p> <p><b>Case 1</b> am Presentation by guest speakers pm Field visit to Port of Yokohama</p> <p><b>Case 2</b> am Field visit to Port of Yokohama pm Visit to Ports and Harbour Research Institute</p>	<p><b>Friday, 4 September</b> am Presentation of ESCAP guide-book for Environmentally Sound Port Development Techniques pm Presentation by guest speakers Participants recommendations Conclusions and closing</p> <p><b>Saturday, 5 September</b> Departure of Participants</p>	<p><b>Stowaway Attempts from North European Ports</b></p> <p>During the last twelve months a growing number of stowaway attempts have been reported by Members calling at various North European ports, and since the beginning of this year the number appears to have risen alarmingly, giving increasing cause for concern. The recent political upheaval in</p>
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### 3rd Session of UNEF—

(Continued from Page 28)

Shroder, who is the UNEP Director of Oceans and Coastal Areas, as the IAPH contact person with UNEP. I am pleased to report that three weeks ago we had our first meeting with Dr. Shroder at the UNEP headquarters.

This meeting presented a good opportunity to brief UNEP through Dr. Shroder on the pragmatic approach being adopted by IAPH in dealing with environmental matters arising from the Association's concern in protecting port environments.

During our meeting, I briefed UNEP on our Association's organisational framework with the various Committees charged with various responsibilities. In this regard, the activities of the Committee on Port & Ship Safety, Environment & Construction (COPSSEC) and its various Sub-Committees, which include the Port Safety & Environment Sub-Committee, were highlighted.

I also took the opportunity to brief UNEP on the four (4) main resolutions adopted at the 17th IAPH Conference held last year in Spain, which clearly underline the Association's commitment to environmental preservation, namely;

- (I) Resolution No.2 On Environment
- (II) Resolution No.3 On UNEP Status
- (III) Resolution No.4 On Environmental Guidelines
- (IV) Resolution No.4A On Tanker Port Fees

The UNEP Director was clearly pleased with IAPH activities and commitment to environmental preservation

— an aspect he noted was in line with UNEP's overriding objective. He further commented the move by IAPH to secure observer status with UNEP, as this will ensure that the ports' environmental preservation activities and presentations will be accommodated in the overall UNEP objectives at the various Meetings and Conferences held from time to time, such as the forthcoming UNCED.

It is important to note also that, during our discussions, Dr. Shroder admitted that hitherto (before our meeting) UNEP had been completely ignorant of IAPH and its environmental measures. This indicates that the move taken at the 17th Conference to gain observer status with UNEP was a move in the right direction.

In conclusion, therefore, it is crystal clear that the maintenance of IAPH observer status at UNEP in the future will be very beneficial to our Association in ensuring that the views of member ports on environmental preservation are given due cognizance, while drawing attention to the various resolutions pertaining to environmental matters.

I would also like, in conclusion, to specially thank the Chairman of COPSSEC Mr. Jean Smagghe, the Chairman of CLPPI Mr. Paul Valls and Mr. Henk Molenaar of the Port of Rotterdam, while not forgetting Pamela le Garrec - also of CLPPI - for the very useful information they all sent me to help me in my preparation for my meeting with UNEP. Last but not least, I would like to thank our own Secretary General at the Tokyo Head Office, who also always kept me abreast of the various matters which were useful in my new capacity as the IAPH Liaison Officer with UNEP.

Thank you!

### Outline of China—

(Continued from Page 33)

nation's famous port experts, professors, scholars and other leading cadres, engineering technicians and administrators engaging in port business are individual members of CPHA. Our Association is considered an outstanding mainstay of the port industry in China, gathering a great variety of technicians and professionals specializing in ports and thus representing the leading edge of strong, integrated know-how.

CPHA is composed of one Department, five Divisions and four Commissions, namely the Secretariat (One Dept.); the Steering Div., Coordinating/Liaison Div., Consultant Div., Training Div. and Editing Div. (five Divisions); the Port/Harbor Development Commission, Science/Technology Commission, Navigation Administrative Commission and Budget Management Commission (four Commissions).

The Headquarters of CPHA are at the address listed

below:

12 Zhongshan Rd. (E.2) Shanghai P.R. China  
Tel.: (021)3264684 Cable:3966  
Telex: 33023  
Fax: (021) 3290202  
Representative of CPHA in Beijing  
Ministry of Communications  
10 Fuxing Rd. Beijing, China

### CORRECTION

With reference to the article on the **Port of Constantza** appearing in the April 1992 issue of this journal, the unit of measure showing traffic capacity in the table on page 31 was erroneously indicated as "thousand tons", while it should have been "**million tons**". The correction has recently been requested by Eng. P. Vasile, General Manager, Port of Constantza, the author of the original article. — IAPH Head Office

Eastern Europe has been largely responsible for precipitating this crisis, generating a flood of economic refugees seeking improved living conditions.

Many consider Canada to be the primary goal, where a liberal immigration policy allows admission to many stowaways requesting entry. Others are attempting to reach USA.

Canadian Immigration are equally concerned about the growth in the number of stowaways successfully reaching Canada, and as a deterrent recently resolved to hold the shipowners more accountable. Consequently, the obligatory cash deposit demanded from the carrier has been increased from CAN\$3,000 to CAN\$5,000 per man, and it is the intention of Canadian Immigration not to refund cash deposits unless the shipowner can demonstrate that extensive precautions were taken beforehand. In USA, the consequences are even greater, and a shipowner is compelled to house, feed and guard a stowaway until his cases is heard. As this may take several months, the resulting costs can be exceptionally high.

At the present time, the ports most favored by potential stowaways are Le Havre, Antwerp and Rotterdam, and to a lesser extent Hamburg and Bremen. All vessels calling at any of these ports en route to North America should be especially vigilant, and it must be recognised that attempts may be made from other North European ports in the future. Members should also be aware that the vessels destined for other parts of the world are still at a risk, and incidents have arisen when stowaways have mistakenly hidden aboard vessels bound for the Far East.

Container ships are clearly the main targets, and three distinct options are open to a potential stowaway - (a) breaking into a hard container, (b) breaking into a 'soft-top' container, and (c) attempting to board a vessel unobserved. At the present time, all forced entries into containers have occurred within the terminal compound and there is no evidence to suggest stowaways have hidden in containers while in transit to the port. Almost all cases of forced container entry have originated at Le Havre, and instances have been seen where an accomplice has glued together a broken wire seal to withstand a cursory examination.

One particular Member operating regularly between Le Havre and Ca-

nada has overcome the forced entry problems by supplying the terminal operators with 'bolt seals' which are fitted to the container on arrival at the terminal gate, provided the existing wire seal is sound. Any 'soft-top' containers arriving for shipment are isolated by the terminal operators, and inspected internally shortly before loading. The seals of all containers are re-examined by a terminal checker for signs of tamper damage at the time of loading. Over fifty attempts have been thwarted by these relatively simple measures.

Similarly, it is important that the vessel's command also takes prudent action to minimize the risks, and the following procedures are recommended;

### **General Awareness**

All crewmembers should be warned in advance to be on the lookout for stowaways.

### **Access to Vessel**

The means of boarding the vessel should be restricted to one access only. If the vessel is idle during the hours of darkness, the accommodation ladder should, if possible, be raised well above the quay. This arrangement should also be employed by Ro/Ro vessels in comparable circumstances, and ramps should be kept closed if not working at night.

### **Locking of Spaces**

All accommodation doors should be kept locked, apart from one internally, accommodation door keys should be left in place to ensure all doors can still be used as emergency exits. All lockers, storerooms and spaces accessible from the deck should be locked or padlocked when not in use, and accesses to holds and hatches similarly secured at the end of the working day when the Duty Officer has satisfied himself that these spaces are clear. Keys to all locked compartments should be left in the custody of the Duty Officer.

### **On-board Security**

It is recommended that two men monitor the decks and the gangway at all times, possibly the Duty Watchman and the Duty Officer. If such an arrangement places an impossible burden on the ship's crew, Members should give serious consideration to

employing local watchmen for the duration of the call, particularly if the vessel is due to sail for North America.

One man should be permanently stationed by the gangway, the other periodically patrolling the decks. Both should carry walkie-talkies to communicate with each other. Stowaways have often climbed up mooring lines. In ports with a high quay or a large tidal range, it may sometimes be possible for stowaways to simply step aboard the vessel from the shore almost anywhere along the ship's side. Watchmen should be fully alert at such times.

Stowaways have occasionally posed as stevedores. The gangway watchman should therefore endeavour to verify the authorization on each stevedore or visitor to the vessel. In ports where stevedores carry no such authorization, a simple head count both boarding and leaving the ship will suffice.

At night the decks should be well lit, and overside lights placed to illuminate the adjacent quay.

### **Stowaway Search**

Shortly before departure, a comprehensive stowaway search should be carried out, and as many men as can be spared should participate. Checks should routinely include holds, lifeboats, funnel casing, hawser pipes, the inspection of padlocks, and thorough examination of all spaces where free access may have been possible. Torches should be carried to inspect dark or shadowed areas. It must be remembered that some stowaways are prepared to go to extraordinary lengths to reach North America, and two men recently evaded detection by crouching in oily water in the bilges of a bow thruster room.

### **Standing Orders and Deck Logbook**

The Master should ensure all additional security precautions are incorporated into his Standing Orders. Before arrival at the port, notices should be posted on all accommodation notice boards reminding crewmembers to comply with Standing Orders and reiterating the measures that are to be taken, recording this action in the Deck Logbook. Once berthed, the Duty Officer should make an entry in the Deck Logbook at the end of each watch confirming that all precautions were

carried out. The pre-sailing stowaway search and its outcomes should be specifically referred to.

It is vital the extra security precautions are well documented in order to mitigate any penalties should a stowaway subsequently be found on board despite the additional measures.

**M. Kelleher, Director**

*The West of England Shipowners Insurance Services Limited  
International House, 1 St. Katherine's Way, London E1 9UE*

**Second Announcement**

**2nd Confab on Safety  
In Port Environment**

**Emergency Response to  
Chemical  
Accidents in Port Areas  
Bremen, 5 - 7 October 1992**

Hosted by: The Senator of Ports, Shipping and Foreign Trade

Sponsored by: International Maritime Organization. The Baltic and International Maritime Council

In co-operation with: EHMA, IAPH, ICHCA, OECD, SBÖ, UNEP, UNESCO, WMU

Supported by: The Federal Ministry of Transport

Organized by: Port and Transport Consulting Bremen GmbH

**Preliminary Programme  
Sunday evening, 4 October**

Reception by Senate of Bremen

**Monday, 5 October**

Opening

Morning session: Accident Experience

Demonstration of actual cases by video or colour slides

Afternoon session: International Conventions and Activities

- APELL-Awareness and Preparedness for Emergencies at Local Level
- International survey of emergency response teams in ports
- Quality assurance

**Tuesday, 6 October**

Morning session: Prevention Activities Worldwide

- Organization and operation of

port emergency and rescue teams (e.g. UK, USA)

- Vessel traffic services
- Dangerous substances in ports
- Stevedoring
- Special equipment for emergency services (e.g. Finland, Netherlands, USA)

Afternoon session:

Practical Demonstration and Life Exercise Demonstration of marine spill fighting by Special Federal Agency for Fighting Pollution (SBÖ) on the River Weser north of the Bremerhaven Container Terminal.

**Wednesday, 7 October**

Morning session: Contingency Planning and Training

- Contingency Planning (e.g. Manchester Ship Canal, Rotterdam, Stockholm)
- Bremen Port Safety System
- Training concepts

Afternoon session: Financial Aspects

- Accident mitigation
- Liabilities and compensation

Final conclusions

Closing

For further information, please contact:

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Germany

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1992: 421/398 3805)

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1992: 421/398 3902)

**Shipping Review  
& Outlook**

**Summary and Conclusions**

The first quarter of 1992 saw the bulk shipping industry slide into the eighth recession since 1945. Although this came as a surprise to some operators, especially after the very favourable market in 1991, the statistics show that the downward slide in rates started more than a year ago in the Spring of 1991.

Events have developed much as we anticipated in our last review. The world economy has drifted deeper into

recession. More importantly the two key maritime economies, Germany and Japan, have moved from growth to recession over the last six months. This slowdown in economic activity was reflected in seaborne trade, which grew by only 1% in 1991. Each new set of indicators for 1992 suggests that there will be zero growth or possibly a decline during this year.

On the supply side of the market there was a small increase in the orderbook from 56.6 million dwt in October 1991 to 58.2 million dwt in March 1992. During the same period the bulk fleet grew by 5.7 million dwt to 503 million dwt, an increase of 1.2%.

As far as the development of freight rates is concerned, it is the bigger ships which have suffered most. VLCC's seized the centre of the stage when freight rates fell from an average earnings level of around \$30,000 per day six months ago to a current level of less than \$7,000 per day. For smaller sizes of tankers the decline has been more gradual, with Suezmax vessels earning an average of \$15,000 per day in the first quarter of the year, and Aframax tankers \$12,600 a day. The product tankers sector seems to have bottomed out over the last six months, with rates fluctuating around average earnings of \$7,000 per day.

On the dry side, Capesize and Panamax vessels both experienced a substantial softening of earnings. Capesize vessels were earning \$17-18,000 per day during 1991, but by the end of the first quarter 1992 this had dropped to \$10,000 per day. A similar decline occurred for Panamax vessels, whose earnings fell to \$7,700 per day at the end of the first quarter 1992. For Handymax tonnage the decline in earnings to \$8,000 a day by end March was less dramatic.

The gas shipping markets have been squeezed by falling demand and increasing supply of tonnage. Rates for LPG voyages from the AG to Japan are down to \$23.50 from \$29.00 six months ago, while timecharter rates for a 75,000 cbm vessel are down to \$600,000 a month from \$750,000. The outlook in this sector remains pessimistic with continued fleet growth compounding difficult trading conditions, particularly for LPG and petrochemicals, and causing further weakening in rates.

Ship values, which had remained

relatively stable for much of 1991 following the declines of 1990, have dropped quite sharply during the first quarter of 1992 in response to the decline in freight levels. Consequently, as with freight rates, it has been the larger vessels which have seen values fall most. The drop in values has been most severe for older tonnage. The Clarkson Index of secondhand prices shows falls of almost 50% for 1970s built tonnage from their peak levels of early 1990. This compares to a drop of only 15% for 1980s built tonnage over the same period.

This sudden downturn in freight rates seems to have left many operators in the shipping market disorientated, particularly with regard to their investment strategy. At first sight this is surprising. Statistical analysts recognised the fall in freight rates over the last six to nine months as a typical manifestation of the famous "shipping market cycle". These cycles occur every two or three years and form an essential part of the business plan of any sound shipping company. "Other things being equal" the downturn should last a little more than two years. The market should bottom out in Spring 1993 and move towards recovery in early 1994. However, the length of these downturns has never been consistent. The last two lasted five and six years respectively. The one before that lasted only one year. Which will it be this time?

Our view of the cycle has not changed very much since the last bulk shipping review in Autumn 1991. We anticipate a weak market during 1992, with volatile earnings being squeezed hard by rising costs. We do not see sufficient surplus in the market to keep rates at operating costs throughout the year, though this may happen in most sectors for part of the year.

Looking towards 1993, the key is the timing of the recovery of the world economy. It is not difficult to construct a scenario under which this proves to be relatively short shipping recession, with the market starting to move out in the Spring of 1993. This might occur if the recent signs of economic recovery in the United States prove to be well founded. It would also be assisted if the Japanese recession is short lived, bottoming out in mid-1992, with economic activity moving back into a growth phase in the Autumn of 1992. This combination of events would

provide the foundation of positive growth of sea trade in 1993 and the beginnings of a recovery in the shipping market.

Unfortunately, it is not possible to put a probability on this scenario. There are some fundamental problems in the world economy, notably the financial and construction sectors, which threaten a prolonged recession and an anaemic recovery when it comes. However, the shipping balance remains tight and it would not take much to produce another complete reversal.

## New Publications

### Convention on Facilitation of International Maritime Traffic (FAL), 1965 — 1991 Edition

Sales No. IMO-350E, price £14.00 (English)

In either English, French, Spanish, Russian, Arabic or Chinese

English posted May 1992; the other versions available later

### Code of Safe Practice for Solid Bulk Cargoes

Replacement Insert for IMDG Code Supplement: BC Code (1991 Edition)

The price for a copy in English, French or Spanish is £9.00 including free surface postage (add £3.50 per copy for airmails).

English posted March 1992, French available later, Spanish available later.

IMO Secretariat

Publications Section

4 Albert Embankment

London SE1 7SR

## The Americas

### Fraser River Harbour Commission's Chairman

Mr. George H.B. Preston, Langley, B.C., was elected Chairman of the Fraser River Harbour Commission at a recent meeting of the Commissioners. He replaces Lloyd Cornett whose term expired, after six years as a Commissioner.

Mr. Michael J. Jones, Surrey, B.C.,

was elected Vice-Chairman of the Commission at the same meeting.

Chairman Preston was appointed to the Commission in January 1988 as one of the three Commissioners appointed to the five-person board by the federal government. He was elected Vice-Chairman of the Commission in January 1990.

### 1991 Record Year For Port of Québec

Buoyed by increased shipments of grain and general cargo, the Port of Québec enjoyed a record year in 1991.

Overall activity rose to 18,536,000 tons of cargo, up from 17,320,000 tons in 1990 and surpassing the previous high of 18.3 million tons attained in 1987. Port of Québec President and Chief Executive Officer Ross Gaudreault called the results "encouraging in a difficult economic context and an indication of the efforts deployed by the entire maritime community to attract new business."

After hitting rock bottom in 1989, grain shipments have returned to more normal levels, jumping from 4,183,000 tons in 1990 to 7,363,000 tons last year. A good harvest in western Canada coupled with improved sales on international markets served by the eastern export route were key contributing factors in the upturn. However, Mr. Gaudreault also pointed out that "intermodal capability and deep draft at the Bunge of Canada terminal have helped make Québec the principal grain port on the St. Lawrence."

Increased shipments of forest products, granite and dairy products helped make 1991 an excellent year for general cargo, with a more than 40% gain to 465,000 tons, up from 324,000 tons in 1990. (Port of Québec)

### EDI to Make Halifax More Competitive

The Port of Halifax's new Electronic Data Interchange (EDI) project, which will create direct computer-to-computer exchange of information and business documents, has been unveiled by the non-profit organization established to promote its implementation.

The EDIPORT Atlantic Inc. project forecasts the system will cost a total



of \$1.5 million. The system is designed to streamline and improve operations by eliminating paperwork and reducing errors and delays. The Atlantic Canada Opportunities Agency (ACOA) will provide \$454,000 startup funding, while the Halifax Port Corporation will spend \$300,000. The remaining costs will be covered by other project participants.

The Halifax EDI participants include five separate shipping lines or agents, Canada Customs, Agriculture Canada, the Halifax Port Corporation, the Canadian Coast Guard, Halterm and Ceres Terminals and Canadian National Railway.

Electronic Data Interchange is becoming increasingly vital in marine transportation. The project is a major step in making Halifax more competitive, enhancing its reputation as a world-class port. EDIPORT has chosen DMR Group Inc., the largest information systems consulting firm in Canada, to provide project management. With 2,200 employees around the world, DMR brings with it international expertise and an indepth understanding of port operations.

*(Port of Halifax)*

## N. Carolina: Tonnage Up Due to New Business

With the North Carolina State Ports Authority's deepwater ports at Morehead City and Wilmington both enjoying new business, the N.C. State Ports Authority posted a 23 percent tonnage increase for the first 10 months of the fiscal year over the same period last year. Total tonnage for Fiscal Year 1992 year-to-date is 4.3 million tons. This equals the total tonnage figure for all 12 months of Fiscal Year 1991.

At Morehead City, total tonnage rose 39 percent year-to-date over the previous fiscal year.

"The increase in breakbulk tonnage at the Morehead City General Terminal is largely due to increased forest products tonnage moving over the docks," said James J. Scott, Jr., Executive Director, North Carolina State Ports Authority. "We also handled new business in March and April when we exported a large quantity of frozen poultry and steel billets."

Bulk tonnage at both Morehead City's General Terminal and Bulk Handling Facility also showed year-to-date increases. At the General Terminal, commodities reflecting increased tonnage are potash, ore and urea. At the Bulk Handling Facility, both phosphate and wood chips are moving in greater quantities year-to-date.

At Wilmington, the addition of three new carriers since the first of the year has helped produce an overall 11 percent increase in tonnage year-to-date.

"Our two new container lines are bringing container tonnage close to our annual Strategic Plan objectives as they come on line," Mr. Scott said, "and our breakbulk tonnage is up somewhat."

"While bulk tonnage posted a 78% tonnage hike, this came primarily from increased chemical imports by a private company which leases its facility from the N.C. State Ports Authority," Mr. Scott continued.

Mr. Scott also noted that the North Carolina State Ports Authority's Charlotte Intermodal Terminal is experiencing high levels of business activity.

"Our Charlotte Intermodal Terminal set a record for the most containers processed through that facility during the second week in May," he said.

"Overall, the North Carolina State Ports Authority is well positioned when the fiscal year ends June 30, 1992 to

achieve the tonnage goals set forth in our Strategic Plan," Mr. Scott concluded.

## Port of Oakland Predicts Financial Recovery

The Port of Oakland will not only erase last year's \$18 million deficit, it probably will close out the 1992 fiscal year with a net profit of some \$8 million, according to Commission President Carole Ward Allen.

"The Port made a remarkable recovery this year," she said, "thanks to strong and efficient management, to a remarkable performance by our Maritime Division, and to some one-time income in the form of a rebate from California Pers (the State retirement system) and a major insurance payment for earthquake losses."

"We are pleased that once again, if these projections are confirmed on June 30, at the end of our fiscal year, we will be able to declare a surplus and pay the city \$5 million, in addition, of course, to the \$1.2 million we pay the city for special services, and the millions the city derives from taxes on businesses located on Port property. Truly, we deserve the title, 'Oakland's Economic Engine'."

According to projections made public by Mr. Charles R. Roberts, executive director of the Port of Oakland, the Maritime Division will set a tonnage record this year of some 14.5 million revenue tons and will earn a profit of some \$5 million in excess of its budgeted revenue forecast.

"Our Maritime Division's performance over this fiscal year was superb," Mr. Roberts said. "We showed a greater gain than other West Coast Ports, due largely to increases in exports and agreements we signed with shipping companies that give us a degree of



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security in the years ahead. Another reason for the increase is that our clients know that we are solving our dredging problems.

"We anticipate that we will start dredging to 38 feet in the Inner Harbor this fall and begin deepening both of our channels to 42 feet in 1994. We are also working closely with our tenants and the railroads to develop a pioneering intermodal yard that will give all of our berths close-in access to three transcontinental railroads — something none of our competitors can match."

Oakland International Airport, which a year ago was the fastest growing Airport in the United States, is experiencing a slower growth rate of 4.4 percent in the fiscal year 1991-1992. However, Aviation Division revenues are expected to be down approximately \$1 million, due to reduced passenger travel that is directly related to the recession in the United States economy which has had an adverse effect on all American Airports.

But the \$1 million aviation shortfall will be offset by \$1 million in savings generated by economies imposed by Port management during the course of the fiscal year. Overtime was carefully monitored, temporary employees were largely eliminated, many job openings were not filled, and projects that did not contribute directly to the revenue stream were either eliminated or postponed.

The Port received some \$2.6 million in rebates from the Pers system, and more than \$700,000 in earthquake insurance. These are one-time-only revenues that will not be repeated in the fiscal year starting July 1, 1992.

The Port has repaid the city for principal and interest the city expended on a \$10 million general obligation harbor bond issued in 1925 and on a \$10 million airport bond in 1955. The Port completed paying off all the principal and interest on both bond issues in 1986.

Since 1986 the Port has paid the city some \$36 million in additional interest payments and signed a memorandum of understanding obligating it to pay another \$20 million. Upon the payoff of the \$20 million, all outstanding Port interest obligations to the city will be fully paid. This payment, by City Charter restriction, can only be made when the Port has a surplus. The Port

has declared a surplus and made the payment every year since the agreement was first endorsed by the Board of Port Commissioners.

## 1991 Surprisingly Good Year for US Ports

Despite the recession, U.S. ports enjoyed a surprisingly good year in 1991. While foreign trade tonnage overall was down from the previous year and somewhat lower than the 1989 record, liner cargo soared to record levels, breaking the 100-million-ton level for the first time ever. The value of import/export cargo also reached record levels.

Bureau of the Census data show that in 1991, import/export cargo handled at U.S. ports totaled 937.9 million short tons with a value of \$465.7 billion. Tonnage fell for the second year in a row, dropping by 3.1 percent compared to the 1990 total of 967.5 million tons and 3.6 percent below the record 973.4 million tons handled in 1989.

Export volume in 1991 rose 5.2

percent, with gains in both the tanker (+16.1 percent) and dry cargo (+2.8 percent) sectors. Imports were generally down, falling by 9.3 percent overall, with tanker shipments (which in 1991 accounted for 70 percent of all import tons and 37 percent of total import/export cargo) off 9.4 percent and dry cargo imports down 8.0 percent.

The drop in tonnage notwithstanding, the value of U.S. waterborne foreign commerce reached record levels for both exports and imports. Comparative data for the past four years is shown below:

### U.S. Waterborne Foreign Commerce (Billions of Dollars)

	1991	1990	1989	1988
Exports	\$175.1	\$161.1	\$151.1	\$132.9
Imports	290.6	277.2	267.3	256.9
Total	\$456.7	\$438.3	\$418.4	\$400.7

Source: U.S. Bureau of the Census

In contrast to trade generally, liner cargo performed spectacularly, increasing 6.7 percent from 1990 to a

**TABLE I**  
**U.S. Waterborne Foreign Commerce 1986-1991**

(Millions of Short Tons)

EXPORTS	CY 1986	CY 1987	CY 1988	CY 1989	CY 1990	CY 1991	Change 1990/91
United States	331.0	360.0	400.9	422.8	413.5	435.0	5.2%
North Atlantic	69.0	62.7	73.5	84.1	89.7	92.3	4.5%
South Atlantic	13.7	15.3	18.3	20.0	21.9	25.1	14.5%
Gulf	134.8	155.0	162.5	167.6	163.8	184.4	12.6%
South Pacific	30.7	33.4	36.9	41.1	39.4	44.1	12.0%
North Pacific	50.8	61.6	73.2	73.0	71.6	69.2	-3.4%
Great Lakes	32.0	32.0	36.6	37.0	28.2	20.0	-29.1%
<b>IMPORTS</b>							
United States	453.8	477.8	516.8	550.6	554.1	502.8	-9.3%
North Atlantic	168.2	170.2	183.1	177.6	155.0	144.7	-6.7%
South Atlantic	47.8	53.9	51.4	55.5	52.1	49.6	-4.8%
Gulf	171.3	184.1	211.5	238.8	224.6	239.1	-6.5%
South Pacific	36.2	37.6	37.7	41.6	41.3	34.0	-17.8%
North Pacific	16.5	18.2	17.6	19.4	19.3	18.8	-2.7%
Great Lakes	13.8	13.9	15.9	17.8	17.6	12.8	-19.5%
<b>TOTAL</b>							
United States	784.6	837.8	917.7	973.4	967.5	937.9	-3.1%
North Atlantic	237.2	232.9	256.6	261.7	244.7	237.0	-3.1%
South Atlantic	61.5	69.2	69.4	75.4	74.0	74.7	0.9%
Gulf	306.1	339.1	374.0	406.4	388.4	423.4	9.0%
South Pacific	66.9	71.0	74.6	82.7	80.7	78.0	-3.2%
North Pacific	67.3	79.8	90.8	92.4	89.9	87.9	-3.4%
Great Lakes	45.8	45.9	52.5	54.8	45.8	32.8	-28.6%

**TABLE II**  
**U.S. Containerized Liner Trades 1986-1991 (\*)**

(Millions of Short Tons)

EXPORTS	CY 1987	CY 1988	CY 1989	CY 1990	CY 1991	Change 1990/91
United States	28.1	32.5	39.9	40.5	44.6	10.1%
North Atlantic	4.9	5.8	7.9	8.2	8.9	8.8%
South Atlantic	5.2	6.4	7.8	8.0	8.8	9.1%
Gulf	4.0	3.7	4.2	4.1	4.6	12.9%
South Pacific	8.7	10.5	13.0	12.9	14.5	12.1%
North Pacific	5.3	6.0	7.1	7.2	7.9	9.2%
<b>IMPORTS</b>						
United States	36.6	34.8	40.2	39.2	38.6	-1.4%
North Atlantic	12.8	11.9	12.8	12.6	11.7	-7.2%
South Atlantic	5.6	5.3	5.7	5.4	5.4	-0.9%
Gulf	2.6	2.7	2.8	2.7	2.4	-10.0%
South Pacific	11.9	12.0	11.4	14.2	14.7	3.2%
North Pacific	3.7	3.6	3.9	4.0	4.4	10.3%
<b>TOTAL</b>						
United States	64.8	67.3	80.1	79.6	83.2	6.3%
North Atlantic	17.7	17.7	20.7	20.7	20.6	-0.9%
South Atlantic	10.8	11.7	13.5	13.5	14.2	5.1%
Gulf	6.6	6.4	7.0	6.8	7.0	9.0%
South Pacific	20.6	21.9	26.8	27.2	29.2	7.4%
North Pacific	9.0	9.6	11.0	11.2	12.3	9.6%

(\*) The Census Bureau began reporting containerized liner cargo data in 1987.

record 105 million tons. Liner exports gained by 11.3 percent and imports by 1.1 percent.

Containerized liner trades were not quite so strong with exports gaining by 10.1 percent, imports edging downward by 1.4 percent, and the total rising by 4.4 percent.

Growth in the liner trades was strongest on the West Coast, particularly the North Pacific where liner

cargo soared 15.5 percent and containerized liner cargo by 9.3 percent. Gains were registered elsewhere except the North Atlantic which suffered marginal declines in both categories.

Table I summarizes U.S. waterborne commerce nationally and by port range for the period 1986-91.

The containerized liner trades are covered in Table II. (*AAPA Advisory*)

### Port of Portland Breaks 10-Million-Ton Mark

For the first time in its 100-year history, the Port of Portland exceeded the 10-million-ton mark — handling 10,258,314 tons of bulk and general cargo during 1991.

More than half of the Port's 1991 tonnage, some 5,539,474 tons, comprised nongrain commodities including containers, automobiles, mineral bulk, and breakbulk cargoes. These cargoes were up a combined 15.7 percent over the previous year.

Containerized cargoes across Port of Portland docks during 1991, jumped

8 percent to 175,900 TEUs. Contributing to this increase were record container-on-barge movements on the Columbia/Snake River system and increasing volumes of double-stack railcars using the Port's expanded on-dock intermodal container rail yards.

Mineral bulks, primarily soda ash and bentonite clay exports through Hall-Buck Marine's bulk plant at Terminal 4, were up 17 percent to 2,103,129 tons — a new Port record.

Breakbulk cargoes (forest products, steel, aluminum, and machinery) were up 26.8 percent — reflecting record aluminum and wood pulp shipments and such special project cargoes as

Caterpillar tractors to Russia, relief cargoes to Kuwait, and jetways to Japan.

Grain cargoes through the Port of Portland's two elevators, leased to Cargill, Inc., and Columbia Grain, Inc., were almost identical to the previous year: 1990 — 4,717,519 tons compared to 4,718,840 tons in 1991.

Automobiles, reflecting the domestic economic downturn, were off 4.4 percent — a decline that was partially offset by the export of American-made Honda to Asia. During 1991, Portland-handled total of 289,191 import/export autos are held a healthy 12 percent share of the U.S. import/export market. Portland distributed more cars to and from more U.S. states than any other U.S. port of entry.

A new Marine Terminals Master Plan released last year, predicts Portland cargoes will double in the next 20 years — to near 20 million tons. Attainment of the 10-million-ton mark in 1991 makes that prediction appear even more realistic, and make 1991, the Port's centennial year, a memorable benchmark. (*Portside*)

### College of Charleston's Logistics Seminar

On March 17, the College of Charleston's Intermodal Transportation Program presented a seminar on "Worldwide Logistics and Energy Use: A European Perspective." Dr. Martin Christopher, professor of marketing and logistics, and Dr. James Cooper, professor, Centre for Transportation and Logistics, both with the Cranfield School of Management in Bedford, England, were the principal speakers.

Dr. Christopher discussed the development and application of the logistics concept in Europe. He said logistics is the process of strategically managing the procurement, movement and storage of materials in order to maximize profitability through the cost-effective fulfillment of orders. Good logistics provides good customer service.

He said, "Logistics are relatively new, and corporations are taking a fresh look at the way they develop competitive advantage. Logistics are becoming center stage. All of these impact energy use."

Dr. Christopher said, "It is no longer possible to build strategy around pro-

duct features. Successful companies have identified customer service and logistics. Logistics enables us to offer levels of service in the marketplace. It is necessary to be a service leader. You may not be the lowest cost, but the service level will give the perception of leadership."

How does this effect energy resource management? He said some companies are moving toward globalization (companies that view the world as an entire marketplace) as opposed to multinational companies, which have independently run organizations in different countries. Global companies seek to optimize sourcing, production, logistics across all markets.

Logistics costs are becoming an issue. For instance, sourcing production off-shore shaves costs of production, but transportation costs and response time suffer; energy use increases. Although Just-In-Time production saves manufacturers inventory costs, it costs his supplier. Suppliers pass on these costs.

Dr. James Cooper discussed the environmental concerns of European logistics. He said the completion of the EC single market and its implications for logistics are very positive. The simplification of trading and removal of trade barriers will result in improved efficiency in logistics services, especially in road transport. Improved logistics management will achieve less handling, ergo less road transport and greater energy savings.

He also noted that Europe must confront the issue of congested roads, which now has an impact on the efficiency of logistics. One solution would be to make more use of rail, but it is now state dominated in Europe.

The seminar was presented with funding from The Governor's Office of S.C. Div. of Energy, Agriculture and Natural Resources. *(Port News)*

## Africa/Europe

### Antwerp Withdraws Port Premium Charges

In an official statement, issued by the Antwerp Chamber of Commerce and Industry and by the Antwerp Port Community, Antwerp declines the in-

roduction of the so-called "Port Premium charges".

The Port Premium charges are an initiative of some conferences to uniform the liner terms in all ports and to relocate the transition of costs between the goods and the sea-carrier above the ship's rail. In Antwerp this transition is situated under ship's tackle and costs unto under ship's tackle are covered by the Port Liner Terms Charges (PLTC). Port Premium Charges in Antwerp can therefore only relate to the movement between under ship's tackle and above the ship's rail. According to the Antwerp Port Community the charges proposed by the conferences are in no way relative to this very limited movement.

As a conclusion it is stated that, according to the existing port regulations concerning the delivery of goods to liner vessels and the Antwerp Liner Terms, no room exists for the introduction of any additional costs.

### Tarragona Yacht Harbour To Have 960 Berths

The Tarragona Yacht Harbour will be one of the best recreational harbours of the Mediterranean coast, not only because the quantity and quality of its services, but also, and specially, because of its situation: Tarragona's coast front. Tarragona is a very important touristic site, with an impressive history and personality.

The yacht harbour is well communicated with the town and the touristic places situated northwards and southwards Tarragona, without being necessary to cross the center of the town.

The Tarragona's Yacht Harbour project has been conceived to be a big competitive recreational harbour and, because of its privileged situation, will permit a permanent contact with the sea.

The history of the Yacht Harbour begun as the Reial Club Nàutic de Tarragona's old wish of having installations that were agreed with its excellent personality as the oldest nautical club of Spain.

Jointly with Fomento de Construcciones y Contratas, one of the most important construction companies of Europe, the promoter company Nàutic Tarragona S.A. was founded. That company has to take charge to start

the yacht harbour.

Nàutic Tarragona S.A. has a concession of the Tarragona Port of 270,000 about square meters in surface. The total investment planned is 3,000 million of pesetas. Those figures can give an idea of the dimensions and magnitude of the project.

The yacht harbour will have 960 berths for boats from 7 up to 20 meters long. All the mooring points will have drinking water, electricity, optional TV, radio and security system that allows a permanent control of the boats, even from the owner's home.

Besides these services, in the port buildings there will be bunk rooms, changing rooms and showers, refuse collection, repairs sheds, laundry, stores, petrol station, first aid, shops selling nautical items, crane, travelift, sailing school, radio, meteorological service, etc...

With an average price of 130,000 pesetas per square meter, Tarragona's yacht harbour will also provide all the technical services demanded by the nautical world, professional, leisure and sports.

### Port of Copenhagen 1991 at glance

The results for 1991 are assessed in the context of the objectives laid down for the Port's operations. These are:

- to provide a full range of modern facilities for the Port's maritime traffic, while offering the Port's users and the business community in general the highest levels of efficiency and service, on reasonable, competitive terms,
- to maintain and increase the volume of traffic so as to retain the status of base port,
- to achieve a return on investment at the level required to ensure efficient operation of the Port's facilities, while maintaining a satisfactory level of self-financing,
- to contribute, via appropriate use of the Port land sites, towards promoting development of commercial activity, housing and recreational facilities in Copenhagen, and
- to maintain stable employer-employee relations, while ensuring



satisfactory conditions, motivation and an opportunity of personal development for employees.

The Port of Copenhagen has the status of a proprietary institution, comprising the parent company — The Port of Copenhagen Authority — and its wholly — owned subsidiary, the Copenhagen Free Port & Stevedoring Co., Ltd. ("KFS").

In accordance with an Act passed by the Danish Folketing in 1913, with subsequent amendments, and another Act passed in 1976, the Port of Copenhagen Authority is subject to the supervision of the Ministry of Traffic.

The Port of Copenhagen plays major role as a base port for a large number

of overseas line conferences.

The base port status is obviously important to shippers, as it saves them the costs of shipping cargo to a port on the Atlantic. It is also a factor of major importance to the Port, as it can thus compete on more equal terms with other base ports. The Port of Copenhagen, however, exerts no direct influence on its status, as the international line conferences act independently when fixing freight rates and deciding which ports are to be classified as base ports.

While the main factor taken into account is the volume of cargo available, emphasis is also placed on the level of service and the fees charged by a specific port.

### Key Figures for the Port of Copenhagen Group

(DKK '000)	1987	1988	1989	1990	1991
Turnover	211,234	236,388	239,267	252,224	271,818
Primary operating result	5,612	12,927	11,587	22,875	16,693
Result before extraordinary items	14,796	17,377	18,711	25,566	16,598
Result for the year	3,243	32,550	30,108	35,766	16,768

### The Future

The Port of Copenhagen approaches the future with a sense of optimism. This optimism is based on the following factors:

- The heavy investments programme conducted in recent years, applying the port's own resources, in marketing, further training, new operating equipment for cargo handling, port maintenance and development programmes.
- Goal-oriented planning for several years will ensure smoothly operating transport centres in the North and East Harbours to serve the business community.

- Heavy investment in further training programmes has created a staff with the highest levels of skills, education, commitment and creativity.
- The marketing campaigns in the USA and Japan to attract firms to locate their transit warehouses in the Port of Copenhagen are producing results. The developments in Eastern Europe and in the Baltic region will boost this trend.
- Above all, the Port's customers continue to exploit the advantages offered by our range of services, thus paving the way for further success. (*Annual Report '91*)

### Teleport Bremen Help Rationalize Logistics

International transportation no longer just means moving cargo — getting information from one place to another is equally important. Paperwork still makes up a large part of the job. In international trade, an average transaction involves 40 original documents and 360 copies, 200 pieces of information are recorded, some of them up to 620 times, 70 percent of the computer printouts have to be typed manually

into another computer system, and errors occur during documentation in 50 percent of such transactions. Documentation is responsible for seven to ten percent of the final cost of goods. Thirty percent of the documents deal entirely with transportation.

This is why electronic data interchange (EDI) can make the whole process much simpler. It avoids unnecessary paperwork, makes data available instantly, and eliminates sources of error. EDI can help rationalize the flow of information involved

in international transportation, thereby saving time and expenses. It is no wonder that comprehensive logistics services and modern data communications have become an integral part of the transportation process.

The Ports of Bremen/Bremerhaven offer a wide range of services to coordinate and control all aspects of shipping and distribution, all the way from the producer right up to the point of sale. They offer tailor-made logistics services to fit the individual customer's needs. Sophisticated data communications technology guarantees easy access to Bremen's computerized logistics systems.

The Teleport Bremen service developed by the EDI-Service Company dbh (Datenbank Bremische Hafen) makes information available worldwide.

The Teleport system makes these advantages available to firms of all sizes worldwide. Teleport links Bremen's data services to important business centers in America, Europe, and Asia by satellite links or permanent lines. The heart of the data system of the Ports of Bremen/Bremerhaven is a central database called COMPASS, which links up all the companies and institutions involved in transportation via Bremen/Bremerhaven.

In addition, the computer experts in the Ports of Bremen offer a wide range of special logistics systems, for instance for containers, car exports, the transportation of complete industrial plants, or distribution and storage.

The distribution system STORE offers continual inventory checks and reports on storage, customs clearance, and related matters. It can also be used for "just in time" delivery.

LOTSE (Logistics Tele-Service) solves all compatibility problems. Clients can easily hook up to the Bremen information systems through LOTSE, no matter what kind of computer they have. Even a simple PC provides entry to Bremen's advanced data systems.

The EDI link Teleport allows easy access to these services from major business centers all over the world.

The data systems of the Ports of Bremen/Bremerhaven have proved their worth in international trade and industrial production. One example is the German auto part manufacturer Bosch (one of the largest manufacturers of automobile equipment in the world),

which uses the Bremen Teleport system to optimize its export business with U.S. Bosch.

They supply over 80,000 different products to over 140 countries throughout the world, so efficient transportation management and punctual delivery are extremely important. The Ports of Bremen/ Bremerhaven handle the greatest part of Bosch's seaborne exports.

Teleport functions as a central switchboard for data. For instance, it links all the parties involved in the transportation side of Bosch's U.S. business. These include the Bosch main office in Germany, their branch offices in Atlanta and Chicago, the German and American forwarding companies, and the Bremen Port Operating Company BLG.

Although these firms use different hardware and software, Teleport ensures perfect communication through its EDIFACT converter (Electronic Data Interchange for Administration, Commerce, and Transport), which corresponds to the most modern international standard.

The Teleport system manages the organization and documentation of the Bosch's imports to the U.S. When an American order is dispatched at the Bosch plant in Karlsruhe, Germany, the invoices, delivery notes, and transport orders are typed directly into the computer there. This data is then transmitted to Teleport in Bremen.

There it is made available to the German forwarder, who adds the necessary information to complete the documents for transportation, handling, and customs. Teleport then puts all this data into an outgoing "electronic mailbox," which the American forwarder calls up daily.

Here the information is used to complete customs declarations, which are sent to the authorities through a customs broker. Thus, with the help of Teleport, the entire accompanying documentation for shipping and import customs is handled fully electronically. Teleport Bremen also provides the Bosch office in Atlanta with information. The status of a shipment can be checked at any time and dispatch arrangements can be made.

Mr. Josef Kaudel, head of the logistics department at Bosch, is convinced of the value of this system: "The advantages of such a system are obvi-

ous. For one thing, the smooth flow of information and corresponding possibilities of control mean a high supply capability and accordingly punctual delivery." Teleport helps save time and reduce costs by rationalizing the transfer of information.

Efficient data management and individual logistics solutions characterize the high level of service offered by the Ports of Bremen/Bremerhaven. Teleport and the other data interchange systems of the EDI-Service Company dbh and the Bremen Port Operating Company BLG make advanced data communications a central part of this comprehensive service.

**H.H. Pöhl**  
**Deputy Chairman**  
**Bremer Lagerhaus-Gesellschaft**  
*(Georgia Anchorage)*



### **New Car Storage Deck in Bremerhaven**

The Bremerhaven Car Terminal, the most important car handling facility in Europe, was able to increase its lead even further last year.

A new parking deck for imported cars was put into operation to meet the increasing need for car storage in the terminal. This building accommodates 7,200 vehicles. A total of around 42,300 cars can now be stored in the Import Terminal. 16,300 of the parking spaces are covered.

The Export Terminal has also been expanded. Additional open area has been made available for another 8,600 cars. BLG now has space for 22,000 export cars.

According to BLG statistics, around 778,000 cars were handled in 1991. Imports showed particularly strong growth, amounting to a total of 510,000 cars. This positive development is largely the result of excellent cooperation with Japanese car companies. BLG was able to win Daihatsu as a new customer last year. The Korean automaker Hyundai was another newcomer to Bremerhaven in 1991.

## **Port of Hamburg Hub of Northern Europe**

Sometimes history does repeat itself. In the Middle Ages salt, furs and herrings were the highly valued commodities that brought prosperity to the towns and cities of the powerful Hanseatic League. For the wealthy trading partners of the Baltic Hamburg was the gateway to the North Sea and, from there, to the Seven Seas. 500 years later, the most important commodities are paper and cardboard, electrical goods, electronic components, cars and semi-luxuries such as coffee or fruit. Scandinavia has its closest direct link to the flows of goods to and from the world's economic centres via Hamburg.

For increasingly large container ships — 50 of the world's 96 mega-ships with a draught of more than 12.50 m call

in at the Port of Hamburg — sailing into the Baltic is just as unprofitable as serving ports with a low volume of cargo. For these ships the metropolis on the Elbe is the Atlantic's most easterly port. Liner and feeder services, rapid rail links and a closely-woven network of ferries and motorways ensure fast pre- and post-carriage of cargoes to and from Scandinavia and Finland — a powerful market with over 22 million inhabitants and highly-developed industries manufacturing products that are shipped to overseas markets via Hamburg.

### **Increasing volume of containers handled**

Political upheavals in Europe during the past three years have put the Port of Hamburg back in a central position in Europe. German unity returned to Hamburg its traditional hinterland — a catchment area with an unheard-of volume of potential cargo in the medium to long term. Moreover, the creation of a European Economic Region by the EC and EFTA opens up further prospects. Thus, a cautious survey of future cargo-handling quantities forecasts that, if economic development continues as favourably, the Port of Hamburg could be handling up to 116 m t of cargo by the year 2000. According to this survey, general cargo, with its particularly high value-added factor, and container traffic would both grow at over 6% p.a., an estimate that would mean nearly 4 m TEUs handled in Hamburg by the year 2000.

In 1991 the Port of Hamburg handled a record volume of containers — 2,188,653 TEUs or 11.2% more than the previous year! This helped Hamburg climb up one place in the world container-port league to reach 7th spot. At the end of 1991, the containerization rate for general cargo was 71%. In other words, only 29% of cargoes such as timber, iron, fruit or paper was still loaded or unloaded by conventional means.

The high growth rates of container traffic via Hamburg are accounted for by the Far Eastern routes (up 13.2% to 985,731 TEUs in 1991) and trade to and from Scandinavia (up 14.3% to 316,716 TEUs). In 1990 Hamburg handled more incoming and outgoing Scandinavian containers than Rotterdam and Bremen/Bremerhaven together.

Scandinavian traffic mainly means feeder routes with relatively small container or multi-purpose ships with a capacity of 80-840 TEUs. Besides, Hamburg is also capturing larger shares of the market for land-based feeder services — a market that will grow in the next few years when new rail concepts (Dan Link/Scan Link) and plans for new bridges and tunnels are implemented.

### **Scandinavian traffic in detail**

If we take a look at each country's transit trade via the Port of Hamburg, similar trends become apparent. High-quality foods (meat, dairy products, cheese and fish) from Denmark were shipped via Hamburg on some 300 liner services to places all over the world. Japan, Taiwan, Hong Kong, Singapore, the USA and some Arab countries were the main destinations.

The imported goods passing through Hamburg on their way to Denmark were mainly fresh tropical fruits, coffee (and other semi-luxuries) and high-value electronic goods (ranging from consumer electronics and micro-waves to computer printers) mainly from the Far East. In 1991 Denmark's container trade via Hamburg accounted for 67,718 TEUs (up 27.6%).

Sweden's exports via the Port of Hamburg added up to over 650,000 t in 1991 with the Far East the main sales region. 108,000 t of cargo was bound for Japan alone. Other important destinations were Singapore, Taiwan and the USA, in that order. Paper and cardboard, wood pulp, cellulose, chemical products, plastics and automobiles made up most of the cargoes.

Sweden's imports via Hamburg also rose in 1991. In this case, the main cargoes shipped through the Port were tropical fruits, tinned fruit or vegetables, coffee and electronic goods from Central America and the Far East. In 1991 Sweden's container trade via Hamburg accounted for 95,304 TEUs.

The volume of cargo exported from Norway via Hamburg amounted to some 265,000 t in 1991. The main goods were paper, fish, primary chemical products and plastics. The most important recipients were Japan, Taiwan, Singapore, Australia, Thailand, Hong Kong and Pakistan, in that order. The main imports were tropical fruits, tinned vegetables, electronic goods, rubber products and coffee. Norway's

container trade via Hamburg totalled 91,980 TEUs in 1991 (up 23.9%).

Containers passing through Hamburg on their way from Finland (excluding Germany's imports, i.e. just transit traffic) amounted to 566,000 t in 1991 — mostly paper and cardboard, cellulose, plastics and primary chemical products. The main markets served were Japan, Australia, Hong Kong, Singapore, Taiwan, South Korea, Canada, Malaysia, Thailand and Saudi Arabia — to name just the most important ones.

Imports bound for Finland via the Port of Hamburg were mainly tropical fruits, tinned foods, coffee, machines, iron goods and electronic products. The sea-borne container traffic with Finnish ports totalled 61,804 TEUs in 1991 (up 15.4%).

### **Lisbon: Containerized Cargo Hits New High**

The 300 shipping lines that link the Port of Lisbon to 400 other ports throughout the world made 5,109 calls in the course of 1991 carrying a gross tonnage of some 30.3 million (a rise of 5.9% as compared with the previous year).

17 million tons of cargo were handled, 14.5 million from seagoing vessels and 2.5 millions of river traffic.

About 39% of the total cargo handled in the port of Lisbon was liquid bulk, 35% solid bulk and 26% general cargo.

Thus the liquid bulks amounted to 5,696,800 tons, the solid bulks to 5,145,900 tons and general cargo to 3,698,300 tons out of which 2,235,838 tons were containerized cargo (an increase of 5% over 1990), showing the high level of containerization which rose from 58.1% in 1990 to 60.5% in 1991 (the highest total so far).

The 2,235,838 tons of containerized cargo (the highest figure ever recorded in a Portuguese port) corresponded to 285,842 TEUs which was 8.3% more than in 1990.

One should also stress that the number of door to door containers loaded and unloaded swung up considerably in relation to the previous year, namely by 10.7% and 5.3% respectively.

On the other hand, but still within the field of general cargo, one should highlight the significant increase in the

number of vehicles entering and leaving the port. Out of the 59,151 vehicles handled in the port during 1990, in 1991 there was an increase of over 30.4% that is to say more than 77,154 vehicles.

This large increase in the number of vehicles entering and leaving the port of Lisbon in recent years, is directly linked to the opening of the new Ro/Ro terminal, on the Port of Lisbon Day in 1989.

169 passenger liners called at Lisbon in 1991 (an increase of 36 in the number of calls as compared with 1990). The total number of seagoing passengers amounted to 88,857 which was an increase of 15.0% in relation to 1990.

## **Statistical Data Confirms Vitality of Port of Lisbon**

### **Arrivals and Departures**

Leaving aside the coastal and ocean going fishing vessels, which are recorded annually by means of the survey of the fishing fleets, the total number of vessels that called at the Port of Lisbon in the first quarter of 1992 amounted to 1,064, of which 163 were flying the Portuguese pavilion and 901 foreign pavilions.

The overall number of arrivals was 1.0% more than that reported for the same period in 1991. This upswing resulted from the increased arrival of Portuguese and foreign vessels.

The total gross tonnage was 8,599,000 GT, which shows an increase of about 808,000 GT (+10.4%) in relation to the first quarter of 1991. This was largely the result of the considerable increase in the gross tonnage of foreign vessels (+823,000 GT) which offset the slight drop in the tonnage of national vessels (-15,000 GT).

### **Movement of Cargo**

The cargo manifests indicated about 3,769,000 tons, that is to say 374,000 tons (+11.1%) more than the total reported for the first three months of 1991.

This sharp increase stemmed from the upswing in the goods imported — an additional 365,000 tons (+12.1%) — and in the goods exported — 6,000 tons more (+1.1%) — and the cargo in transit which went up by 3,000 tons (+14.6%).

Out of the cargo handled, about 1,493,000 tons (39.6%) were comprised of solid bulks, 1,349,000 tons (35.8%)

in liquid bulk and 927,000 tons (24.6%) in general cargo. Accordingly, about 605,000 tons, or 65.2%, corresponded to containerized cargo, so that the increase in containerization continues in the Port of Lisbon.

One should stress that the big increase in traffic mainly resulted from the upswing in the handling of bulks both solids (+323,000 tons) and liquid (171,000 tons) apart from the rise in the movement of containerized cargo. Under the heading of bulk cargoes, there were increases in the amount of iron ore (+171,000 tons), fuel (+88,000 tons), coal (+87,000 tons) and cereals (+79,000 tons).

## **Average First Quarter For Port of Rotterdam**

In the first three months of 1992, the Port of Rotterdam transshipped 73 million tons. A drop of 1.6% in comparison with the first quarter of last year which was in fact the best first quarter ever achieved by the Port of Rotterdam. Transshipment in the first three months of 1992 was equal to the average quarter level.

In the months January to March, the transshipment of coal showed a major increase (+19.4%). There was a considerable reduction in petroleum products and petcoke (-27.8%) and cereals and animal feed (-12%).

### **General Cargo**

The transshipment of roll on/roll off increased by 2.5%. This was mainly the consequence of high exports to Great Britain and Denmark. There was also an increase in the transshipment of containers (+3.3%). Exports from Rotterdam to the important destination of the USA were at last beginning to improve. In other general cargo, transshipment fell by almost 7% in comparison with the first quarter of 1991, in spite of the extremely high imports of non-ferrous metals. The dumping of aluminum on the world market by Russia led to an increase in the London Metal Exchange's unsaleable stock. This stock now totals around 800,000 tons. Three-quarters of this is stored in Rotterdam.

## **Gijon: Expansion of Terminal Capacity Seen**

Gijon, Spain's leading bulk port,

handled over 13 million tonnes in 1991. There was an overall increase in throughput of 11.5 percent, bringing the total for 1991 to 13,063,549 tonnes, the highest total since 1976, when throughput also exceeded 13 million tonnes. The sharpest increases were in dry bulk, 11.2 million tonnes (+11.1 percent) and in petroleum products, 1.1 million tonnes (+10.3 percent). General goods traffic also increased to 251,703 tonnes (+2 percent) while container traffic held steady around 6,300 TEUs and 59,000 tonnes.

The most notable event was the start-up of operations by the new dry bulk terminal operator, EBHISA, in which the Port Authority holds a controlling interest, with participation of Hidroelectrica del Cantabrico, Cementos de Tudela Veguin and Ensidesa. EBHISA handled almost 7 million tonnes of coal, iron ore and concentrates, achieving production rates of up to 70,000 tonnes per day. With this modern terminal, designed with the latest technology throughout, as witnessed by its two 50 tonnes unloaders, the stockyard equipment and the totally computerized control and monitoring systems, Gijon has become an efficient alternative for European transshipment traffic, offering excellent characteristics of productivity and reliability.

In view of the predictable increase in steam coal imports after 1992, the expansion of the terminal's capacity is already under study. This contemplates the addition of a third unloader and new conveyors to transport the material to Aboño stockyard, which is to be equipped with stacking and reclaiming equipment.

With the new terminal on the Minerals Quay, the size of bulkcarriers entering the port is now 150,000 DWT, fully loaded, and this is expected to increase steadily, so as shortly to accommodate vessels of up to 180,000 SWT in the next phase.

Investment budgeted for 1992 amounts to 1,943 million pesetas, which will be distributed among the following works: repairs to the Principe de Asturias breakwater; dredging and extension to the Fomentin basin, where pontoons are to be installed, providing berths for 300 pleasure craft; revamping two 20 tonne gantry cranes, from the former dry bulk unloading installation, IEDG, to extend their useful life and be used to increase the bulk unloading



facilities.

Internationally, the projection of the Gijon Marina among the main recreational ports on the Atlantic facing coastlines of Europe, its participation in the regattas of Le Figaro, the European Communities' Open UAP, and the organization of the Symposium on Marinas, make it the leading installation for pleasure craft on the Cantabrian coastline, both as regards capacity — 860 berths — and the intense promotion of its activities.

As part of the town plan for the West of Gijon's waterfront, a promenade is going to be built along the sea

front and the formerly occupied by the shipyards of Astilleros del Cantabrico is to be rehabilitated, thus gaining a new area for urban use, including beaches and areas for public recreations.

The reindustrialization of Asturias and the consequent attraction of new investments, some of which have already materialized, provide sound reasons to forecast an increase, in the medium term, in general goods traffic, mainly in containers, and a greater demand for regular shipping lines.

*(1991 Traffic Results & Projects for 1992: Puerto de Gijon)*



Hull: A new riverside ro/ro berth is being built for North Sea ferries.

### Hull Wins First Riverside Ro/Ro Development

Associated British Ports (ABP) announced that Hull will be the first of its Humber Ports to develop a riverside roll-on/roll-off facility in the tidal waters of the River Humber.

"A new £11 million riverside terminal is to be built by ABP to the west of King George Dock at our Port of Hull for NORTH SEA FERRIES (NSF). This investment, which is based on an extension of our existing successful partnership with NSF, endorses our joint confidence in the Port of Hull," Mr. Stuart Bradley, ABP's Managing Director, announced.

North Sea Ferries (NSF) have placed an order for two new ro/ro 'Superfreighters' for their Hull-to-Rotterdam service. The new 'Superfreighters' will operate a daily freight service from the Hull riverside terminal. The existing passenger/freight ships to Rotterdam and Zeebrugge will continue to operate from the Princess Margaret Terminal in King George

Dock. NSF have been operating from Hull for over 26 years and in that time have greatly expanded to accommodate substantial growth in traffic. NSF's passenger traffic is now in excess of one million passengers per annum.

Mr. Mike Fell, ABP's Port Manager-Hull, commented: "This is very good news for Hull. The advent of the European Single Market will give scope for further substantial growth, especially for freight traffic. I am delighted that Hull's success will be enhanced by this major expansion, adding a new dimension to port facilities in the Humber."

The new riverside terminal will be operational in the third quarter of 1993. The contract for the construction of the terminal, which will include a fixed jetty, adjustable linkspan, a new road and 50,000 m<sup>2</sup> of paving, has been awarded to Fairclough Civil Engineering Limited.

## Asia/Oceania

### Key Port Brisbane to Create Jobs, Up Trade

Key Port Brisbane, the draft strategic plan to 2005 and beyond, launched by Queensland Transport Minister David Hamill will significantly boost international trade through the Port of Brisbane and result in 3,640 new jobs and an annual injection of \$870 million into the region by 2005.

Under the plan, Brisbane will be a major, world class port facility offering significant competitive advantages over other Australian ports, including proximity to growing Asia-Pacific markets.

Key Port Brisbane, designed by the Port of Brisbane Authority, details proposed development of the Port of Brisbane and surrounding area to be carried out over the next fifteen years.

The total cost of the fixed infrastructure in the proposed development of the port is estimated at \$300 million.

The capital expenditure for the fixed infrastructure will be funded from retained earnings and Port Authority revenue received from harbour dues and port charges, and loans as required.

### Trade Growth Projections

Brisbane is the fastest growing capital city port in Australia with trade through the Port of Brisbane in 1990/91 valued at approximately \$8 billion.

By the year 2005, Key Port Brisbane aims to boost total annual trade volumes 80 percent to 29 million tonnes including over 400,000 containers and 1,200,000 tonnes of general cargo. This significant increase will be possible by capturing a greater proportion of the trade between Australia and the Asia-Pacific region.

### Economic Impact of Trade Through the Port

Development of the port will also give the Queensland economy a significant boost in terms of employment. Approximately 3,640 permanent jobs related to the port's cargo-handling activities including stevedores, towage operators, pilots, port management, port road and rail transport and ship-

ping companies, will be created as a result of trade growth.

The effects of the proposed construction activity will generate an additional once off \$640 million in regional economic output and over 4 million hours of employment.

Importantly, the plan forecasts that annual economic output from the port's operations could increase by \$320 million to \$870 million under the strategy by the year 2005.

### **Port Facilities**

Since 1976, a successful deepwater port has developed in and around Fisherman Islands at the mouth of the Brisbane River.

Chairman of the Port of Brisbane Authority, Mr. Ian Brusasco said that currently, the Port of Brisbane offers 30 berths and 6,775m of quay line between Fisherman Islands and Hamilton.

"The Key Port Brisbane strategic plan will see Fisherman Islands expand as the major focus of port activity for Brisbane, particularly for container and general cargo trade and major bulk cargoes," he said.

"This will involve doubling the current container and general cargo berth length at Fisherman Islands, resulting in an additional five berths by 2005. A new berth located immediately upstream of the coal berth will be built to handle clinker imports and possibly silica sand exports.

"Larger vessels will be able to use the port by 2005 as a dredging strategy is incorporated in the plan. This will result in deeper channels to 15m, as required by larger oil tankers, bulk carriers and other vessels," Mr. Brusasco said.

Under the plan, major service industries will also develop in the Fisherman Islands area, including container parks, warehousing and a commercial centre for the port workforce. Container parks will provide long term storage space additional to that available at the terminals.

In the long term the plan provides for an additional dry bulk berth at Fisherman Islands and a new crude oil berth at the outer extremity of the wharves.

According to Mr. Brusasco, implementation of the plan also means considering relocating the current cargo handling activities at Hamilton wharves

to downriver berths, allowing for possible redevelopment of the area for commercial/residential purposes.

### **Transport**

The plan also includes major improvements to national transport links to the Port of Brisbane.

Over \$70 million will be spent by the state and federal governments and their transport agencies, including the Port of Brisbane Authority, to construct a standard gauge rail link from the national network to Fisherman Islands. This will reduce double handling and create more efficient trade flows for interstate cargo through the port.

In addition, a rail-road interchange container facility will be developed at Fisherman Islands to service the container terminals and to improve handling efficiency of rail rolling stock and containers generally.

The Key Port Brisbane strategic plan aims to achieve major improvements to port road links to improve traffic flow as trade activity intensifies.

### **The Environment**

"The draft strategy has also considered environmental factors and, in the last year, the Port of Brisbane Authority has allocated over three-quarters of a million dollars to environmental management," Mr. Brusasco said.

"This includes studies and impact assessments to ensure development of the port can proceed in an environmentally sensitive manner with minimal impact on existing natural habitats and the visual appeal of Moreton Bay and its environs," he said.

Extensive Lytton port land along the Bay foreshore has been dedicated as a habitat buffer zone. The Authority is supporting the Department of Environment and Heritage and the Brisbane City Council in the creation of a public boardwalk through the area.

"The development plans have been designed to minimise the effect on adjacent mangrove areas which have important environmental values," Mr. Brusasco said. "In fact, over 300 hectares of mangroves on Fisherman Islands and on the Bay foreshore at Lytton will be retained in their current state."

The proposed development of the port area will also have minimal impact on existing and future commercial fishing operations.

## **Port of Brisbane: Standard Gauge At Last!**

Construction of a \$72 million standard gauge (1435mm) rail connection between the Port of Brisbane at Fisherman Islands and the national standard gauge rail system is set to begin early in 1993.

The link will be constructed alongside the existing Queensland gauge (1065mm) rail line to the port, keeping transport services together in a single corridor to maximise efficiency and minimise impacts on the affected communities.

The standard gauge link is an important aspect of the Port of Brisbane's development as a key Australian port for Asia Pacific trade.

By connecting Brisbane's port with the national standard gauge rail system, the link will eliminate time losses and costs currently involved in transferring cargo between gauges at Brisbane's Acacia Ridge freight yards, some 30 kilometres away from the port.

The current Queensland gauge rail connection will continue to serve the port's regional hinterland, carrying local coal and grain in particular from the Darling Downs area to the port for export.

### **Federal Funds**

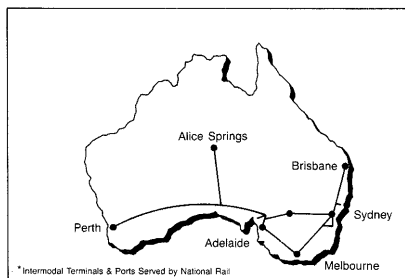
The culmination of over 30 years of debate about proposals for a standard gauge connection in a decision to construct the line followed two major events in the national arena.

The first was the creation in January of the National Rail Corporation (NRC). The NRC has taken over responsibility for interstate rail freight operations from the diverse State governments and authorities that have managed them in the past.

The second was the Federal Government's ONE NATION statement, delivered in February, under which funds have been allocated to a series of road and rail infrastructure projects aimed at improving Australia's sea port and land transport interfaces.

Brisbane's link received \$30 million of the \$450 million allocated under the statement. The rest of the link's \$72 construction cost will be provided by the NRC, Queensland Railways and the Port of Brisbane Authority.

Additional impetus came from the increasing level of urban commuter



traffic that shares the existing narrow gauge line with freight.

The new link will be dual gauged (three rails to accommodate both standard and narrow gauge), thus allowing the existing line to be freed up for more commuter trains.

### Impacts

The regional benefits of standard gauge will come largely from the flow-on effects of increased general cargo and container trade through Brisbane.

Recent studies show that 43 jobs are associated with every 1,000 containers through the port and each container generates \$2,000 of output in the region.

Combined with industrial development of land and increased marketing efforts by Queensland's public and private sectors to attract trade to the region, it is anticipated standard gauge rail to the port will increase containers handled above current projections of 330,000 TEUs by 2005.

*(Brisbane Portrait)*

### 32 Million Tons of Cargo Handled: Gladstone

The Port of Gladstone handled a massive 32.2 million tonnes of cargo for the year ended 31 December 1991. This was a record tonnage, being 8.8% higher than the previous year.

Exports increased by 10.5% to 23.3% million tonnes and imports by 4.8% to 8.9% million tonnes.

Increased import commodities included petroleum products (up 15%); L.P. gas (up 22%) and sulphuric acid (up 34%). Nearly 60,000 tonnes of fuel oil was imported for B.H.P. Transport's new ship bunkering industry, while 3,500 tonnes of ammonia was imported for use in the chemical industry.

The largest commodity imported, bauxite from Weipa, also recorded an increase of 5.6%, with a corresponding increase in the export of alumina

powder over Q.A.L.'s South Trees Wharf. Aluminium exported from Boyne Smelter increased by 11%.

Coal, which is Gladstone's major export commodity accounted for 19.1 million tonnes of the 23.3 million tonnes exported. The majority of coal is exported by Clinton Coal Facility (16.8 million tonnes, compared to last year's total of 15.2 million tonnes). Barney Point also increased coal exports to 1.8 million tonnes with .5 million tonne of coal exported through Auckland Point in the early half of the year before its coal operations were transferred to Clinton.

The increase in coal exports resulted mainly from extra production from the mines at Blackwater and Jellinbah.

Grain exports showed an increase of 113% over last year's figures.

Exports of cement clinker over Fisherman's Landing wharf were steady, while the new product of fly ash was also exported over this wharf.

680 vessels handled the cargoes, 91 more than last year. *(Port-Talk)*

### Sister Ports Friendship Soccer Game

A friendship soccer game was held in commemoration of the sister port relationship signed between the Port of Laem Chabang, Thailand and the Port of Kitakyushu, Japan. On Tuesday, April 7, 1992, 3,000 enthusiastic soccer fans were spectators of the breathtaking match between Thailand's "Port Authority" and the "Kitakyushu Selections" at Honjyo Stadium in Kitakyushu.

This soccer game was one of the exchange projects: part of a promise on behalf of Kitakyushu's Mayor Sueyoshi and Director General Somnuk of the Port Authority of Thailand. The pledge was made when Mr. Sueyoshi visited Thailand for the 1st sister port conference.

The "Port Authority" is regarded as the strongest soccer team in Thailand, and includes many players who are part of the Thai national team. On the other hand, the "Kitakyushu Selections" combine players from Mitsubishi Chemical Corp. and Nippon Steel Corp., both of which are located in Kitakyushu. In February, Kitakyushu's soccer team hosted joint practice drills in preparation for the



big event.

In the final contest, the "Port Authority" edged the "Kitakyushu Selections" 2-0, turning back the courageous effort displayed by the host team. This friendship game is expected to increase and improve mutual exchanges between the sister ports into various other fields beyond even that of athletics.

### Port Taranaki: No Need To Wait Till Daybreak

These days, ships arriving at Port Taranaki during the night do not have to wait until daylight before they can be berthed.

Night berthing has been introduced as a means to better utilise Port Taranaki's facilities.

It didn't happen before a considerable amount of study and careful experimentation, involving ShipSim, a special ship-handling simulator.....

From a pilotage point of view, Port Taranaki is a challenging place.

The harbour is exposed to the open sea, which means there is often a swell to contend with. Taranaki is a windy region, which means there is generally also a breeze blowing. And the area of water within the harbour is limited when it comes to manoeuvring a large ship.

All this means Westgate's pilots have developed their own techniques for bringing a ship into Port Taranaki.

Vessels must be travelling at 4 to 5 knots as they pass through the breakwater entrance to the harbour, so steerage can be maintained at all times.

Once the vessel is past the breakwaters it must be pulled up very quickly, because of a short stopping distance within the harbour. Then, the ship is turned 180 degrees and reversed into its assigned berth.

Because of those special environmental factors, berthing was traditionally a daytime operation. A need for improved utilisation of an increasingly busy port convinced Westgate to

investigate introducing night berthing as well.

But how do you carry out a feasibility study of night berthing in a facility such as Port Taranaki? Trying things out in real life would have proved expensive and potentially disastrous.

The answer lay in the use of a special simulator set up for Westgate at the Australian Maritime College in Launceston, Tasmania.

Representatives of the college visited Port Taranaki late in 1990 and gathered the necessary information to mathematically build a digital model of Port Taranaki to input into the college's ship handling simulator called ShipSim. Manufactured in West Germany, it is one of the most advanced of its type in the world.

Once that was done, Westgate's pilots travelled to Launceston to practice night berthing on the simulator.

They all discovered the simulation to be so realistic it was uncanny. A 'real time' simulator — in other words, things move at exactly the same pace they would in real life — it gave the pilots a 210 degree view from a mock bridge.

Through the windows of the bridge lay Port Taranaki with all its major features including the New Plymouth Power Station, Paritutu Rock, the lighting towers on Blyde Wharf — even some of the special coastline marks that the pilots use for daylight berthage.

The digitalised images were updated 10 times per second. The view could also be offset so the pilots could look further to port or starboard if they desired. The simulator could also be changed so it could model the special characteristics of up to 12 different types of vessels.

Adding further to the realism was

the fact that the images pitched and rolled to simulate a heavy swell (people have been known to become seasick in the simulator), and the floor of the mock bridge even vibrated when engine power was increased.

Two of Westgate's senior pilots, Captains John Ireland and Gordon Franklin were the first to travel to Tasmania, and they worked solidly for two days trying out the best positions for navigational or 'leading' lights that would be used to help enter the harbour and position ships for berthing.

It was initially thought that two additional sets of lights would be sufficient, however, the tests soon established that three were required, and their locations were also slightly changed.

There are now four sets of leading lights at Port Taranaki as a result — one set on Ngamotu Beach to help the pilot guide a ship through the breakwater, the other sets to help the pilot position the ship inside the harbour itself.

The first pair of pilots practiced with a simulated 40,000 tonne coastal tanker similar to the Taiko which is a regular caller to Port Taranaki, and they later changed to a 30,000 tonne container

ship.

Working 12 hours each day they were able to do 12 simulated pilotages each per day with their 'ships' in various load states and the simulated weather set to all sorts of extremes.

Later, Westgate's Operations Manager Captain Ray Barlow and pilot Captain Gary Neill also travelled to the college to train, where they additionally piloted what they considered to be the largest conceivable ship for Port Taranaki — a 78,000 tonne bulk carrier, with different loadings and in a variety of weather.

During training such as this the pilots carried out experiments to establish operational limits for night berthing — and as a result there were simulated mishaps. But while such nautical mishaps may have bruised the ego, the pilots were able to return to New Zealand confident about what could and could not be done with safety during night berthing at Port Taranaki.

The training established, for instance, that it is far more difficult to judge the speed of the ship in the dark, because nothing can be seen to the sides of the vessels by which to establish progress. Therefore, it is considered vital that to be berthed at night, a ship must have speed measuring equipment as well as operational radar.

Thanks to the ship-handling simulator, these days Westgate pilots feel completely at ease guiding their ships alongside the wharves at night.

## Pilots' instant access

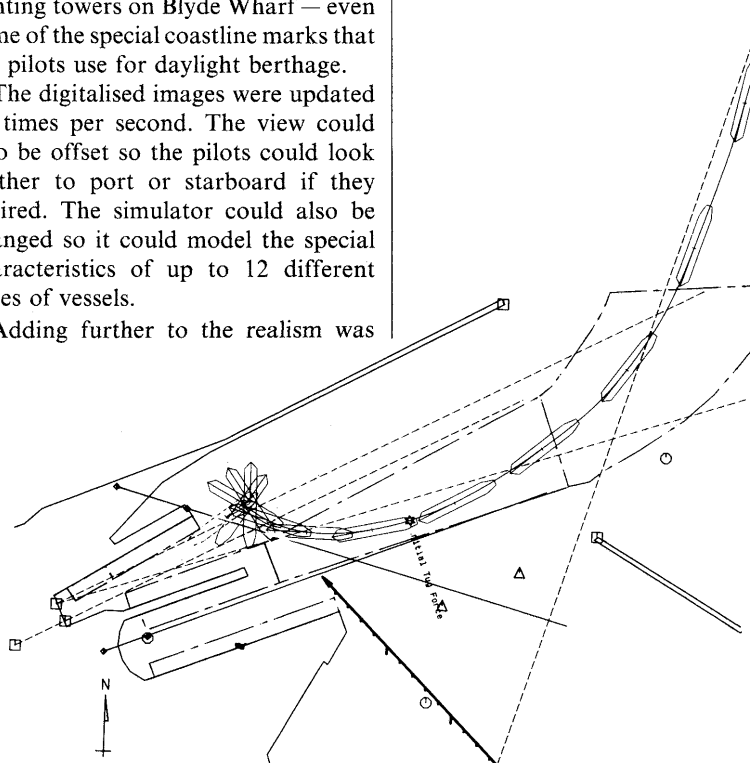
Westgate pilots now have instant access to wind speed and direction statistics thanks to new facilities developed by New Plymouth surveyors BTW Associates Ltd.

Ready access to such information is always important during the berthing of ships, particularly at night. The challenge then, was to develop a means of getting that information to the pilots when they require it.

The answer lay in the use of a computer with a voice synthesiser.

A special wind sensor has been installed at the end of the lee breakwater, and this supplies information back to the port watchhouse via a UHF link.

The information is then fed into a computer which displays on screen the wind speed, what it is gusting to, and



*A perfect berthing at Port Taranaki - and all simulated. This is a computer printout of a ship entering port, turning 180 degrees, then reversing to its assigned berth.*



the direction. The screen can also display a graph showing what the wind has been doing during the previous 12 hours.

BTW Associates took this information package one step further by installing a voice synthesiser to the computer.

Now, all the pilots need to do is use their hand-held radios to call the computer, and it will transmit one minute data on wind direction, its mean speed and maximum gust, as well as 15 minute data on the mean speed and maximum gust.

*(News from Westgate Port Taranaki)*

### **Philippine Ports Authority in profile**

#### **Objective**

The Philippine Ports Authority (PPA) was created through Presidential Decree No. 857 on 23 December 1975 to implement the State policy for an integrated program for the planning, development, financing, operation and maintenance of ports or port districts nationwide.

#### **Functions**

Specifically, the PPA is tasked to ensure a well-coordinated, streamlined and improved planning, development, financing, construction, maintenance and operation of ports and its facilities;

a smooth flow of waterborne commerce passing through the country's ports; the promotion of regional development through industrial and commercial dispersal in the different regions of the country; the furtherance of inter-island seaborne commerce and foreign trade; a broader concept of port administration involving total port district development and its hinterland and tributary areas; the proper collection and accounting of all income and revenue due the Authority; and, the realization of a reasonable return on assets employed.

#### **Organization**

The recent reorganization of the Authority heralds the shift towards a more service-oriented organization, one responsive to the needs of the port clientele.

The new structure decentralizes frontline services, pinpoints accountabilities and insures a streamlined organization.

At the policy formulation level is the Authority's Board of Directors chaired by the Secretary of the Department of Transportation and Communications. Vice-chairman is the PPA General Manager.

At the implementation level, the General Manager, the highest official of the Authority, is assisted by three Assistant General Managers for Operations, Engineering, and Finance, Legal, Administration and Manage-

ment.

Central Office departments are supervised by the Assistant General Managers and deliver support services to the field or line units.

Frontline services are delivered by field units called Port District Office and Port Management Office under the supervision of the Assistant General Manager for Operations.

The district office supervises the management office which in turn manages the port terminals.

#### **Philippine Ports**

There are over 38 ports of entry, 15 sub-ports of entry, 225 municipal ports, 240 private ports and 24 other national ports in the Authority's port system spread over the 7,107 islands of the Philippine archipelago.

Not all these ports are included in the brochure. Instead, we have concentrated only on the eight major ports of the Philippines: Cagayan de Oro, Cebu, Davao, General Santos, Iloilo, Manila, Polloc and Zamboanga.

These ports have been expanded and modernized to meet international standards, their facilities and services beckoning to the wise businessman with investment and expansion plans.

*(Philippine Ports)*

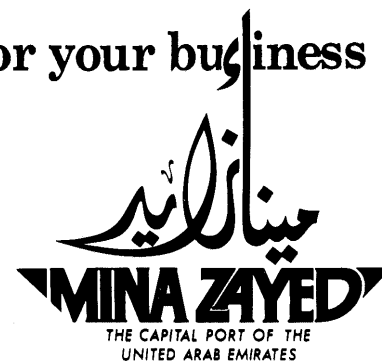
#### **PPA: Longer Terms for Cargo-Handling Pacts**

The Philippine Ports Authority

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

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

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

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

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

- the authority given the PPA General manager to increase the number of ports where contract terms may be extended, subject to the following criteria: volume and type of cargo; kind of trade, whether domestic or foreign; manner of handling; and, physical development of the port.

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

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

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

## PSA Automates Shipping Enquiry Service

By **Leanna Lim**  
Port Master's Dept  
Port of Singapore Authority

In 1991, more than 70,000 vessels called at the Port of Singapore, the world's busiest port. Telephone en-

quiries on the location of ships in port are overwhelming. In fact, the telephone rings almost every minute during peak periods.

To better serve port users, PSA will implement the Automated Telephone Answering Service (ATAS) by the end of this year. The move will increase the capacity of the Shipping Enquiry service by three folds to cater to the increasing demand for such shipping information.

Besides the telephone answering service, information on vessels in port is also available via:

- |   |                               |
|---|-------------------------------|
| ■ Shipping Times  | } For vessels at PSA gateways |
| ■ SBC Text  |                               |
| ■ PORTNET   |                               |
| ■ Televue   |                               |
| ■ Daily Shipping State List (DSSL) — available for collection at the One Stop Document Centre at Tanjong Pagar Complex. |                               |

*(Port View)*

## BMDS Determines Both Status at One Time

By **Ng Kim Hock**  
Engineering/Marine Systems Dept.  
Port of Singapore Authority

The Port Operation Centre (POC) has been reaping the benefits of the Berth Mimic Display System (BMDS) for about one year. The BMDS is a PC-based graphics system used to determine berth status at any one time. The system displays a scale model of the berth together with symbols representing vessels alongside the berths. Apart from the graphics display, the system also provides text information on berth usage to facilitate the work of the POC staff.

### The objective of the BMDS are:

- To automate the existing manual system of determining berth status;
- To reduce, or even eliminate the paper work involved in the existing manual system;
- To provide up-to-date information on berth status; and
- To facilitate the POC staff in their work.

## Before BMDS

Previously, a Senior Operations As-

sistant (SOA) maintained a worksheet with information on the berth status. He would obtain the latest information from various sources periodically to update the worksheet. This process of updating the worksheet manually was both tedious and time consuming. Mistakes were sometimes made, resulting in inaccurate information being reported to the Assistant Controllers (ACs), Office Pilots (OPs) and Marine Information Assistants (MIAs).

## Paperwork Reduced

With the BMDS, the amount of effort and paperwork in maintaining the worksheet manually is reduced, or even eliminated. Errors resulting from the manual work are also eliminated because information on berth status from the various sources is input directly into a personal computer. The compiled information is then displayed graphically, enabling the SOAs to visualize the operational scenario and provide relevant information to the ACs, OPs and MIAs. The accumulative time saved by the SOA on each shift comes to about one-and-a-half hours.

*(Port View)*

## Thai Port Authority To Build New Dredger

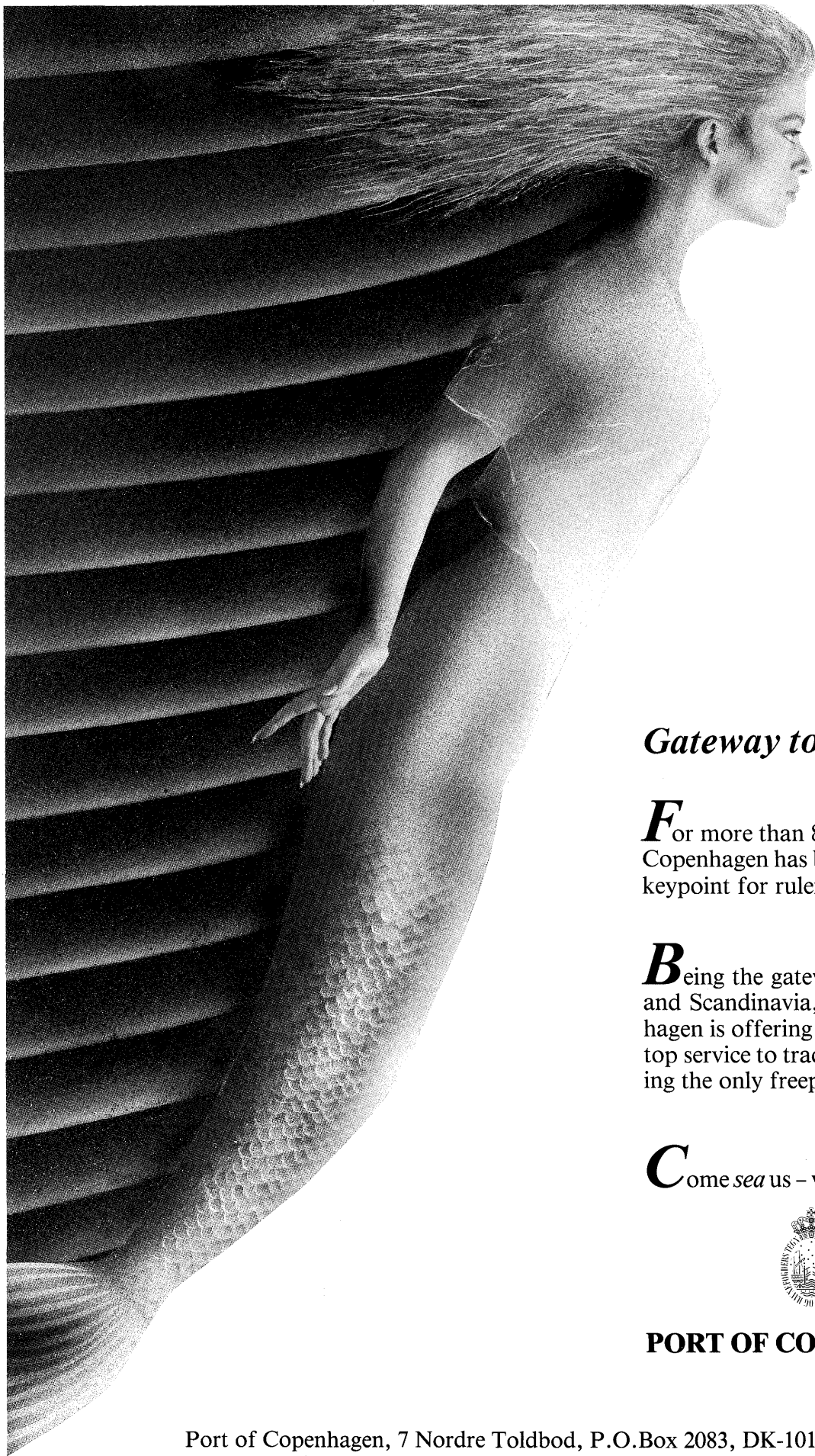
The Port Authority of Thailand (PAT) has awarded the contract to procure a new dredger "Sandon 8" to Ital — Thai Marine Co. to improve its dredging efficiency.

The authority's director general, Vice Admiral Somnuk Debaval, R.T.N. disclosed that the dredger is being built at the company's dock in Samutprakari. It is currently 19% completed. The PAT has, therefore, scheduled to lay a keel of the new dredger on this June 11.

The new 2,500 cu.m. trailing suction hopper dredger is 77 metres long, 14.92 metres wide and 7.4 metres deep. It is capable of fitting its maximum capacity within 25 minutes.

All dredging operations, designed to the latest standards, are remotely controlled by a complex computerised and advanced electronic control systems that make the ship work in the most efficient and time saving manner.

The dredger will be the fifth of PAT's maintenance vessel fleet. When operational, it will ensure safer and more convenient navigation within the Port area, said Vice Admiral Somnuk.



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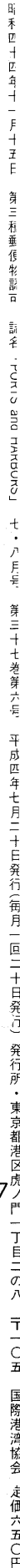
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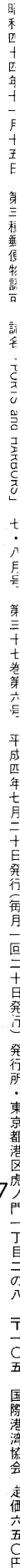
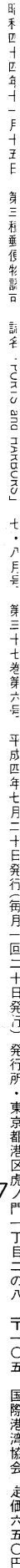
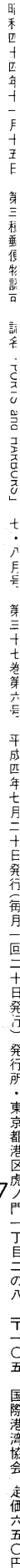
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