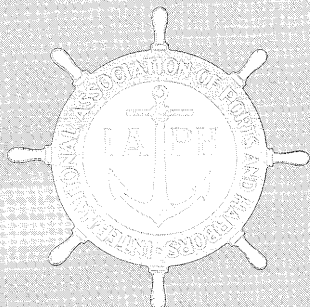


Ports &

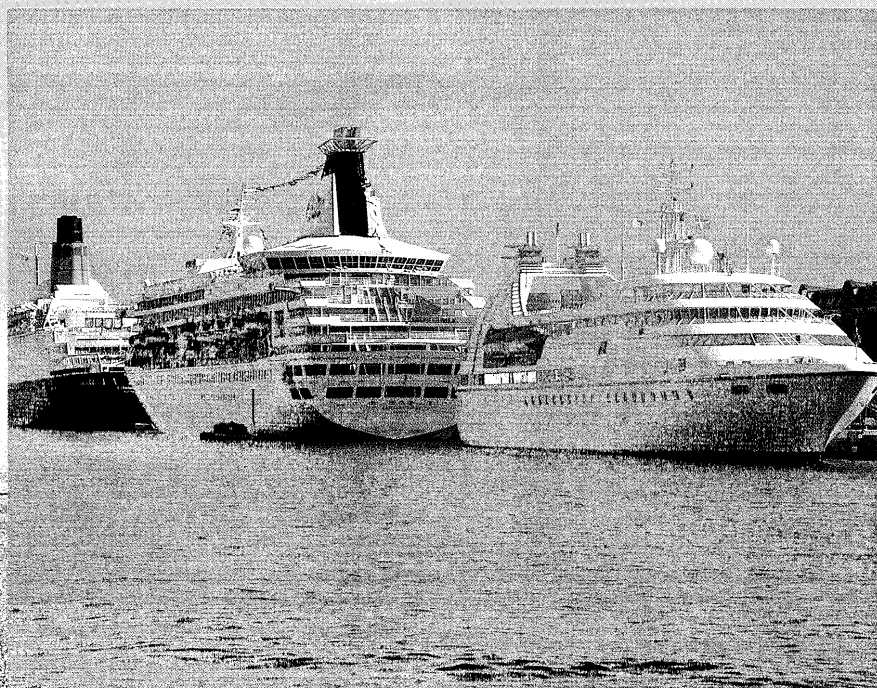
The Publisher
The International Association
of
Ports and Harbors

January—February 1
1993 Vol. 38 No. 1

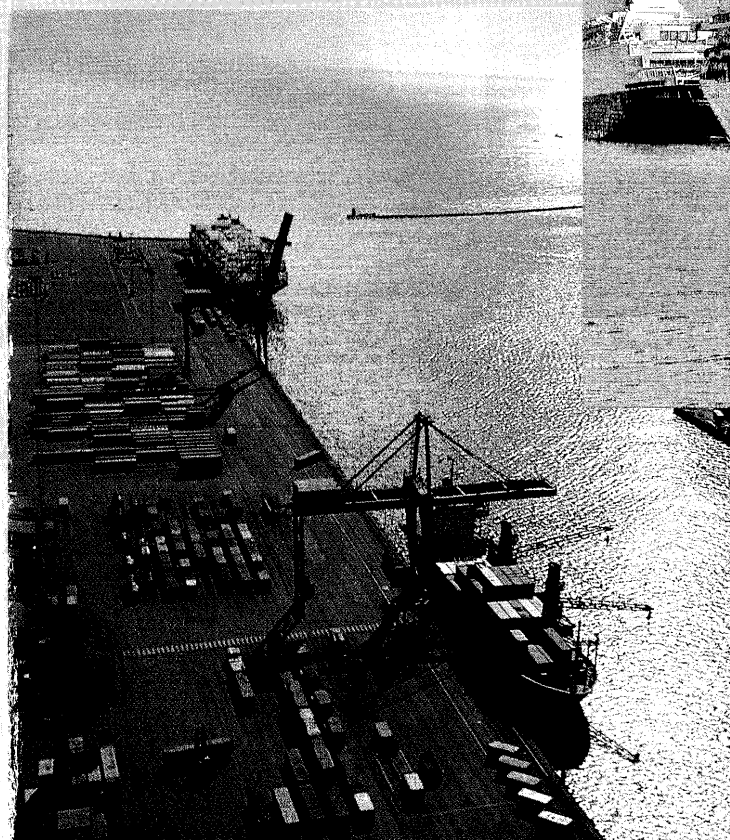
Harbors



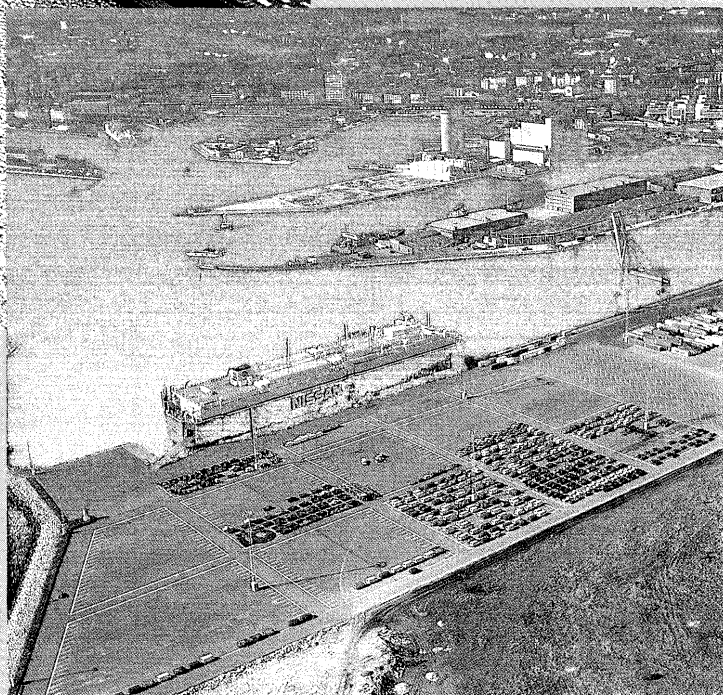
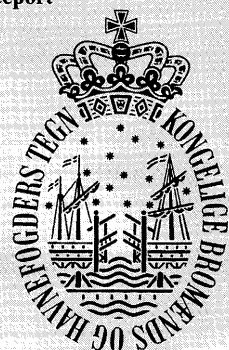
PORT OF COPENHAGEN



Cruise Terminal—Langeliniekajen

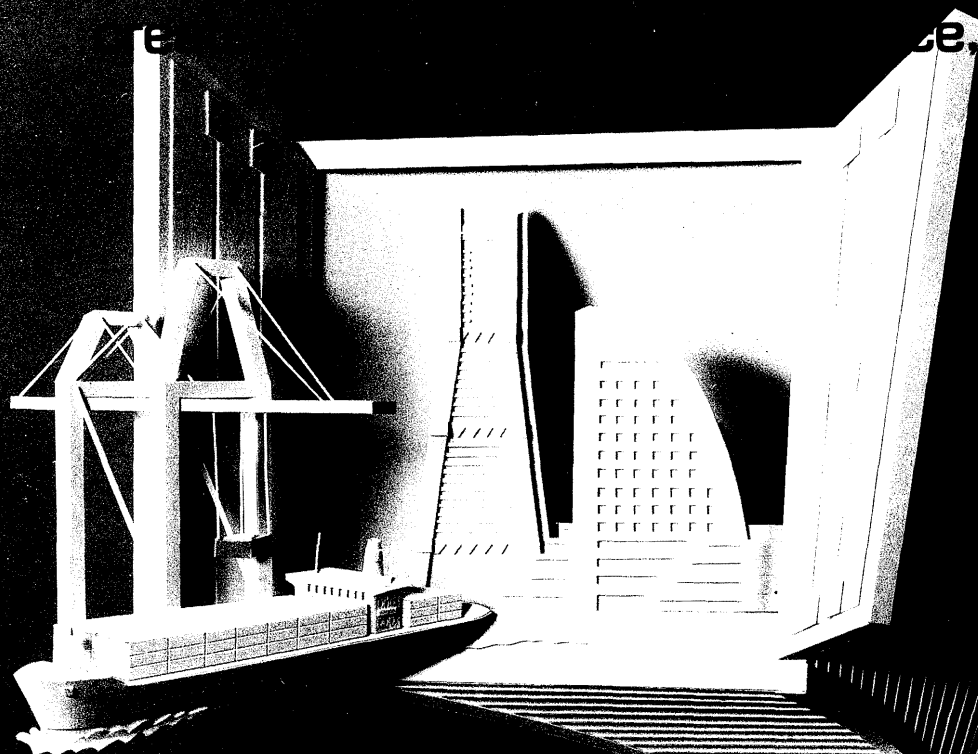


Container Terminal—Copenhagen Freeport



Car Terminal—Copenhagen Freeport

GL



PORT AND HARBOR BUREAU
CITY OF YOKOHAMA
PHONE. 045-671-2880
FAX. 045-671-7158

YOKOHAMA PORT TERMINAL
CORPORATION
PHONE. 045-671-7231
FAX. 045-671-7289

PORT OF YOKOHAMA PROMOTION
ASSOCIATION
PHONE. 045-671-7241
FAX. 045-671-7350

IAPH Officers

President: John Mather,
Chairman & Chief Executive
Clydeport Limited
U.K.

First Vice-President: C.J. Lunetta
Port Director, Port of Miami
U.S.A.

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

Third Vice-President:
Jean Smaghe
Executive Director
Port Automome du Havre,
France

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

Contents

IAPH ANNOUNCEMENTS AND NEWS

New Year's Messages: President & Secretary General	5
1993 Membership Dues Billed • 1993/94 IAPH Bursary Scheme Entry	
Conditions	6
Questionnaire on signals for ships carrying dangerous goods •	
The IPD Fund: Contribution Report	10
ICS Promotes Use of Ship-Shore Checklist • Directory '93 Edition	11
China Ports Welcome President Mather's Visit • Address by Mather	12
Visitors to Head Office	13
Membership Notes	15
Full COPSEEC Meet in Le Havre	16

OPEN FORUM

International Symposium on the Transport of Dangerous Goods	19
Privatization in Latin America	20

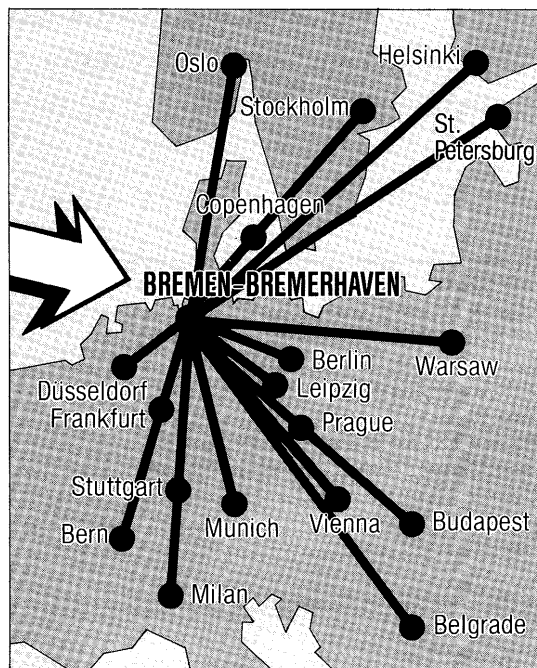
SPECIAL SECTION: Sydney Welcomes You!

INTERNATIONAL MARITIME INFORMATION

WORLD PORT NEWS

IMO Resolution A.713 (17): Safety of Ships Carrying Solid Bulk Cargoes	28
Electronic Chart Display and Information System	31
BPA Launched With Mr. Watson as Chairman • Port Performance	
Index • New Publications	32
The Americas	
More Improvements for Fraser Surrey Docks • Montreal Freezes	
Tariffs, Improves Incentives	32
Landbridge Alternative to Panama Canal • Pioneer Plaza 2nd Phase	
Under Way at Nanaimo	33
President Authorizes Savannah Deepening • Hydrocrackers	
Heaviest Cargo at Corpus Christi	34
Mr. Chase Elected Head of Port of New Orleans	35
To Improve Environment on NY/NJ Waterfront • NC Ports: Breakbulk &	
Container Tonnage Up • Oakland: Dredging at Inner Harbor Channel	36
APL Selects Seattle for Major Expansion	37
Truck Exports to South America thru Charleston • Customs Commissioner Lauds	
S. Carolina Ports • Buenos Aires Sets New Container Record	38
Africa/Europe	
Bordeaux Dock Workers, Stevedores Reach Pact • New Working Practices in	
Port of Le Havre Area • Le Havre EQUIPORT: 12-15 May 1993	39
Terminal Extension Started at Bremerhaven	40
Hamburg, Yokohama Sign Port Partnership	41
Asian Ambassadors Visit Bremen/Bremerhaven • Amsterdam:	
Renewed Transshipments Growth	42
Mr. Doyle Reviews 2 Years at Port of Cork • Cruise Ships Calling	
at Amsterdam Increasing	43
Rotterdam Third Quarter: Container Cargo Increase • Half of	
Goods Imported by Sea Through Lisbon	44
ABP Announces £2.45 Million Investment in Newport • ABP-Goole's £2.2 Million	
Aldam Development • City Office Staff Move to New Premises	45
Asia/Oceania	
Brisbane: First Step in Port Expansion • Port of Keelung VTS	
Project • Ports of Auckland: Monitoring the Dredging	46
Decision on HK CT9 Development Rights • PSA Calls Tender for	
Reclamation of Terminal	47
Tokyo TDG 11 Seminar With 300 Participants	48

BREMEN AND BREMERHAVEN. THE EXPORTER'S EDGE.



The Ports of Bremen, and their operating company, BLG, give you a competitive edge in the rapidly growing European marketplace. An extensive network of rail lines, roadways and inland waterways link Bremen and Bremerhaven with all major cities in Central Europe and Scandinavia, plus the emerging economic centers of Eastern Europe. And BLG's intermodal specialists chart the fastest, most efficient and economical route to your customers. Our open-sea port of Bremerhaven is among the world's largest and most advanced container facilities,

handling over a million containers a year. Nearby Bremen's massive distribution center offers storage, consolidation, assembly and packing services to provide a steady flow of on-time deliveries. BLG's state-of-the-art EDP system tracks shipments, monitors warehouse inventory, and can assess the condition of cargo anywhere in Europe. Peace of mind is further assured by our duty-free, strike-free environment. To find out how the Ports of Bremen and BLG can make you a winner in Europe, contact our representatives in Tokyo, today.



BREMER LAGERHAUS-GESELLSCHAFT
PORTS OF BREMEN AND BREMERHAVEN

Mr. S. Tsuyama
Sanko-Mori Building 3-1
Atago 1-chome, Minato-Ku, J-Tokyo 105
Phone 03 (3431) 8012 • Fax 03 (3578) 8086 • Telex 2425026

1.221.000 PASSENGERS

OIL & OIL PRODUCTS 64 M.T. (million tons)

DRY BULK 15,4 M.T.

IRON ORE/STEELWORKS 12 M.T.

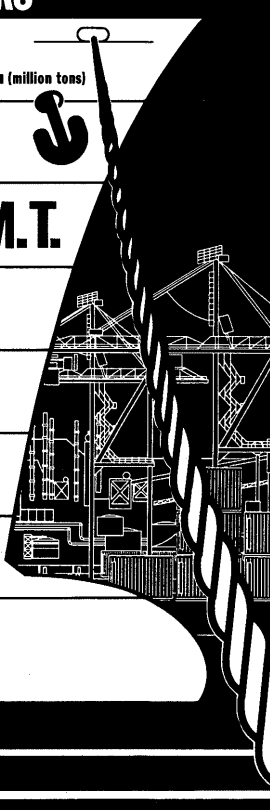
CONTAINERS 5 M.T.

NATURAL GAS 2,7 M.T.

INDUSTRIAL GAS 1,6 M.T.

CHEMICALS 2,2 M.T.

GENERAL CARGO 11 M.T.



Marseilles-Fos The Multi-Purpose Port

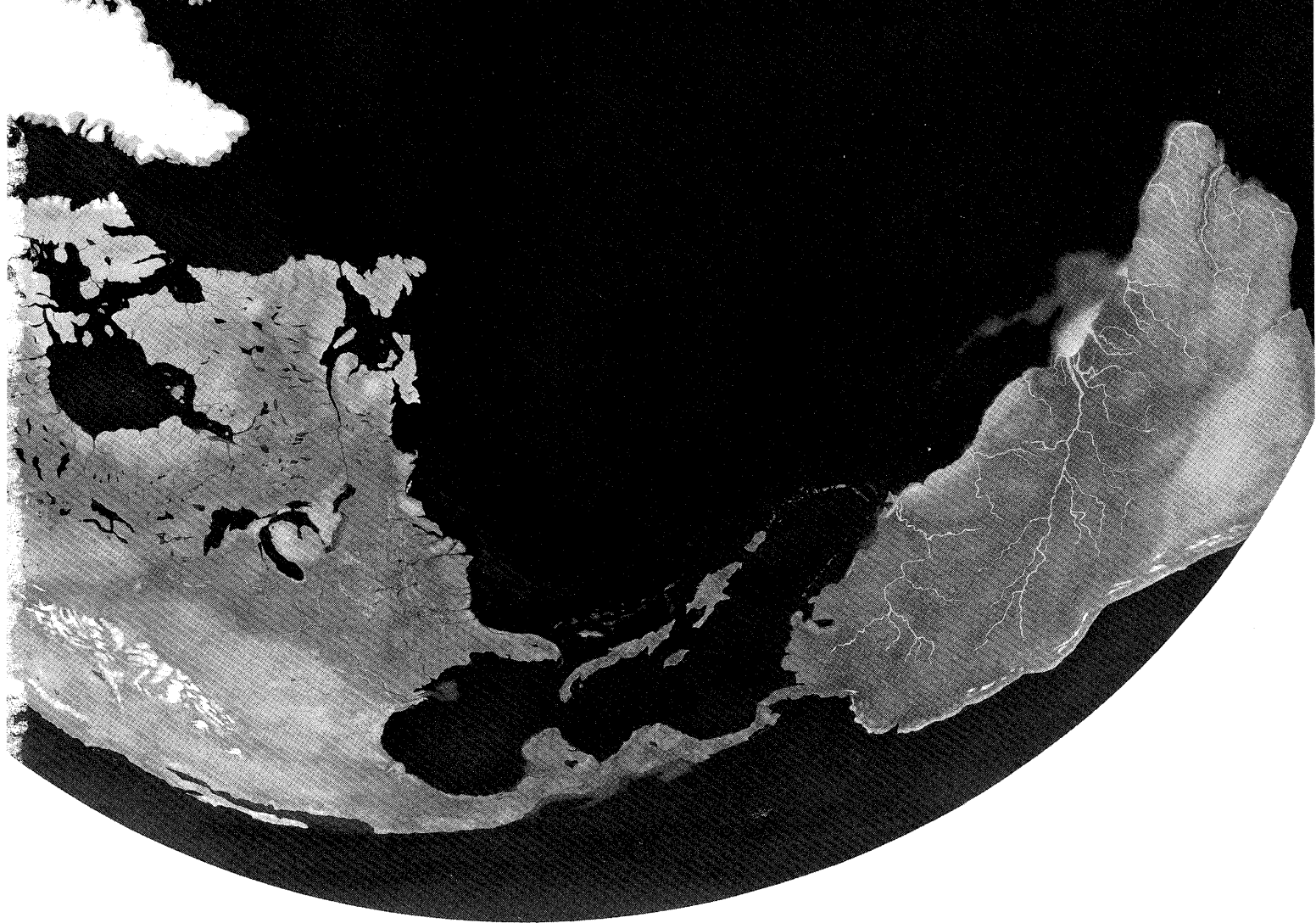
- Ships of every type and size
- All kinds of goods from all over the world
- Quayside industry
- Experienced and specialist professionals
- Shiprepair facilities

Marseilles-Fos, Europort South
First port of France - Third port of Europe



**PORT OF MARSEILLES
AUTHORITY**

23 place de la Joliette - BP 1965
13226 Marseilles Cedex 02 (France)
Tel. 91.39.40.00
Fax 91.39.45.00 - Telex 440746
Commercial Direction - Tel. 91.39.41.20



In Miami, we look at the Americas a little differently.

We're as interested in what's going on in Buenos Aires as in Boston or down the block. Because while it's a large territory, we're right in the middle of it.

As the most convenient link to the southeastern United States, Latin America and the Caribbean, the Port of Miami offers more service to more ports in this hemisphere with greater frequency than any other seaport in the world.

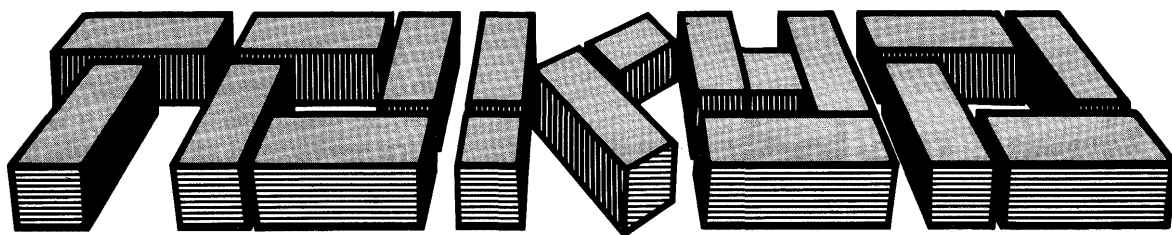
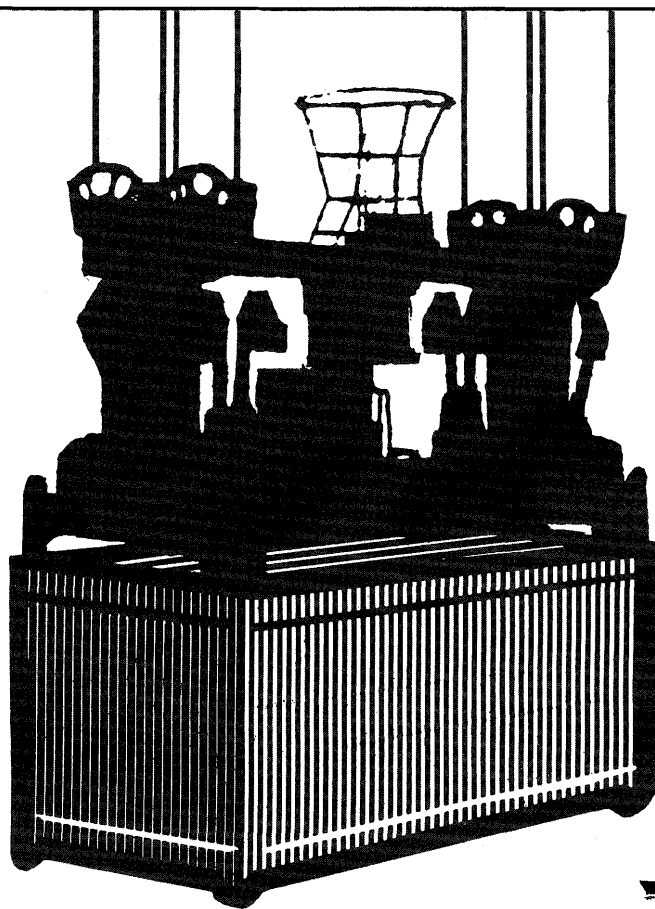
Access to rail, interstate highway and air feeder service is excellent from the Port of Miami, our facilities are state-of-the-art, our city is truly international and our community multi-lingual.

Any way you look at it, it's a great part of the world. And we're proud to be its port. Port of the Americas. Miami.

PORT OF THE AMERICAS
MIAMI



Port of Miami, 1015 N. America Way, Miami, Florida 33132, Phone (305) 371-7678 Fax (305) 530-8847



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

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

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



BUREAU OF PORT AND HARBOR
TOKYO METROPOLITAN GOVERNMENT

8-1, Nishi-Shinjuku 2-chome, Shinjuku-ku, Tokyo, Japan
Phone: (03)5320-5547 Fax: (03)5388-1576

IAPH ANNOUNCEMENTS AND NEWS

New Year's Messages

John Mather
President



After the traumatic events of 1991 I, with countless others, had supposed that 1992 would provide a period of stability in which the port sector of the international maritime trading community would have been able to realign resources and expertise to continue to make an effective contribution to the well-being of our nations and their populations.

As far as the broader world scene was concerned our optimism was clearly misplaced. At the end of 1992 the world still in the grip of recession and social and political uncertainties continued to give rise to major problems to large numbers of the world's populations.

Our hopes and predictions for the world port community in 1992 however were based on surer ground.

Restructuring and reorganisation of our ports has continued apace and there can be no doubt that the port interface for the global maritime trading networks is well-placed to respond to the challenges and opportunities which appear. 1993 is an important year in the IAPH calendar. Primarily of course we can look forward with real anticipation to the 18th IAPH World Ports Conference in Sydney, Australia in April.

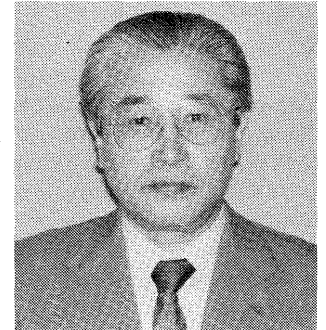
In a wide-ranging and topical Conference agenda, participants will address the key issues which are currently relevant to international port operations and we will all surely benefit from these discussions.

We will also see the fruition of much behind-the-scenes work on IAPH strategies covering a number of fronts stemming from initiatives taken at the 17th Barcelona Conference.

Much will then depend on the commitment of dedicated members of our Technical Committees for a successful outcome to their respective work programmes. It is therefore fortunate for all of us that when a need has been declared there are willing members ready and able to respond.

I wish all of you, your families and your Ports all that is best in 1993.

Hiroshi Kusaka
Secretary General



A Happy New Year to all of you in IAPH's global family! I hope that the New Year will bring you and your families ever-increasing happiness and health.

I imagine that 1992 must have been an extremely tough year for many members of our Association. The environment surrounding the ports industry has become increasingly challenging, with the trends towards globalization advancing further in harsh economic circumstances. Ports have undoubtedly faced a daunting task in meeting the constant demands on them for innovation and improved efficiency.

It is most likely that the New Year will be another challenging one for us all as we seek to achieve a better business performance under perennially changing circumstances — as characterized by the epoch-making emergence of the single EC market, recent developments involving the formation of other regional economic blocs and the global impetus towards the successful conclusion of the GATT talks. Nevertheless, it is my sincere wish that you, the members of IAPH, will have embarked on the New Year with renewed hopes for yet greater success in your endeavours.

Concerning IAPH's overall activities, I feel most fortunate in being able to report on some notable developments achieved last year. First, IAPH was able to add some new members from China, Romania and Vietnam. I am confident that the activities of our members and committees will be further enriched and expanded by the input from these newly joined members based on the great reserves of knowledge and experience available in their respective ports. By making the best use of the talents and insights of the entire membership, IAPH will be able to grow further and will enable its members to derive an increased level of benefit.

Secondly, I would like to refer to the initiatives resulting from the Executive Committee meetings held in Charleston last May, hosted by the South Carolina State Ports Authority. As already announced, the Exco, on the basis of the recommendations of the Strategic Planning Committee, has

decided to restructure the Technical Committees of IAPH in an attempt to strengthen the respective committees and to realign their work areas. Through the restructured Technical Committee activities, IAPH aims to monitor the major global changes involving port and maritime industries sufficiently in advance and to transmit the information thus obtained to the members of the Association as appropriate. Among the other subjects to be tackled by IAPH committees, efforts will be directed to covering the two new subjects of Sea Trade and Intermodal Transport.

Thirdly, the Exco, in a joint initiative with AAPA, passed a resolution supporting free and fair trade, thus having made the position of IAPH clear internationally. We in IAPH, in the spirit which led to the establishment of our organization — as expressed in our motto “World Peace Through World Trade — World Trade Through World Ports” — will continue to advocate the need for free world trade, without which the sound development of world ports will not be possible.

Finally, I would like to express my deep appreciation to our hosts in Sydney for their strenuous efforts in making the arrangements for the 18th World Ports Conference of IAPH in April this year. I hope that as many IAPH members as possible will be able to participate in the Sydney Conference, where a warm welcome waits for all IAPH members.

At the outset of 1993, my staff and I at the Head Office in Tokyo are determined to continue our utmost endeavours in further promoting the work of IAPH, and in doing so we seek your continued support and active participation in the various activities of our Association.

1993 Membership Dues Billed

A circular from the Secretary General with an invoice for the membership dues for 1993 has been sent to all members of the Association. The documents were dated December 10, 1992.

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

For payment, each member is requested to quote the exchange rate between the SDR and one of the currencies from the IMF basket listed below, as it was on December 10, 1992.

Deutch mark	2.19681	
French franc	7.48263	
Japanese yen	172.329	: 1SDR
Pound sterling	0.896642	
U.S. dollar	1.38863	

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

Regular Unit/s	SDR	Yen	US\$
1	1,010	174,052	1,402
2	2,020	348,104	2,805
3	3,030	522,156	4,207

4	4,040	696,209	5,610
5	5,050	870,261	7,012
6	6,060	1,044,313	8,415
7	7,070	1,218,366	9,817
8	8,080	1,392,418	11,220

Associate

A-X-1, B & C	850	146,479	1,180
A-X-2	580	99,950	805
A-X-3	290	49,975	402
D	150	25,849	208
E	130	22,402	180
Temporary	500	86,164	694

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

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

The Fuji Bank Ltd., Marunouchi Branch, Account No.883953
The Bank of Tokyo Ltd., Uchisaiwaicho Branch, Account No.526541 (Name of Account: International Association of Ports and Harbors)

All members' special cooperation in completing the 1993 dues as promptly as possible will be sincerely appreciated.

As for the 1992 dues payment situation, our chief accountant Mr. Onso has indicated that as of December 10, 1992, a 15% of the total revenues budgtd for the last year remains unpaid. Against the budgeted amount of 139.5 million yen, a total of 125 million yen has actually paid, thus an amount of 14.5 millin yen as arrears involving 30 (out of 228) Regular and 14 (out of 108) Associate Members has been carried over to the 1993 account. In this connection, the Secretary General appeals to those dues delinquent members to settle the outstanding dues as soon as possible.



1993/94 IAPH Bursary Scheme Entry Conditions

Mr. Goon Kok-Loon, Chairman of the IAPH Committee on International Port Development (Port of Singapore) has recently announced the details of the conditions for the IAPH Bursary Scheme for 1993/94.

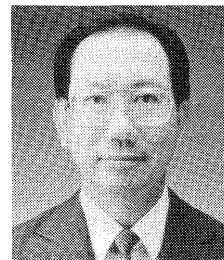
There are a few changes to the conditions as a result of consideration given by the committee. Such changes include:

- **Organizational Application:**

The application must be submitted by the port on behalf of an employee who is applying for an IAPH

bursary. In doing so, the port is required to provide specific reasons for its nomination of the candidate. Such endorsement should include detailed information on how the training requested will benefit the individual as well as the nominating port.

- **Submission of Application:** The application must be submitted to the Chairman of the IAPH Committee



Goon Kok-Loon

on International Port Development, via the IAPH Head Office, at least 60 days before the commencement of the intended training course or program. In this context, depending upon the circumstances prevailing on the part of the applicant, the applicant should be made aware of the necessary time for obtaining visas.

- **Training Facilities:** As a general principle, the Committee considers applications for courses at selected training and educational facilities, which are affiliated with IAPH, such as those listed below. Nevertheless, if the applicant selects a training facility other than those listed here, such an application might also be considered by the Committee. (Please see the list.)

The Conditions for Entry to IAPH Bursary

- 1 The object of the Scheme is to provide financial assistance towards the cost of sending selected applicants on approved training course overseas. Typically, such courses are those available in ports or institutes which are members of or affiliated to IAPH.
- 2 Subject to the availability of funds, 10 bursaries for each year, not exceeding US\$3,500 each, will be awarded to approved applicants from developing ports in any developing countries represented in the membership of IAPH, to cover the course fees or tuition and lodging fees but explicitly excluding airfares or other forms of primary travelling costs. If the total amount required for the applicant's training exceeds the above limit, the Chief Executive of the applicant's organization must submit written confirmation to the Secretary General of IAPH stating that the balance shall be borne by the applicant's organization and forwarded to the host port/organization.
- 3 Applicants must have been employed in an IAPH member port for at least three years, should not be older than 45 years of age, and must already be employed in a junior or middle management capacity. The application must be accompanied by a written recommendation by the chief executive of the applicant's port confirming his/her full endorsement and support of the application.
- 4 Application must be submitted by a letter from the host port or institute confirming willing to provide the required training and specifying the date of commencement and duration of the course.
- 5 The decision of the Chairman of the Committee on International Port Development will be final. His decision will be communicated to the applicant's organization's Chief Executive, the Chief Executive of the host port/ organization in which training is to take place, and the Secretary General of IAPH for him to take the necessary steps to disburse the necessary funds from the Special Fund and to make the appropriate arrangements for the remittance of the fees. The host port/ applicant will be required to account for expenditure and to reimburse the Special Fund with any monies not spent out of the bursary award.
- 6 For the purpose of making this financial assistance available to as many applicants as possible, those who have already been awarded with a bursary from

the Association will in principle not be considered. For the same reason, the number of bursaries to be awarded to one member port will not be more than one for two years.

- 7 After completion of the course, each recipient must submit to the Secretary General of IAPH a report on his/ her participation in the training within one month of the end of the course. Such reports will be published in the magazine "Ports and Harbors".

A Suggested Form of Application for IAPH Bursary Scheme 1993/94

Applications should be addressed to:

Mr. Goon Kok Loon, Chairman
IAPH Committee on International Port Development
c/o The Secretary General
The International Association of Ports and Harbors (IAPH)
Kotohira Kaikan Building, 1-2-8 Toranomon, Minato-ku, Tokyo 105, Japan

Fax: 81-3-3580-0364, Telex: 2222516 IAPH J

Form and Items to be included in the application:

I, the undersigned, hereby submit for your consideration the application for an IAPH Bursary for

Mr./Eng. _____

Name of applicant

Job title and other specifications

who is an employee of this organization, together with supporting evidence in accordance with the items stipulated below:

- 1) Name of applicant (Full name, with the date of birth)
- 2) Port Authority
- 3) Present appointment (with the date of commencement)
- 4) Educational qualifications (Please also indicate whether the applicant is fluent in English, French or Spanish.)
- 5) Professional/technical qualifications
- 6) Brief personal history
- 7) Previous overseas courses attended, if any
- 8) Course for which application is being made (Specify nature of Course, duration, and location of host port/institution.)
- 9) Amount of Bursary for which application is being made (Particulars of expenses should be given in US dollars in support of the application.)

Course fees _____

Accommodation _____

Other particulars _____

Total _____

Chief Executive Officer

Name of organization

Note 1: A breakdown of the bursary amount as under Item 9 on the Application Form has to be made in accordance with the information offered by the training course organizers and will be compared with the data available at the Secretary General's office.

Note 2: State any other source from which finance for undertaking the course will also be provided and the amount of finance already obtained (e.g. employing port authority, government, international organizations such as UNCTAD, ILO, IMO, etc.)

IAPH-affiliated Training Institutions

(* involved with the IAPH Bursary Scheme in the period of 1976 to 1992)

Europe/African region (10)

Name of Institute	IAPH affiliation	Contact Address
* IPER (Institut Portuaire du Havre), France	Port of Le Havre	Course Co-ordinator IPER 9, Rue Emile Zola 76087 Le Havre Cedex Fax: 35-41-2579
* TEMPO (Technical & Managerial Port Assistance Office) the Netherlands	Port of Rotterdam	Rotterdam Municipal Port Management, TEMPO P.O. Box 6622 3002 AP Rotterdam Fax: 31-10-4778240
* IFEP (Institut de Formation & D'Echanges Portuaires), France	Port of Marseilles	IFEP Port Autonome de Marseille 23, place de la Joliette B.P. 1965 13226 Marseille Cedex 02 Fax: 33-91-39-45-00
* IHE (Int'l Institute for Infrastructure Hydraulics Environment) the Netherlands	Associate Member	IHE P.O. Box 3015 2601 DA Delft Fax: 31-15-122921
* Dept of Maritime Studies & Int'l Transport, U.K.	Associate Member	Course Director Dept of Maritime Studies & Int'l Transport University of Wales College Cardiff P.O. Box 907 Cardiff CF1 3YP Fax: 222-874301
Antwerp Port Engineering & Consulting v.z.w. Belgium	Associate Member	Prof. G. Derkinderen Chairman Antwerp Port Engineering Consulting v.z.w. Van Schjonbekeplein, 6 B-2000 Antwerp, Belgium Fax: 32-3-226-4899
SOFREMER, France	Associate Member	Mr. Yves Boissereinq Chairman 82, Boulevard Haussmann 75008 Paris, France Fax: 1-42-94-20-33
Delft Univ. of Technology the Netherlands	Associate Member	Ir. K. d'Angremond Professor of Coastal Engineering Delft University of

		Technology Faculty of Civil Engineering P.O. Box 5048 2600 GA Delft Fax: 015-785124
IMTA (Int'l Maritime Academy), the Netherlands	Associate Member	Mr. J. Roos, Chairman International Maritime Transport Academy PO Box 137 1780 AC Den Helder Fax: 02230-16520
University of Plymouth U.K.	Associate Member	Prof F F Weeks Inmarsat Prof. of Maritime Communications University of Plymouth Drake Circus Plymouth PL4 8AA Fax: 732-232406
American Region (4)		
Name of Institute	IAPH affiliation	Contact Address
* IPPPM (Int'l Program for Port Planning & Management), U.S.A.	Port of New Orleans	Director University of New Orleans New Orleans Louisiana 70148 Fax: 504-286-6272
* World Trade Institute U.S.A.	Port Authority of NY & NJ	World Trade Institute One World Trade Center New York, N.Y. 10048
MIT (Massachusetts Institute of Technology) U.S.A.	Associate Member	Ms. Carol Robinson Ocean Engineering Librarian M.I.T. Libraries James Madison BarkerEngineering Library Room 10-500 Cambridge, Mass. 02139 Fax: 617-258-5623
Oregon State University U.S.A.	Associate Member	Prof. Frederick J. Smith Agricultural Resource Economics Oregon State University Corvallis, OR 97331-3601 Fax: 503-737-2563
Asian Region (2)		
Name of Institute	IAPH affiliation	Contact Address
* Singapore Port Institute Republic of Singapore	Port of Singapore Authority	Training Manager Singapore Port Institute SPI Building 2, Maritime Square Singapore 0409 Fax: 65-274-0721
NIPM (National Institute of Port Management) India	Associate Member	Mr. R. Gopal Director East Coast Road Uthandi, Madras 600 096 India

Questionnaire on signals for ships carrying dangerous goods

Under the date of December 1, 1992, the IAPH Head Office sent a questionnaire form to all the Regular Members as part of a survey on the situation of national administrations concerning the signals for ships carrying dangerous goods. The results of this survey will be reported to the IMO in view of the fact that the current IMO Recommendations on the Transport, Storage and Handling of Dangerous Substances in Harbour Areas suggest that national administrations may require ships to exhibit special signals when they are transiting harbour waters and are carrying certain dangerous substances.

It was requested by the Secretary General that the replies to the questionnaire be returned to the Tokyo Head Office by January 15, if at all possible, although the Head Office will still make use of all information arriving later than that deadline.

QUESTIONNAIRE ON THE SIGNALS FOR SHIPS CARRYING DANGEROUS GOODS

(For all questions, please circle the appropriate answer.)

1. Are special visual signals required to be exhibited by ships in your harbour?

YES

NO

2. If yes, is this required by national law/ port bye-laws/ port rules/ other regulations?

National law

Port bye-laws

Port rules

Other regulations

3. Which signals are required?

Day

B flag

Other (please specify)

Night

Red light

Other (please specify)

4. In which circumstances are the signals to be exhibited?

Day

Anchored/Underway

Night

Anchored/Underway

5. For what cargoes are the signals to be exhibited?

Explosives/Bulk flammables/Bulk gases/Other (Please specify)

6. Does your national law

PERMIT

FORBID

NOT REFER

to such signals?

7. Do you consider that there is a need for visual signals for exhibition by ships in these circumstances?

8. Any other comments?

The IPD Fund: Contribution Report 70% of target yet to be raised

The contributions from members to the Special Port Technical Fund ("the IPD Fund") as of January 11, 1993 are listed in the box below. The amount received in contributions in the six months from the start of the campaign for the 1992-1994 term totalled US\$ 22,638, a little over 30% of the targeted amount of US\$70,000.

Apart from the donations listed here, a free one-page advertisement for promotion of the on-going fund-raising campaign was included in the 1993 edition of the Lloyd's Ports of the World Directory", which normally costs advertisers &1,290. Similar arrangement was made by the UPACCIM (Union of Autonomous Ports & Industrial & Maritime Chamber of Commerce) enabling the appeal of IAPH calling for donations to the IPD Fund to appear the journal of the UPACCIM through the good offices of Mr.

Jean Smagghe, our Vice-President from the Port of Le Havre.

We hope to be able to report on a big progress in our campaign in the following issues of this journal as a result of the donations from an increased number of benefactors.

Contributions to the Special Fund For the Term of 1992 to 1994 (As of Jan. 11, 1993)

Contributors	Amount
Contributors (in alphabetical order)	Amount
Paid:	(US\$)
ABP (Associated British Ports), U.K.	3,000
Akatsuka, Dr. Yuzo, Univ. of Tokyo, Japan	100
Akiyama, Mr. Toru, IAPH Secretary General Emeritus, Japan	1,000
Barcelona, Puerto Autonomo de, Spain	1,000
Cameroon National Ports Authority, Cameroon	480
Cayman Islands, Port Authority of, the Cayman Islands	250
Constanta Port Administration, Romania	250
Copenhagen Authority, Port of, Denmark	1,000
Cyprus Ports Authority, Cyprus	1,000
Delfzijl/eemshaven, Port Authority of, the Netherlands	350
de Vos, Dr. Fred, IAPH Life Supporting Member, Canada	150
Dubai Ports Authority, U.A.E.	500
Dundee Port Authority, U.K.	250
Fiji, Ports Authority of, Fiji	100
Fraser River Harbour Commission, Canada	250
Ghana Ports and Harbors Authority, Ghana	250
Halifax, Port of, Canada	250
Hiroshima Prefecture, Japan	523
Japan Cargo Handling Mechanization Association, Japan	259
Japan Port and Harbor Association, the, Japan	493
Japanese Shipowners' Association, the, Japan	516
Klang Port Authority, Malaysia	200
Korea Container Terminal Authority, Korea	100
KSC (Kuwait Oil Company), Kuwait	1,000
Marine Department, Hong Kong	500
Maritime Services Board of New South Wales, Australia	367
Mauritius Marine Authority, Mauritius	200
Montreal, Port of, Canada	500
Nagoya Container Berth Co., Ltd., Japan	518
New York & New Jersey, Port Authority of, U.S.A.	1,000
Okubo, Mr. Kiichi, Japan	350
Pacific Consultants International, Japan	243
Penta Ocean Construction Co., Ltd., Japan	500
Point Lisas Industrial Port Development Co. Ltd., Trinidad	100
Public Port Corporation I, Indonesia	180
Qubec, Port of, Canada	250
Shipping Guides Limited, U.K.	500
South Carolina State Ports Authority, U.S.A.	1,000
Tauranga, Port of, New Zealand	500
Toyama Prefecture, Japan	254
UPACCIM (French Ports Association), France	1,905

Vancouver, Port of, Canada

Total:

500

US\$22,638

* 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

ICS Promotes Use of Ship-shore Checklist

According to Mr. P.C. van der Kluit, Advisor — Public Affairs, the Port of Rotterdam, who currently chairs the IAPH Sub-Committee on Port Safety and Environment, his Sub-Committee recently met in Le Havre.

As one of the outcomes from the discussions there, the Sub-Committee agreed that a recommendation be made to IAPH members to promote the use of the "SHIP-SHORE CHECKLIST" which was recently developed by the International Chamber of Shipping (ICS).

Chairman Kluit and the other participants received a detailed explanation on the background of the checklist for dry bulk ships from Mr. Joyce of the ICS during the course of the Sub-Committee meeting in Le Havre.

In the hope of inviting our members' attention to this initiative, we reproduce later in this issue the checklist and the ICS's Resolution explaining the background to the development of the document by the ICS (see pages 30).

Directory '93 Edition

The 1993 edition of the IAPH Membership Directory was completed by the Tokyo Head Office and was sent to all members and related organizations in early November.

The beginning pages of the Directory are devoted to the lists of the members of the Executive Committee, the Directors, Alternate Directors, those serving on the Internal and Technical Committees, Legal Counselors and Liaison Officers.

The Directory features the names of the Regular, Associate (by class and category) and Lifetime Members under the respective countries in alphabetical order, while the Temporary Members are separately listed later in the publication. As for the Regular Members, the names and positions of member ports' officials as well as the volume of cargo handled at the respective ports are featured, based on the information reported by the members by the closing date set for the return of entry forms.

Regrettably, however, some members have not returned the updated entry forms, and therefore the reference to such members was made from the information previously reported, with an asterisk (*).

Efforts were made by Ms. Izumi Hayashi, who has been mainly responsible for the production of the Directory, as she proofread prior to the final printing date to incorporate as many alterations received after the closing date as possible. However, information which it was not possible to include in the Directory will be published in the "Membership Notes" column of the appropriate issue of "Ports and Harbors".

If IAPH members require more copies of the Directory, they can be obtained upon application to the Head Office.

China Ports Welcome Pres. Mather's Visit

Mr. John Mather, President of IAPH (Chairman & Chief Executive, Clydeport Ltd.), recently visited Shanghai to attend China Portex '92 at the invitation of the China Ports and Harbors Association (CPHA).

Mr. Li Ming Gui, Secretary General of the CPHA, wrote to our Secretary General Mr. Kusaka reporting on Mr. Mather's visit to his Association.

Mr. Li's letter was concluded with the following remarks:

Mr. Mather's visit has undoubtedly helped to deepen the mutual understanding of and to promote the friendship between Chinese ports and IAPH. CPHA and the 8 Chinese ports will make every effort to ensure better communications with IAPH so as to contribute to international port development.



From left, Messrs. Huang Guosheng (Qinhuangdao Port), Xi Zhicheng (Nanjing), Lu Tongxun (Guangzhou), Wang Diadong (Dalian), John Mather (IAPH President from Clydeport), Tu Deming (Shanghai), Chong Dechuan (Qingdao), Lian Datong (Zhanjiang), Wang Zhegdong (Tianjin)



From L: Ms. Wu Yanhong (interpreter), Messrs. Li Ming Gui, David Hunt, John Mather, Le Wei Zhong and Li Jisan.

Address by John Mather President of IAPH

at a CPHA reception on the occasion of
China Portex in Shanghai on
November 13, 1992

Honorable officers of the China Ports and Harbours Association, distinguished guests, ladies and gentlemen.

As the President of the International Association of Ports and Harbors I feel extremely privileged and honored to address, on behalf of all the members of our Association (486 members 84 countries), the audience gathered here this evening from various ports in this great country on the occasion of China Portex '92.

This is the second time for me to visit Shanghai, following the first visit I made together with Mr. Smith from the IAPH London Office two years ago to meet the officials of the China Ports and Harbours Association and to introduce to them the activities of IAPH and, of course, in my capacity as the then Chairman of the Membership Committee to invite the Chinese ports to join our Association.

Today I feel most fortunate to be able to meet you, who represent the CPHA and China's eight major ports as IAPH members. The excellent relations involving many Chinese port officials and our organization have been possible entirely due to the excellent guidance and support your Director General Mr. Li Wei Zhong and Secretary General Mr. Li Ming Gui have so generously afforded us. I therefore wish to take this opportunity to deeply thank them for their initiatives in achieving today's happy relationship.

As many of you no doubt know, one of the most important aims of IAPH's activities has been and will continue to be to protect the interests of world ports - both developed and developing and thereby to contribute to the promotion of free trade throughout the world.

This year, more precisely on November 7, IAPH marked the 37th anniversary of its foundation.

Throughout the history of IAPH, our members have been working closely together to solve the various problems they face in their different circumstances in their respective ports by participating in the Conferences and Committee meetings and by exchanging views and information with their counterparts in different ports and regions. In this context, our Association has been fairly successful in collecting the ideas and expertise of port directors from all over the world to help tackle with the general issues involving all ports and thus to contribute to the solution of the more specific issues which our member ports have been facing in their own regions.

As a result of the survey recently conducted of its membership, the following issues have been identified by our members as most critical and challenging areas to be tackled by IAPH committees and members in close cooperation with other international organizations:

- Environmental Issues (including disposal of dredged material)
- Dangerous Goods
- Port-City Relations
- Port Development to Cope with Multimodal Transport



I do not claim that we have the wisdom to solve all the critical issues facing our world today. Indeed, as I address an audience whose nation's history is as long as 4,000 years, I have to admit that IAPH's history is undeniably short. Nevertheless, I believe that the working relationship our members have nurtured over the years is one of the most valuable assets of our organization.

As a non-governmental organization, IAPH has been endeavouring to find practical ways in which our members — regardless of which countries they are from or how long they have been in IAPH and on what committees they have served — can better assist with each other for mutual benefit despite of their different political or governmental situations. I am confident that IAPH members will benefit from the input our members from this country will make through their active participation in the work of our Association. At the same time, your port community will benefit from contact with IAPH members, if not immediately then gradually as a result of your continued participation in our various activities.

I am confident that all the IAPH members are looking forward to meeting the delegates from the respective Chinese ports and the CPHA at the forthcoming 18th World Ports Conference of IAPH in Sydney next April, where you will be able to have the opportunity to see how closely our members are working together and the benefits and satisfaction they are deriving from the conference programs our host is arranging for the IAPH participants..

Finally, I wish to thank you all here this evening for the warm hospitality given to me and to my assistant Mr. Hunt from the Clydeport Limited. I wish all success to China Portex '92 and the continued prosperity of the CPHA and all ports in it.

Visitors to Head Office

Ms. Lilian Liburdi of PANYNJ

On 4 November, 1992, Ms. Lilian Liburdi, Director, and Mr. William F. Fallon, General Manager, Port Sales, Port Department, the Port Authority of New York and New Jersey, accompanied by Mr. K. Imai, the representative of the Tokyo office of the Authority, visited the Head Office where they were welcomed by Mr. Hiroshi Kusaka, Secretary General, and his staff. They exchanged views on various items of mutual concern. Ms. Liburdi was visiting the region on a trade development mission and to deliver a speech at the China Portex '92 Conference organized by the resident Shanghai Port Association, held in Shanghai from 14 to 17 November.



Presentation of the PANYNJ plaque at the IAPH Head Office (L to R) Mr. R. Kondoh, Mr. K. Imai, Mr. H. Kusaka, Ms. Liburdi and Mr. Fallon.

Mr. John Mather from Glasgow

On November 6, IAPH President Mr. John Mather, Chairman & Chief Executive, Clydeport Limited, U.K., together with Mr. David Hunt, Director of Corporate Services of the port, visited the Head Office, where they were welcomed by the Secretary General and his staff. Following the full morning session with the Secretariat members who briefed them on the current situation concerning the Association's affairs, the visitors joined the Head Office staff at a luncheon to celebrate the 37th anniversary of the foundation of our Association. The luncheon was also attended by Mr. Toru Akiyama, Secretary General Emeritus.

Mr. Mather was visiting Tokyo en route to Shanghai, where he was attending China Portex '92 scheduled for 14 — 17 November, representing IAPH. Before Tokyo, Mr. Mather had stopped in Singapore for a few days during which he had a meeting with Mr. Goon Kok Loon, Chairman of the IAPH Committee on International Port Development (Deputy Executive Director, Port of Singapore Authority), to exchange views and information on IAPH's international cooperation programs which are overseen by Mr. Goon in his capacity as CIPD Chairman.

Mr. Mather reportedly visited Mr. Tony Miller, an IAPH Executive member from Hong Kong Marine Department prior to his trip to Shanghai.



*Front: From left, Kusaka, Mather, Akiyama and Hunt
Back: Nagai, Kuriya, Onso, Takeda, Kondoh, Mita and Hayashi*

Hong Kong Marine Department Official

On 12 November, 1992, **Mr. Roger Parry**, Marine Department of Hong Kong, visited the Head Office where he was welcomed by **Mr. R. Kondoh**. They exchanged views concerning the current situation of maritime transport and port development in the region. He had been attending the IMO-oriented Symposium known as TDG (Transport of Dangerous Goods by Sea and Inland Waterways) which was convened from 9 to 12 November in Tokyo and organized by the Nihon Kaiji Kentei Kyokai (NKKK).



Mr. Parry at the IAPH Head Office

Saint Lawrence Seaway Development Corporation

On November 13, 1992, **Mr. S.J. Rybicki**, Marketing Director, Saint Lawrence Seaway Development Corporation, U.S. Department of Transportation, visited the Head Office and was welcomed by **Mr. R. Kondoh**, Dy. Secretary General. He was visiting the Asian region for the promotion of trade destined for the Great Lakes region. It was disclosed that they were planning to send a delegation to Australia and other Pacific Rim countries coinciding with the timing of the 18th IAPH Conference in Sydney.

Massport Officials in Tokyo

On 17 November, 1992, **Mr. James H. Carangelo**, Director, and **Mr. Frank Sheehan**, Dy. Port Director, Massport, Boston, U.S.A., visited the Head Office during their trade development mission to Asia.

Officials of Buenos Aires Port and Puerto Mexicanos

On 2 December, 1992, **Dr. Roberto Ruben Chichero**, Director, Provincial Port Activity, Ministry of Public Works and Services, La Plata, Argentina, **Dr. Eduardo D. Kreimer**, Associate Researcher, Scientific Research Commission of Buenos Aires, Argentina, and **Ing. Roberto Bustamante Ahumada**, Board Member of **Puertos Mexicanos**, visited the Head Office where they were welcomed by **Mr. R. Kondoh**, Dy. Secretary General, with whom they exchanged views on various aspects of developments taking place in the field of waterborne transportation networks involving the trends of privatization and corporatization at ports. They were visiting Japan at the invitation of the Overseas Coastal Area Development Institute of Japan to see about the current situation of port development and future plans.

In the context of their IAPH membership, **Ing. Bustamante**, in his presentation on the Mexican ports systems, noted that the administrative systems of Mexico will be restructured in accordance with legislation which will be



Left to right: sitting: Ing. Bustamante and Dr. Ruben, standing: Interpreter, Mr. Sagara (OCDI), Mr. Kondoh and Dr. Kreimer

enacted sometime in the early part of 1993. As a result, **Puerto Mexicanos** will cease to exist and will be replaced by a new institution. According to **Dr. Ruben**, the administrative power in Argentina has been regionalized and shifted to the provincial governments. The re-participation in IAPH activity of the Port of Buenos Aires, **Dr. Ruben** noted, was being considered affirmatively.

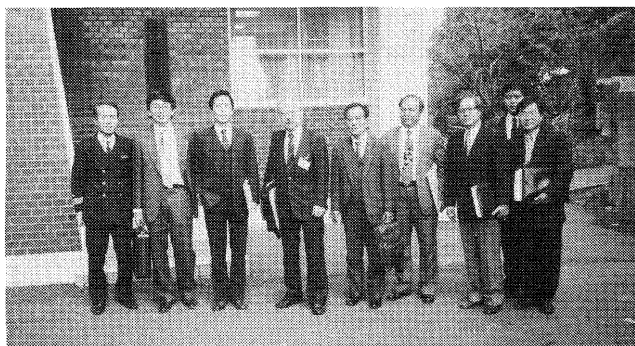
Keelung Harbour VTS Study Mission

On 9 December, 1992, a study mission of the Port of Keelung on VTS systems visited the Head Office where it was received by **Mr. Hiroshi Kusaka**, Secretary General and his staff. The mission comprised **Mr. Chen, Hui-Yi**, Chief of Vessel Traffic Control, Keelung Harbour, **Mr. Liu, Shou-An**, Head of Navigation Department, Keelung Harbour, **Mr. Chen, Kuo-Quan**, Dy. Secretary General, Ports and Harbors Association, & President, China Port Consultants Inc. (PCCI), **Mr. Wu, Ye-Ting** and **Mr. Lin, Tung-Jung**, Project Engineers, China Port Consultants.

The mission, with the support of the Japan Navigation Aids Association (JANA), visited on the same day the Tokyo Wan (Bay) Traffic Advisory Service Center to exchange views with the Center's experts on the services provided by the Center and observed the operation of advisory services for ships navigating or sitting in the controlled area in the Bay. The Uruga Strait is the only — and narrow — channel leading to the ports of Yokosuka, Yokohama, Kawasaki, Tokyo, Chiba, Kisarazu, and Kimitsu, which are all located within the Bay, and is known for its very high traffic volume. The Center, on a daily average, provides advisory services by VHF advice and hourly radio announcements to some 580 ships of various sizes and types passing through each of the 900 meter-wide one-way channels and negotiating other ships in the Bay.

On the same day, the mission also visited the factory of Oki Electric Industry, a local manufacturer and supplier of VTS equipment and apparatus, to observe a demonstration of the VTS system which was to be installed shortly afterwards in Osaka Wan (Bay), located on Awaji Island, to provide advisory services to traffic passing through the Akashi Strait near Kobe port, which is located on the eastern extremity of the Seto Inland Sea, which is about 440 km. wide and is the busiest and most scenic marine area of Japan.

During its 10-day stay in Japan, the mission also visited two other Traffic Advisory Service Centers at Kanmon (serving in the Shimonoseki and Kitakyushu area and located in the westernmost part of the Seto Inland Sea) and Bisan-Seto (located in the middle part of Seto Inland Sea), and other ther narrow channels with a large volume of traffic.



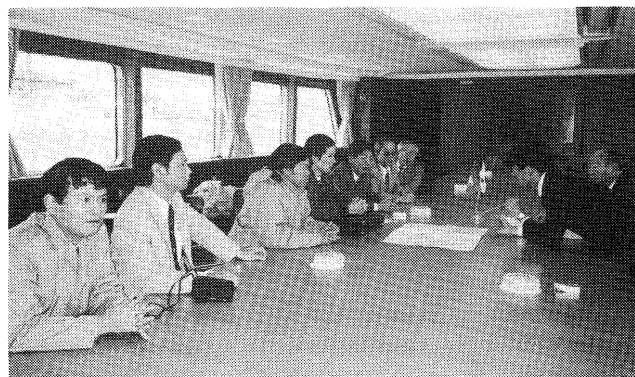
The Keelung mission members in front of the Tokyo Bay Advisory Service Center

The Port of Keelung, one of the major container ports of the world and which handled more than 2 million TEUs in 1991, has been engaged in the establishment of a Vessel Traffic Management System in order to improve the safety of navigation, the efficiency of port operations and the protection of environment. The PCCI has been named to assist the Keelung VTS station.

A Port Study Mission from Vietnam

A group of seven officials organized by the **Vietnam National Maritime Bureau** comprising officials of the ports of Saigon (IAPH regular member), Danang, Quangninh and Quinhon and pilotage and stevedoring services visited the IAPH Head Office on 8 December, 1992, where they were welcomed by Mr. R. Kondoh, Dy. Secretary General. The mission members were: **Mr. Vu Van Mau**, Director of Quangninh Port, **Mr. Ngyuen Xuan Hoang**, Vice Director of Saigon Port, **Mr. Vo Mine Cong**, Chairman of the Trade Union of Saigon Port, **Mr. Nguyen Trong Dan**, Director of Pilotage Corporation I, **Mr. Tran Dine Tha**, Director of Quinhon Port, **Mr. Nguyen Thu**, Vice Director of Danang Port, and **Mr. Dinh Quang Toan**, Expert of the Foreign Economic Relation Department, the Vietnam National Maritime Bureau.

The group, during its two-week stay, visited the Bureau of Ports and Harbours, Ministry of Transport, Department of Navigation Aids, Maritime Safety Agency, the Ports of Tokyo, Nagoya and Kobe and the Port and Harbour Research Institute in Kurihama. Also, in order to establish ties of dialogue with these institutions related to international cooperation programs concerning maritime and port matters, the group visited the Overseas Coastal Area Development Institute of Japan (OCDI) and the Maritime International Cooperation Center (MICC).



The mission members meeting with Port of Nagoya officials.

Membership Notes:

Changes

Hualien Harbor Bureau [Regular] (China)

Mr. Lin, Tung-Jeng has taken over from Mr. Lee as Director.

Bremer Lagerhaus-Gesellschaft [Regular] (Germany)

Prof. Dr. Rolf W. Stuchtey has taken over from Dr. Fastenau as Chairman of the Executive Board.

Nigerian Ports PLC [Regular] (Nigeria)

(Formerly Nigerian Ports Authority)

Management Committee

Managing Director: Mr. A.A. Awoye

General Manager/Executive Director, Western Zone:

Eng. W.S. Ahmed

General Manager/Executive Director, Eastern Zone:

Maj. A. Doherty (Rtd.)

General Manager/Executive Director, Central Zone:

Dr. E.A. Okorie

General Manager Personnel:

Mr. N.V. Lar

General Manager Marine/Operations:

Eng. A.O. Aina

General Manager Property:

Eng. E.A. Erinoso

General Manager Finance:

Mr. J.H. Ikoghode

Secretary/General Manager, Legal Services:

Mrs. O.O. Okupe

General Manager Data Processing, M.I.S. Marketing,

Corp. Planning: Mr. O.L. Udensi

Ports under Administration

Lagos Port Complex, Administrator:

Mr. A.B. Sarumi

Tin Can Island Port, Administrator:

Mr. N.O. Oyeypipo

Roro Port, Administrator:

Alhaji Sagir Mohammed

Container Terminal, Administrator:

Mr. B.I. Gwandu

Warri Port, Administrator:

Mr. U.B. Nbana

Port Harcourt, Administrator:

Col. A.M.I. Sedemu (Rtd.)

Onne Port, Administrator:

Mr. E.C.C. Nwagwu

Calabar Port, Administrator:

Mr. S.F. Awosika

The Port of London Authority [Regular] (U.K.)

PLA has been moved to Devon House, 58-60 St Katharine's Way, London E1 9LB recently. The telephone and facsimile numbers have been changed as 071-265-2656 and 071-265-2699.

The Korea Tug Owners Association [Class A-2-3] (Korea)

Address: #1005 The Korean Ecumenical Bldg.
136-56, Younji-Dong, Chongro-Ku
Seoul 110-470

Mailing Addressee: Mr. H.Y. Chung
Chairman

Tel: (02) 708-4511/2

Fax: (02) 708-4510

Full COPSSEC Meet in Le Havre

on 16 November 1992

Report by José Perrot

The COPSSEC family met in Le Havre last November. They came from Miami, Hong Kong, Los Angeles, Dakar, Douala, Abidjan and — closer to home — from such ports as Rotterdam, London, Antwerp or Nantes. There were 31 participants, all extremely motivated by the activities of their Committee. Unfortunately, 29 had sent their apologies and were unable to be there to discuss the different surveys under preparation for being presented in Sydney.

The day before the full COPSSEC meeting was dedicated to the Sub-Committees' meetings.

The agenda for November 16th was rather similar to those of the previous meetings, as the purpose of these plenary sessions of COPSSEC is to take stock of the work in progress within the various Sub-Committees, to define the new trends and to distribute the tasks according to the areas of competence and terms of reference of these Sub-Committees.

Agenda:

- Introduction by the Chairman of the COPSSEC
- New trends for IAPH further to the Charleston Mid-Term Conference
- Membership
- Report by A. Smith: Relations with International Organizations
- Reports by the Chairmen of the Sub-Committees
 - Marine Safety Sub-Committee
 - Dredging Task Force
 - Port Safety and Environment Sub-Committee
 - Port Planning Sub-Committee
 - Ships Sub-Committee
 - Sea-Trade Sub-Committee
- Preparation of the 18th Conference in Sydney
- Other matters
- Next COPSSEC meeting

In his introduction, Jean Smagghe thanked Carmen Lunetta, the First Vice-President of IAPH who had come from Florida, and also Mr. Cambon, the UNCTAD representative for their attendance. He also expressed deep thanks to all the Sub-Committee Chairmen and members for the active work they are carrying out for the Association.

Then he presented to the floor the new IAPH organization discussed during the last Exco meeting in Charleston to bring about greater involvement of the Vice-Presidents in the affairs of the Technical Committees. Three "divisions" were set up and need to be adopted during the Sydney Conference: one will be dealing with **Trade**, one with **Ports** and one with **International Affairs and Communications**. Each Vice-President will thus coordinate the work of one Division. Within Trade, there will be the Sea Trade Sub-Committee (looking into economic issues) and the Ships Sub-Committee (looking into technical trends in ships' characteristics, etc.), which will become Committees, the Trade Facilitation Committee, with D. Jeffery being appointed Chairman by President Mather, and the Inter-modal Committee, which has to be set up in Sydney. Within

Ports, there will be the COPSSEC with the Port Planning, Marine Operations and Safety, Dredging Task Force, Port Safety and Environment Sub-Committees and the present CHOC (Cargo Handling Operations Committee) chaired by R. Cooper.

Within International Affairs and Communications, there will be Human Resources (currently CIPD), Port Communities (currently PACOM) and Legal Issues (currently CLPPI), together with a new one dealing with liaison with other international organizations to be set up in Sydney. This new organization will be proposed to the Board during the 18th Conference.

Alex Smith reported on the Relations with International Organizations, especially IMO. It appears that IMO is not best pleased with IAPH as far as the issue of Port Dues and Segregated Ballast Tanks is concerned and wrote to the IAPH Secretary General as ports do not seem to be taking the IMO's resolution about this into consideration. In Barcelona, an IAPH resolution was taken up regarding port dues for SBT. This matter will have to be discussed again in Sydney to encourage ports to consider the problem. Alex Smith mentioned different topics which are being discussed by IMO and which have to be considered by the Committee:

- reception facilities dealing with MARPOL regulations
- air pollution
- night signals for ships carrying dangerous goods
- recommendations to terminal operators concerning cargo handling procedures for bulk carriers.

About technical cooperation, Mr. Cambon informed the participants that UNCTAD had undergone great changes: the shipping committee discussing port issues has been suspended, as has the shipping division, but a port section is still available. New terms of reference and a new program have been adopted which contain issues of interest to COPSSEC, like sustainable development.

Then, D. Jeffery reported on the Working Group on Port Interface Strategy in IMO. It was difficult to react quickly to IMO initiatives so it was decided to set up a sub-group in order to respond and put the priority topics onto the existing committees. The work done by this sub-group should not be too technical. A list of items were put to IMO on the agenda for the meeting of December 14th and Peter Struijs will help D. Jeffery for this meeting. The members of this sub-group are Peter Struijs, P. van der Kluit, J.P. Lannou and D. Hall, together with A. Smith and D. Jeffery.

The main points regarding the activities of the different Sub-Committees are:

Marine Safety Sub-Committee:

— VTS: A great gap exists in the cooperation between mariners who are pilots and those who are engaged in port management. The Sub-Committee should produce a report

to COPSEEC on this issue and recommend guidance notes which could help member ports overcome this problem in the longer term. The Joint Group IAPH/IALA/IMPA and other bodies are producing a manual which will be available by the time of the Sydney Conference.

— The World VTS Guide is now being published by IAPH/IALA/IMPA, with Norman Matthews as the Chairman of the Board. New ports from different parts of the world are expected to join very shortly.

— Recreational craft: There is a resolution by the European Harbour Masters' Association to press for compulsory registration, licensing and insurance of recreational craft. It is recommended that IAPH undertake a study to establish sufficient information to enable the MSSC to reach an outcome for further consideration in terms of registration, licensing and insurance in IAPH ports, minimum size/minimum engine size and the misuse of VHF Communications by recreational craft in ports and harbours.

— As for Sub-standard ships and ports data control. IAPH should encourage to the improvement of the current records and the number of inspections on manning and maintenance aboard ships, and an investigation should be conducted as to whether there may be direct or indirect access to the data available.

Dredging Task Force

Dwayne Lee summarized the London Dumping Convention activities and especially those of the 15th meeting (1992 was the 20th Anniversary of LDC). Two decisions were made: A) The LDC should be formally amended. B) 13 amendments were identified, 5 of which have potential impact on ports and IAPH.

1) Expanding the scope of the convention. Pollution matters are currently considered on a scientific and technical aspect only; it is proposed that consideration be expanded to legal, social and economic factors.

2) Prohibition of the disposal of all radioactive waste at sea. The IAPH concern is to ensure that there is a minimum threshold level for dredged materials.

3) Proposal to redefine the jurisdiction limits of LDC into internal waters. This would involve no change for European ports but substantial change for American ports. The impact on other regions is not known.

4) Adoption of the Waste Assessment Framework as the proper methodology for permitting the disposal of waste at sea (New name for New Assessment Procedure).

Within this WAF it is proposed that a "Reverse Listing Process" be used: the LDC currently has listed certain substances which are prohibited for dumping at sea. A "reserve list" inverts the process, stating that no materials may be dumped at sea, except those which are specifically exempted. IAPH's position to date has been to oppose this on the grounds that it is not a scientifically or technically verified methodology. If, however, a "Reverse List" approach is adopted, dredged materials should be an exempted material.

5) Holistic approach. There are two schools of thought on regulating dumping at sea. One is to assess all the options available and choose the least damaging for the environment. This is the holistic approach supported by IAPH as far as dredged materials are concerned. The second one is that no waste should be dumped at sea even if this is the least environmentally damaging alternative. Some LDC members support this second view.

These five points were proposed as amendments to the

Convention to be discussed during a special meeting of parties to the Convention in which only the participating countries will be allowed to participate in the debate. The LDC 16 will formally debate the 13 amendments and a final ratification will occur during the 17th Conference. IAPH will continue to participate in these meetings to ensure that the ability of ports to dispose at sea is not unreasonably constrained because of the emotional factor.

The other action taken was changing the name of LDC into London Convention 1972 (LC 72).

As for other concerns, the Paris Convention 1992 is now a new entity combining the Oslo and Paris Conventions. It also has dredged material guidelines for all the European ports. IAPH is allowed to have a representative as a non-governmental association and Yves Gauthier has been appointed to perform this crucial job.

Port Safety and Environment

P. van der Kluit reported. The work was progressing on two documents, one on soil pollution, the other on waste. Work was also being done on the revision of the IMO Recommendations on the safe transport and storage of dangerous substances in port areas, and the draft is now with the IMO. The revision of the IAPH Guidelines was also mentioned and G. Van Meel suggested that these various issues comprise a framework of items to be revised. Mr. Cambon suggested that seminars be organized to disseminate the information contained in these documents to the ports wishing to benefit from it. The ship/shore safety checklist for dry bulks was also discussed and will be reported in "Ports and Harbors" magazine. Mr. Joyce also mentioned the forthcoming revision of the International Safety Guide for all tankers and terminals, and IAPH should agree to it. There was also a request from IMO to produce draft guidelines on emergency plans. The situation has to be evaluated in a certain number of ports and a meeting will be convened within the first six months of 1993. A request was made by Mr. Cambon on behalf of UNCTAD to require how ports deal with combining environmental care with sustainability and economic aspects, and to make a report to present to the next inter-governmental meeting of UNCTAD in 1994. J. Smaghe conformed resolutions had been made in Barcelona about sustainable development and he entrusted P. van der Kluit with collecting the information from ports.

P. van der Kluit mentioned that he had received a letter from INTERTANKO asking him to promote the establishment of recommendation advising against charges calculated on waste from ships. However, if this were put into effect, it was wondered what was happening to the principle of "the polluter pays" and whether the incentive of good housekeeping on board ships would not vanish, as a consequence of allowing ships to get rid of their waste free of charge. In addition, the German example (1988/1991 pilot project with the Federal Government and under the MARPOL Convention; discharge free of charge) has to be discussed. J. Smaghe suggested that P. van der Kluit contact EHMA's environmental working group to define a position on the subject. The last developments concerned the compulsory educational levels of stevedoring companies and operators dealing with dangerous goods. This has now been accepted by the National Ports Council to make it an obligation in the licensing of stevedoring companies.

Port Planning Sub-Committee

Leo Visser presented apologies from Peter Fraenkel

for not attending this meeting. The Sub-Committee was concentrating its efforts on the completion of their review of Chapter 3.1, Port Planning and Design of the Guidelines on Port Safety and Environmental Protection. All comments received have been discussed, and amendments and additions agreed by the Sub-Committee are now being finalized and edited. As regards Port and City Relations, J.M. Tessier will write this sub-section. The updated Chapter 3.1 will be published as a separate document following final approval at the Sydney Conference.

Regarding the joint IAPH/PIANC Working Group on Access Channel Characteristics, 2 sub-committees were formed, on to study and report on whether some of the recommendations made in the draft PIANC Working Group No.7 Report could be adopted and published by the Working Group as interim recommendations and the second Sub-Committee to prepare a questionnaire to be circulated to Port Authorities and other relevant bodies to obtain data on physical conditions, numbers and sizes of vessels, ship behaviour and accidents/collisions in approach channels. The IAPH representatives on the Working Group are P.M. Fraenkel (Chairman), M. J. Hoctor, P. Lopinot (IMPA), F.R. Kalff, J. Barber and J. Koeman.

Ships Sub-Committee

B. Coloby presented apologies from J.M. Moulod for not attending this meeting. Then he suggested sending a questionnaire to ports as regards SBT tankers to see what the problems of application of the Barcelona resolution in ports are. This Sub-Committee has started to study maritime transport concentrating on the global economy (impact of the fall of communism in Eastern countries, decrease in grain trade with Russia, increase in general cargo trade, more and more Russian vessels to be chartered, North-South trade with Africa) and also on the maritime trade (over-tonnage as regards regular lines and the container trade, reorganization of the main shipping companies, of maritime conferences, dry bulk and liquid bulk market with the change in refined products which are now produced in European countries as a consequence of the Gulf war, and of the cruise market (overcapacity by 2 or 3 years).

The second chapter studied was the situation of the world fleet with the present situation (distribution per flag, age and category) and the fleet on order in the world).

The third chapter deals with the main changes in ship design with High-Speed Vessels (surface effect ships, etc), New Tanker Design (new technology of double-hulled ships, mid-deck tankers), Container Vessels with overpanamax vessels without hatch covers and Bulk Carriers with self-unloading vessels and BIBO. Special attention is being given to Container Vessels, dry bulk carriers and Passenger Vessels to simplify the reports on these types of ships.

Sea Trade Sub-Committee

Carmen Lunetta presented apologies from L. Liburdi for not attending this meeting. He reported that the programme adopted in Charlestone was moving on very rapidly according to three main tasks:

1) **Cargo definitions** chaired by Mr. Fraser McKensie. The cargo definitions should follow these basic principles:

- The definitions should facilitate analysis, including forecasting and port capacity measurement,
- The data should be readily available and accurate,
- Definitions should be applicable to large as well as small ports, broad purpose and niche ports.

The task group hopes that the proposals will be presented for broader discussion at the Sydney Conference.

2) **World Forecast Model** chaired by Mr. Jean-Pierre Hucher. A Survey of IAPH member ports to inquire about their forecasting practices and preferences was initiated. The final draft will be ready for presentation in Sydney.

3) **Port capacity data base** chaired by Mr. Wade Battles. The task group will work closely with the cargo definitions group to help create realistic categories for analysis and hopes to collect enough data to be presented to the Sub-Committee Chair by February 1993.

Next meeting

The meetings of different sub-committees may be held on Saturday and the full COPSSEC meeting on the morning of Sunday, April 18.

J. Smagghe thanked everybody for attending and those having provided such valuable work and closed the meeting at 1.00 p.m.

In attendance: J. Smagghe, Chairman of COPSSEC, 3rd Vice-President of IAPH
 C. Lunetta, 1st Vice-President of IAPH, Port of Miami
 A. J. Smith, Vice-Chairman of COPSSEC, IAPH European Representative
 D. Lee, Port of Los Angeles
 P. van der Kluit, Port of Rotterdam
 D. Jeffery, Port of London
 J. Perrot, Port of Le Havre
 J. Ledoux, Harbour Master, Port of Le Havre
 B. Coloby, Port of Le Havre
 F. Guessennd, Port of Abidjan
 G. Van Meel, Port of Antwerp
 M. Lannuzel, Port of Nantes-Saint Nazaire
 A. Graillot, Port of Nantes-Saint Nazaire
 A. Priso, O.N.P., Cameroon
 W. Bordeaux, Port of Le Havre
 J.P. Lannou, Port of Le Havre
 M. Lopinot, IMPA
 J. Joyce, I.C.S.
 M. Cambon, UNCTAD
 G. Velter, Port of Le Havre
 P. Hamburger, I.A.D.C.
 R.C. Brouwer, I.A.D.C.
 N. Matthews, IALA
 Capt. Noelke, Port of Bremerhaven
 Capt. Ridge, Port of Southampton
 L. Visser, D.H.V. Consultant
 N. Diop, Port of Dakar
 A. Jallow, Gambia Port Authority
 T. Frawley, Port of Hong Kong
 A. Ajamil, Port of Miami

OPEN FORUM

Int'l Symposium on the Transport of Dangerous Goods

Tokyo, 9-12 November, 1992

Guest speech by Mr. W.A. O'Neil, Secretary General of the International Maritime Organization (IMO)

Ladies and Gentlemen, I would like to begin by thanking the organizers of this symposium for inviting me to be with you today and for inviting me to make the guest speech. It is indeed an honour for me and for IMO.

The carriage of dangerous goods in a subject of great importance to shipping. Something like 50% of the cargoes carried on ships are to some degree of a dangerous nature and many can also cause pollution if they come in contact with water.

IMO has been dealing with dangerous goods since it came into being in 1959 and the International Maritime Dangerous Goods Code was first adopted as far back as 1965. The Code regulates the carriage of these materials by sea but it is closely linked to the regulations that cover other modes of transport as well.

In 1956 a UN Committee on Experts completed its first report establishing minimum requirements for the Transport of Dangerous Goods. Few could have foreseen at that time the impact the work of that Committee would have on the transport of dangerous goods worldwide. Now, nearly forty years later, the Committee's continuing work serves as a basis for the safe carriage of dangerous goods by all forms of transport.

For IMO the publication of the Committee's first requirements was perfectly timed. They appeared shortly before the entry into force of the Convention establishing IMO and the UN Recommendations for the Transport of Dangerous Goods became the basis for IMO's work on the carriage of dangerous goods by sea and the establishment of the IMDG Code itself, the provisions of which closely follow the decisions made by the UN Committee of Experts.

IMO continuously monitors the work of the UN Committee of Experts and ensures that the recommendations published in its so-called "Orange Book" are applicable to sea transport.

The repeated need to amend the IMDG Code causes some concerns. On the one hand it is necessary to follow the Orange Book, to keep in line with the other modes of transport which take their rules from the same source. On the other hand one has to bear in mind the difficulties of developing countries who find it quite impossible to keep

up with the all too frequent changes and therefore demand a period of consolidation between successive amendments. If these are made too frequently they may, I am afraid, affect the Code's credibility among its users.

There are no easy answers. For the Code to be of practical use it should not be changed too often. But equally for safety reasons it would be wrong to ignore new substances, which should be included in the Code, or not to take account of experience with existing substances which would indicate the need for a change in their entry. I know that many changes are initiated by the UN Committee of Experts, which cannot be influenced by IMO alone, but I maintain that a serious effort should always be made to make changes only when they are imperative in nature.

To complicate matters even further, other bodies, regional and national, are, for reasons of their own, drawing up rules for dangerous chemicals and in doing so are taking steps to identify, classify, mark and label them. Although these bodies argue that they address the users of chemicals rather than those who transport them, it is generally recognized that it is essential to develop some form of harmonization. The problem here is to decide which system to use as a basis.

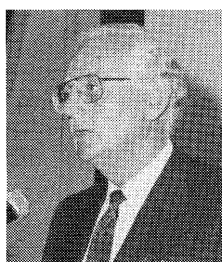
In 1991, the IMO Assembly therefore adopted a resolution calling upon these bodies to harmonize classification, marking and labelling, bearing in mind the work done over the last decades. The Assembly further urged Governments to co-ordinate their work in the different organizations considering this issue, so as to prevent conflict with established rules and regulations.

This symposium comes in the midst of IMO's consideration of the transport and handling of dangerous cargoes in port areas. IMO recommendations have served the industry well for a considerable number of years; however, accidents, sometimes on a small scale but sometimes unfortunately of major proportions, create the need for tighter rules and this is what we are trying to achieve in the updated recommendations.

IMO is interested in the whole subject of port safety and at the last session of IMO's Maritime Safety Committee in April 1992, it was agreed that the Organization should develop a strategy for port interface. It is a new venture for IMO which next month will be examining a blueprint for implementing it.

Another new activity which is about to begin concerns the uniform implementation of IMO instruments by flag States. This is considered to be so important that next month IMO will probably establish a Sub-Committee to deal with it.

The importance of work in this field cannot be overstated. If we take a close look at the various maritime safety and marine environment protection conventions of IMO, we can readily see that the greatest responsibility for implementation rests with the flag States. The manner in which these responsibilities are discharged is therefore of paramount importance to flag, port and coastal States alike and



Mr. O'Neil

indeed to the whole issue of maritime safety and pollution prevention.

At the same time, the proliferation of flag States, some of which cannot cope with the responsibilities they so readily undertake, has caused concern. The practice of several of them to delegate associated technical work to classification societies offers only a part solution.

IMO is now trying to reverse this trend but the task is enormous and results cannot be produced overnight. However, one thing is certain: if progress is not made then IMO's philosophy regarding its safety and environmental conventions, which largely depends on flag States meeting their obligations, will suffer considerably and will have to be rethought.

It has long been recognized that port States can make a significant contribution to improved safety and environmental protection. Having acknowledged that it may be difficult for a number of States to assure that ships under their flags meet the requirements of IMO conventions, the 1991 Assembly adopted a resolution on regional co-operation between port States in the control of ships and discharges. Guidelines on port State control have been in existence for many years but can be made much more effective through regional co-operation. An example is the arrangement currently being exercised by certain European countries under the Paris Memorandum of Understanding. Encouraging signals have already been received from this region where Japan has, as usual, played a leading role and Latin America where the first important steps have been taken towards establishing regional agreement to ensure effective inspections of all vessels in the national ports of the countries concerned.

The human factor continues to cause concern, as this is by far the largest element contributing to accidents at sea. It is known that these can be reduced through better education and training, the creation of a safety-conscious work environment, ergonomics, reliable equipment, motivation and adequate crew. But because crews are so important, the whole subject is currently being examined very thoroughly in IMO.

One of the main features will be to identify human characteristics and factors which affect or limit a crew's ability to perform complex tasks, particularly under stress, and to apply this knowledge to ship design, construction and operation so that the likelihood of human error will be minimized. In other words, the complex equipment on board must not only be able to perform its required functions but also be designed so that it can be easily handled by the crew.

One of the most significant developments to take place recently within IMO came about this year with the adoption of amendments to the two Conventions that are generally regarded as the most important treaties affecting shipping safety and pollution prevention — SOLAS and MARPOL. These amendments were concerned with the stability of ro-ro passenger ships and the design of tankers. Their significance lies mainly in the fact that some measures have been made applicable not only to new ships but to existing vessels as well.

It is likely that the entry into force of these amendments will lead to many ships being reconstructed and others being scrapped. It is most unusual for IMO to require major constructional changes to existing ships and the fact that the Organization is doing so now is an indication of the increasing concern about the large gap between safety standards on existing ships and the requirements for new

ones. This is compounded by the rapid ageing of the world fleet and the deterioration in standards which has been reflected in the sharp upturn in serious casualties.

The safety of the transport of irradiated nuclear fuel in ships has been considered in IMO and a draft code has been developed which deals with the survival capability of vessels engaged in this trade should an accident occur. A joint working group of IMO, the International Atomic Energy Agency and the United Nations Environmental Programme has been established to examine the whole range of issues associated with the sea transport of radioactive materials. It will meet for the first time next month.

I should not conclude my address without mentioning the preparation of a draft Convention of Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, the so-called HNS Convention. The introduction of strict liability and of adequate limits of liability would vastly improve the situation for those suffering damage as a result of NHS-related incidents. Experience with other conventions dealing with oil pollution, which are based on similar principles, has shown the beneficial effects of having access to adequate and relatively fast redress when an incident occurs.

It is a highly complex issue and involves the extent to which the cargo interests should share the liability with the shipowner, the amounts that can be assimilated by the insurance industry, what cargoes should be covered or what shipments should be insured. Progress is being made and it is currently intended that the HNS Convention should be considered at a conference to be held in 1994 or 1995.

Ladies and gentlemen, with this introduction I have tried to outline briefly some of IMO's recent work. I would like to conclude by wishing this symposium every success. I am sure that it will make a valuable contribution to improving our understanding of the issues involved in the transport of dangerous goods and will result in improvements in the safety regime.

Privatization in Latin America

By Jose Alfredo
Sabatino Pizzolante*

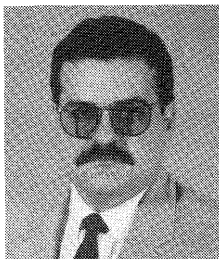
** The author is a Venezuelan lawyer, currently working on his Master's degree (LLM) in Maritime Law at Cardiff Law School, the University of Wales College Cardiff (formerly UWIST), U.K., after completing his Master's degree (MSc) in Maritime Studies (Ports & Shipping Administration) at the University's Department of Maritime Studies and International Transport.*

The views expressed in this paper are those of the author and do not necessarily reflect those of the International Association of Ports and Harbors.

1. Introduction

Port privatization is a concept often misunderstood. Although privatization implies in its most radical form the

transfer of public assets to the private sector and therefore a change in the ownership of the property, in the port field the term comprises a variety of forms ranging from complete privatization - where the port is owned in its entirety by the private sector - to the transfer of certain port services to private companies, by means of contractual agreement. The latter version has often been called port privatization. This process, together with the decentralization of port activities, seems to be the dominant trend among Latin American countries.



*Jose Alfredo
Sabatino Pizzolante*

Substantial changes concerned with port and shipping matters may actually be found in domestic legislation in this region. In some cases (e.g. Brazil) the legal instruments have not yet been passed by the national Congress due to complicated legislative procedures; nevertheless, the legislation might soon receive approval. These changes are basically related to the decentralization of port activities, reduction in the number of dockworkers and the introduction of privatization in port operations. The dominant factor making the reforms difficult has been the endless opposition of dock unions. This factor remains the main barrier to the implementation of essential reforms.

Colombia, following the Venezuelan example, will solve this problem by making redundant the 6,900 dockworkers employed by the Colombian Port Company (Colpuertos). In addition, port operations are to be privatized through a newly created department called the Federal Superintendency of Ports, which will license and monitor the private operations. The World Bank is supporting this programme. How the responsibilities will be divided within the governmental agencies, is still the current point of discussion. 1/ Peru has also made significant changes in its port and shipping regulations. Decree No.020-91-TC of 3 July 1991 abolished the regime of cargo reservation, and Decrees No.26 and 27 (September 1990) authorized stevedoring operations to be performed by private companies. In the port field, nevertheless, privatization and casualization of port labour have been strongly opposed by the 4,500 organized dockworkers and their trade unions. Thus, Decree No.045 PCM of 15 February 1991 declared a State of Emergency in Lima District, instituting military control of the ports. 2/ In Uruguay, identical dock union opposition has delayed the approval of the new Bill on port administration, containing privatization proposals.

In Mexico, moreover, the government had to implement hard measures to bring the stevedores' union abuses to an end; for instance, in Veracruz - the country's largest port - the 700 unionized stevedores (sometimes doctors and lawyers who had inherited their union membership from their fathers) used to hire others to do their work. 3/ President Salinas de Gortari replaced Veracruz's unionized stevedores with three private companies, which compete to provide stevedoring services. Port reforms, i.e. reduction of workforce and privatization, have been carried out by a governmental agency called Mexican Ports (Puertos Mexicanos), created three years ago for this task; Mexican Ports is a large organization in charge of the construction, dredging and administration of Mexico's 85 ports. A noticeable aspect of the Mexican case is that the centralized organization does not seem to represent an obstacle to private investment; in this context, Mexican Ports owns and administers the ports,

whereas private companies have concessions to operate a large number of its terminals and to provide many of the services. It is estimated that at least \$1bn has come from the private sector for the construction of new port terminals, this is five times the complete budget of Mexican Ports. 4/ However, the Mexican government has recently announced proposals for the privatization of nine ports across the country in an attempt to boost their productivity. 5/

2. Particular Developments in the Area

2.1. Argentina

Argentina has many public ports and private terminals. However, the lack of appropriate legislation to regulate them is the main factor affecting their operations. Public ports (37 ports handling over 35 million tonnes of cargo a year) are characterized by strikes, overmanning, poor governmental management and underinvestment; whereas the private sector is unwilling to carry out huge investments, due to the lack of a legal instrument defining the ownership and rights of those terminals.

Port reforms began in 1991 with the small and medium sized commercial and general cargo ports, which were owned and operated by a centralized body called the General Ports Administration (AGP). The first step was to decentralize the administration among provincial governments, breaking the power of the national port workers' union who started to negotiate with provincial authorities in a more cooperative way. The second stage of the process was concerned with the decentralization of the six major ports - Buenos Aires, Rosario, Bahia Blanca, Quequem, Santa Fe and Ushuai - as well as the privatization of services such as stevedoring, dredging and towage.

Nevertheless, since the introduction of the new ports' bill two years ago, there have been many problems hindering its approval in the Congress, where the heavy participation of Peronist unions has made the process difficult; the new law is intended to deregulate the ports, to define the ownership rights of the private terminals (in particular grain exporters), which handle more than half of the total tonnage in Argentina going to overseas markets and to encourage private investment in commercial ports. Besides this, in a separate move Decree No.817 of 26 May 1992 was issued by President Menem to accelerate the privatization process; the Decree calls for the privatization of national ports, and the deregulation of port activities as well as maritime transport. Thus the General Ports Administration (AGP) was abolished and provisional administration bodies at each of the main ports were created; a new governmental office (Sub-secretary of Ports and Waterways) will monitor the implementation of this process, which is expected to reduce port costs by 25% to 30%. 6/

2.2. Brazil

Brazil is a country with many ports but the government seems unable to manage them because of the power held by the dock unions. In the past, port administration was carried out by a state port holding company called "Portobras". However, a few days after the government of Collor de Mello took power it was abolished and control over the public ports, formerly administered by "Portobras", was transferred to the National Department of Aquatic Transport, within the Ministry of Infrastructure. This department administers 39 ports, whose dominant features are: 45,000 dockworkers and the handling of 350 million tons of general cargo a year.

Brazilian ports are among the costliest and least efficient in the world, so each year the country loses \$5bn in exports due to its national port system 7/, through which 97% of imports and exports are handled. The explanation for this situation is linked with old legislation which imposes a strict demarcation between the stevedores' pools and the dockworkers' pools. The stevedores are self-employed and work on a casual basis, but have an exclusive monopoly for all on board cargo handling. The dockworkers are full-time employees of the local port administration, which has the exclusive rights over the landside work in the port area. 8/ In addition, there is a lack of updated cargo handling equipment because of a shortage of resources for major investments. The result, therefore, is that the costs of using Brazilian ports are around 200 to 300% higher than for United States or European ports.

In an attempt to change this situation the Brazilian National Congress has, since last year, been discussing Ports Bill No.08/91. The provisions of the new ports law are intended to abolish the stevedores' monopoly and to create the possibility for private sector participation. The law also provides a chance for the owners of private terminals to handle cargoes for third parties which at the moment is not possible. Each port will be managed by a Port Authority Council, whose 14 members comprise representatives from the government (federal, regional and municipal levels), port operators, dockworkers and users. Port changes in Brazil, however, have been delayed as a result of the strong resistance of the unions; after lengthy discussions the Ports Bill was finally voted on by the lower house of the National Congress (Camera dos Deputados). The initial draft underwent substantial changes, and now the law will need to be voted on by the Upper House (Camera dos Senadores), where more delays may be expected, partly because of the powerful lobby of the workers' union and partly because of the political crisis taking place in Brazil following serious corruption allegations made against President Collor de Mello.

2.3. Chile

This country started to implement privatization within the port industry one decade ago; in fact, Chilean shipping and port organizations have been an excellent example for other Latin American nations seeking to introduce the necessary changes in their maritime legislation. The new port organization was embodied in Law No.18.042 of 1981, by which dock labour practices and port management were radically modified; in addition, the process was facilitated by making all the staff redundant. Labour changes comprised the abolition of a system (Matricula) making compulsory the registration of dockworkers to enable them to work, and the elimination of employee categories (trabajadores portuarios and trabajadores maritimos) to achieve efficiency in the stevedoring operations. These are now carried out by private stevedoring companies. Besides this, the national body in charge of port administration called "Empresa Portuaria de Chile" (Emporchi) was given a new organization whose objectives were, among other things, the construction of infrastructure, the transfer of cargo on the landside, the leasing out of warehouses and other port areas to the private sector and the monitoring of private stevedoring operations.

Even though Law No.18.042 brought with it the modernization of commercial ports as well as the introduction of private operations, the absolute control of cargo on the landside vested in Emporchi, the centralized organization, and the cross-subsidies affecting its competence were re-

garded as weaknesses in the scheme adopted. 9/ These failures are intended to be solved by the Law No.18.966 of 1990, which gave the private sector the exclusive rights for loading, unloading and the transfer of cargo. The next step within this framework will be the decentralization of port administration, probably by means of the establishment of regional and autonomous port authorities under the control of Emporchi. Despite this, the Chilean Maritime Chamber has said that the establishment of a special national body different from Emporchi is necessary to achieve the harmonious development of regional ports by defining the primary role which each port would play within the national ports system.

The efficiency of the Chilean ports, however, is being threatened at the moment because "...some of the old practices of labour abuse and inefficient management are creeping back into the system, now in private hands". 10/ Thus, Chilean dockworkers have been systematically paralyzing the ports in protest at the government's refusal to recognize the right to collective negotiations and the creation of the former dockworkers' registration scheme, which obviously would affect the system as a whole.

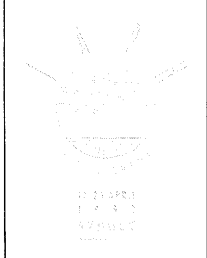
2.4. Venezuela

Decentralization of ports in Venezuela has to be appreciated not only as being a result of the implementation of a Structural Adjustment Programme (following the World Bank-IMF recommendations) but also as forming part of a general programme of reforms, known as "The Reform of the State", by which it is expected to introduce fundamental changes at all levels in the traditional organization of this country with a steady decentralization in political, administrative and economic terms; in this way it would evolve towards an authentic federalism, because in practice it has operated as a very centralized state.

As in many other Latin American countries, changes in Venezuelan ports are intended to stop the significant drain of public expenditure by making them efficient bodies operated on a commercial basis, and thus contributing to more competitive exports and less expensive imports passing through the ports. Port reforms have taken place through the Law of Decentralization and Transference of Competences of 20 December 1989. This law has significant importance in Venezuela's constitutional life because by means of it several competences, or more precisely services, reserved to the central government by the Constitution such as health, water, motorways and ports can be transferred to each one of the constituent states of the country. However, according to the same legal instrument, to do this it is necessary firstly that the regional parliament (Asamblea Legislativa) in the respective state pass a special law concerning the matter in question. Thus, on 26 August 1991, Puerto Cabello Port Authority — the main port according to the volume of cargo handled — was created.

Therefore, port changes meant the decentralization of the eight public ports which handle all imports and the bulk of exports, the privatization of stevedoring activities if allowed by the regional port law and the abolition of the National Ports Institute (NPI), an autonomous organization created for administering the commercial ports whose bad practices during fourteen years of existence resulted in a financial deficit of £2,000 million. In order to bring this about, the government had to seek World Bank support,

(Continued on Page 27)



Sydney Welcomes You!



By
The Organizing Committee
The 18th World Ports Conference of IAPH
Maritime Services Board of NSW

Sydney, Australia's largest city, is situated on a harbor acknowledged as one of the world's most magnificent.

The harbour is integral to Sydney's lifestyle, and sets a scene which leaves no doubt about Sydney's splendour.

A multitude of multi-colored sails glide over sparkling blue-green water throughout a labyrinth of coves, bays and inlets.

In the background are the mammoth cliffs of North and South Heads and the distinctive city skyline including the graceful arch of the Sydney Harbour Bridge, the dramatic billowing sails of the Opera House, Sydney Tower — Australia's highest building, and the harbourside promenade of Darling Harbour.

At night, looking back to the foreshore, the city appears as a sea of lights.

However, it's not just the harbour which gives Sydney its beauty. It's also the ribbon of sandy beaches stretching north and south of the central city area, the lush national parks, the striking lines and hues of the Blue Mountains to the west, Sydney's architectural wonders, both old and new, its temperate, inviting climate, azure blue skies and the brilliant sun which shines more than 240 days of the year.

The Friendly Australians

It is also Sydney's people. Sydney is known as the City of Smiles — a place where visitors are met by a friendliness and a unique easy-going lifestyle.

Sydneysiders are eager to share their exciting, vital city, and show why it is increasingly becoming one of the world's most desirable destinations to visit and to live.

Sydney represents a rich and diverse cultural mix from virtually every country and as a result, there's a depth and range of dining, arts, entertainment and lifestyle that leaves no doubt that this is a world class city.

Sydney is a cosmopolitan city of great style and a city of endless character, colour and movement. It has a polished sophistication, a determined spirit, a light-hearted soul and a vibrancy, character and feeling all of its own.

Cosmopolitan Choices

For visitors and Sydneysiders alike, the city's vast choice of entertainment, dining, leisure, culture and lifestyle options makes it an extraordinary experience, a truly special place.

This cosmopolitan city of four million people offers an unrivalled range of tourist attractions, and a range of features to tempt the most jaded world traveller.

Sydney is Australia's largest and oldest city. It is the capital of the State of New South Wales and the focal point of the state's road, rail and air services.

It is the international gateway to the vast Australian continent and is the country's leading manufacturing, commercial and banking centre.

Sydney has a range of world-class accommodation and support facilities unparalleled in this country. The overall

pace is quicker than any other Australian city, the views brighter and the entertainment a continual delight.

Time Difference

Australian Eastern Standard Time is GMT plus 10 hours, so when it's noon in Sydney, it's the following times in these cities:-

London	2 am
Tokyo	11 am
New York	* 9 pm
Los Angeles	* 6 pm
Hong Kong	11 am
Auckland	2 pm
Paris	3 pm
(* = previous day)	

From the last Sunday in October to the first Sunday in March, Sydney enjoys "daylight saving", equivalent to England's "summertime". Extra daylight hours are gained during this time, by reckoning the time one hour later than the standard time. The difference is GMT plus 9 hours.

Climate

Sydney's temperate climate makes it a year-round destination. Minimal difference between summer and winter temperatures makes travelling around the city a pleasure.

240 days of sunshine a year means visitors can enjoy the outdoor lifestyle Sydneysiders are so fond of, and even in winter when it's cooler, the sunshine beckons activity.

Sydney's reasons are opposite to that of the Northern Hemisphere, but all four seasons are mild.

Public Transport

Sydney has an extensive public transport system including a city subway system, suburban rail, city and suburban buses, harbour ferries and jet powered catamarans.

The private services are comprehensive with a monorail, chauffeured limousines, rental cars, taxis and water taxis.

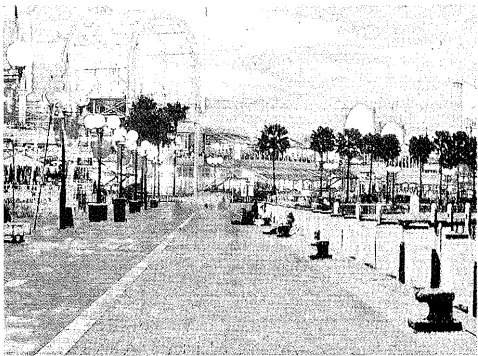
Sightseeing

Sydney has Australia's two most widely recognised man-made identifiers, the Harbour Bridge and the Opera House.

The city proper is remarkably compact with the harbour forming a nexus between north and south shore.

Suburban trains run east as far as Bondi Junction, not far from the famous beach; west to the foothills of the Blue Mountains, the city's western barrier; north over the Bridge to a variety of up-market suburbs and south into a cluster of national parks.

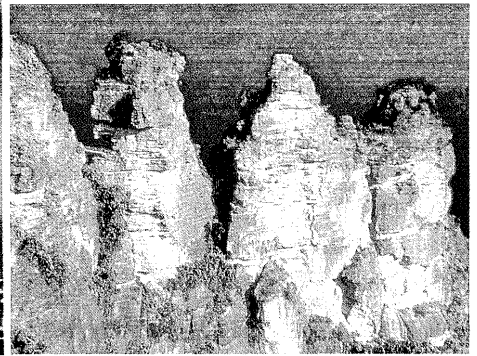
A monorail links the city with Darling Harbour, a complex of exhibition and convention halls and shopping



Darling Harbour Sydney



Centre Point Tower Sydney



The Three Sisters Blue Mountains



Waterfront Restaurants at the Rocks Sydney



Doyle's Restaurant Watsons Bay Sydney

centres, with footways to the highly acclaimed Power House Museum of Technology, the National Maritime Museum and a world class Aquarium.

Go Back in Time

For history, start at The Rocks, the original convict area which originally grew into a boisterous waterfront mess of congested hovels, warehouses, bond stores and pubs.

A preservation order has saved many of the original buildings and the area merits exploration on foot.

Explanatory plaques have been placed on historically worthwhile buildings and the sites of the first wharf, hospital, bakery, bond store, police station and customs house.

Don't miss the village green in Argyle Place, set against a backdrop of colonial houses, the Garrison Church where the regiments assembled each Sunday, their flags hanging proudly in the nave, and Observatory Hill for a great panoramic view.

The Rocks has more than its share of restaurants — Asian, French and at least one serving traditional Aussie tucker.

Its pubs are equally lively, with an argument between The Hero of Waterloo and the Lord Nelson, both licensed in the 1840s, about which is older.

Getting Around Easily

Ferries from Circular Quay criss-cross the harbour, with a jet catamaran service to the beachside suburb of Manly and tourist harbour cruises circulate around much of the 250 kms (155 miles) of foreshore with commentaries on points of interest.

The visually remarkable Opera House - actually a cultural complex — contains a concert hall, opera and ballet auditorium, drama stage, cinema and several restaurants.

The Botanic Gardens are close by, a pleasant parkland where locals flock for weekend picnics.

Circular Quay is also the starting point for the ferry

service to Taronga Zoo where animals from Australia and foreign lands meander in the leafy surrounds and muse over million dollar Harbour views.

The City Centre

Like most cities, Sydney's central business district is dominated by office buildings, hotels, department stores and boutiques.

Macquarie Street is different, retaining colonial grace and original buildings including the pillared State Parliament House which dates back to the early 1800s.

The original Mint and the former convict barracks at the southern end of the street are both museums.

The nearby State Art Gallery overlooks Woolloomooloo Bay with Kings Cross perched on a steep ridge above it. This lively area is Sydney's nearest approach to London's Soho, San Francisco's North Beach and the Montmartre district of Paris.

Shopping

Sydney's reputation as one of the world's most diverse shopping destinations is now firmly established.

In tandem with Sydney's polished new shopping image has come the development of stylish arcades and shopping complexes and widespread weekend trading.

The best venues for serious browsing are the Queen Victoria Building, known as the QVB to Sydneysiders, and Darling Harbour.

The former is a grand, late 19th century building with arcade shops on various levels and snack bars in the basement concourse.

Darling Harbour is a vast waterfront complex with a huge variety of attractions for both visitors and Sydneysiders.

Sydney also has many downtown duty free shops where visitors from overseas can purchase goods by presenting passport and ticket.

Most jewellery shops have tax-free sections where Australian opals can be bought at considerable savings.

Dining

Sydney offers visitors a dazzling range of dining experiences.

Cuisines range from Thai to French, with Burmese, African, Italian, Mexican, Argentinian, Californian, Swiss, Labanese, Vietnamese, German, Austrian, British, Anglo-Australian, Greek, Japanese, Korean, Chinese of every variety from Sichuan to Canton, and emergent Australian in between.

And the establishments in which this dazzling variety of food is offered range from modest budget eateries, set up in what were once small front rooms of narrow traditional Sydney terrace houses, to spectacular purpose-built restaurants, the shimmering decor of which would not be out of place in Paris, London or Manhattan.

Indeed, one of the things that strikes the visitor most forcibly is the sheer quality of the Sydney dining experience.

Technical Visit Arranged for Delegates

A technical tour by coach has been arranged for Wednesday, 21 April 1993, to the Port of Newcastle and Hunter Region, 150 km's north of Sydney.

After inspecting the Port of Newcastle delegates will be served morning tea in the attractive landscaped grounds of the Kooragang Coal Terminal, which is adjacent to a nature reserve for migratory water birds.



Mt. Thorley Open Cut Mine

Visit to Mt. Thorley Colliery

A tour of the Kooragang Coal Terminal will be followed (weather permitting) by a brief drive to Mt. Thorley Colliery, a large open cut coal mine (near Singleton in the Hunter Valley). This mine supplies both coking and steaming type coals for export through the Port of Newcastle.

The Colliery currently produces up to 6.5 million tonnes per annum. Mt. Thorley Colliery and Mr. Thorley Coal Handling and Preparation Plant broke NSW, Australian and world coal production records in 1991.

Mt. Thorley Coals are low ash, low sulphur, low phosphorous and high-volatile coals and are among the best regarded coals exported from Australia.

All overburden is drilled and blasted prior to excavation. The shovel operations expose the upper coal seams and prepare the dragline bench at a set level above the seam. The dragline is a Marion 8200 with a 55 cubic metre bucket capacity working 80 metre wide strips north and south.

A 44 cubic metre capacity PCH5700 XP electric shovel along with eleven 218 tonne rear dump trucks are used to clear the overburden. Coal and parting excavation is by three International 580 front end loaders (the largest made in the world) and a BE 295 B1 electric shovel working with a fleet of five Euclid CH150 bottom dump coal haulers, eight Euclid R170 and three Euclid R100 rear dump truck. (The largest trucks are equal to the largest in the world.)



Kooragang Coal Loading Head

Rehabilitation follows behind the shovel overburden emplacement above the dragline spoil piles. Reclaimed top soil is used and the area is fertilised and seeded with the planting of stands of trees incorporated in the program.

The coal is then taken to a Coal Handling and Preparation Plant designed to handle mine output from a number of different seams to produce both coking and thermal coals for the export market to a wide range of product specification.

The Coal Preparation Plant has two 600 tph capacity modules, each consisting of a number of washing circuits including a heavy medium drum, dense medium cyclones (2 stages) and froth flotation processes.

Coalscan ash monitors and automatic coal samplers are installed on each of the plant product conveyors to ensure close quality control.

Plant tailings are mechanically dewatered using belt press filters which eliminate the need for tailing dams and minimise water losses from the process circuit. Dewatered tailings are combined with plant rejects and disposed of by emplacement with the mine overburden.

The Coal Handling System comprises automatic stackers and reclaimers. Clean coal produced is reclaimed for train loading by a bucket wheel reclaimer ready for shipment to the Port of Newcastle.

Rothbury Estate

The Port of Newcastle is the gateway for exports from the Hunter Valley.

The Hunter Valley is also famous for its wines which are exported to many parts of the world. At the completion of the visit to Mt. Thorley delegates will move to the Rothbury Estate for lunch and a tour of the winery.

There will be time to inspect the wine making facilities and to taste some of delightful wines of the area.

CORRECTION

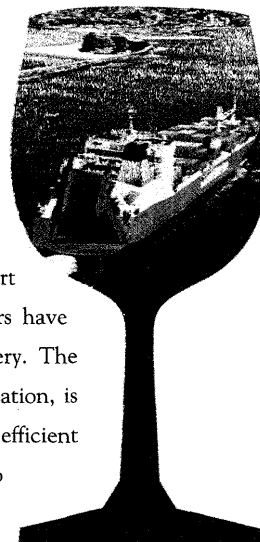
Of the three color photographs featured on the front cover page of the previous (December 1992) issue of this journal showing the Port of Vancouver, the one viewing the Port's Burrard Inlet appearing at top on the left was reproduced in reverse, while it should have looked as printed here. We apologize to the Port of Vancouver for this mishap. — IAPH Head Office



The Hunter region, well known for its rich history of fine wine making, is also gaining international acclaim for the very harbour that attracted settlement in the region during the early colonisation of Australia. From the early days when the Port of Newcastle loaded the colony's first export cargo, coal destined for Bengal, the Port has developed into the trade centre of the west, north and northwest of NSW. Today the Port of Newcastle is one of Australia's major bulk export ports handling in excess of 40 million

The Hunter - renowned for its wines, famous for its Port!

tonnes of cargo each year. Everything from port control and management to the latest in computer aided dredging technology is geared to ensure customers receive the ultimate in safety and service. Through the obvious advantages of Newcastle's central location and accessible transport links, the Port's many import and export customers have benefited, with quick turnaround and cargo delivery. The Port of Newcastle, through expansion and diversification, is now recognised as one of the most cost effective, efficient ports in the world. A fine Port of distinction to satisfy the most discerning palate.



Port of Newcastle
MSB HUNTER PORT AUTHORITY



NEW SOUTH WALES GOVERNMENT
Putting people first by managing better.

P.O. Box 663 Newcastle NSW 2300 Australia. Telephone: 049 27 2400 (NSW toll free): 008 048 205 Facsimile: 049 26 4596

(Continued from Page 22)

through a £75 million loan, to pay off the complete staff (12,000 dockworkers); the route chosen by the government, despite its onerous nature, has facilitated the port reforms. This method, on the other hand, does not have successful parallels in other South American countries, where dockworkers and their trade unions — Brazil is a good example — represent a serious obstacle to such reforms.

Therefore port administration in Venezuela has been substantially changed with the recent reforms: in terms of control since the administration has been devolved from the center to regional states; and in terms of activities because the comprehensive scheme was replaced by adopting the landlord model. Because the law only transfers to the regional states the competence for administration and maintenance in general terms, ports may be organized as they believe appropriate. Thus there have been different approaches for organizing the regional port authorities, the common feature being the privatization of port services. Those approaches comprise, among other things, the establishment of Autonomous Institutes (Puerto Cabello Port Authority); Public Companies (Anzoategui Port Authority) as well as the implementation of Management Contracts by means of concessions (Maracaibo Port Authority).

3. Conclusion

The present paper has been concerned with a review of port privatization in the Latin American context. Broadly speaking, privatization might be regarded as a means of improving the efficiency of public enterprises or services, by exposing them to the competitive pressures of market forces, reducing government involvement and introducing a responsive management. Nevertheless, despite the attractions of the arguments in favour of privatization there is still a case for public sector bodies — at the national, regional or municipal level — to act as guarantor of the public interest, by regulating and monitoring the complex situations arising from privatization.

Port changes taking place in many developing countries (e.g. Latin America) tend to be characterized by the privatization of certain port activities and the decentralization of ports, in an attempt to introduce essential changes whereby ports might increase productivity and operate on a commercial basis.

The main point is whether these goals should be achieved through those changes. The traditional failures associated with the public sector do not appear to be a problem of ownership; in this context, Vernon-Wortzel and Wortzel state that the problem is a lack of explicit goals and objectives as well as the absence of organized cultures and systems to support the achievement of those goals and objectives. 11/ These authors conclude by saying that the success of an enterprise, regardless of ownership, is a matter of developing a strong culture within the firm, of hiring the right managers and having motivation policies in place to properly guide their behaviour.

There is little doubt that privatization may help to introduce within ports significant changes. However, it seems that the privatization of port services is not enough to ensure the required organizational culture can carry out the ports' commercialization completely; this is because, in such cases, privatization takes place at the operational rather than managerial levels. Therefore, attention must be paid to the mechanisms regulating the constitution and activities of

public port authorities in order to take full advantage of decentralization and the introduction of the private sector in ports.

It is manifestly the tendency to think — at least in the Latin American context — that the privatization of port services itself will ensure the success of decentralization. However, this belief is not right because it has to take into account another important factor: the management. The striking point of our discussion is the fact that a responsive management requires a significant degree of freedom. In order to ensure the success of these changes it is imperative that each port authority be independent and that governments be convinced (at all the levels) of the urgency of allowing the ports to work on a commercial basis by freeing them from governmental constraints and political intrusion. In an account of options available within the ports, Michael Bennet emphasizes that of "management independence", by saying:

"... I believe that much could be accomplished, even short of privatization, if governments would grant their port professionals greater responsibility and authority, if they would permit them to operate commercially, and if they would insist that this be done. That is, if ports were commercialized". 12/

This management independence is particularly relevant to Latin America, where full privatization is far from being applied. As a result such independence is the most direct way of leading to the commercialization of ports. Governments need to be aware of this fact, otherwise, little progress will be obtained from the changes earlier described, and more time and resources will be wasted to the detriment of the national economies.

4. References

- 1) Fraser, K. Michel (1992) "Private Tides", **Privatization in Latin America**, A Latin Finance Supplement, March, page 22
- 2) unsigned (1991) "Privatization crisis in Latin American ports", **ITF News**, October, page 10
- 3) Fraser, K. Michel (1992) "Private Tides", **Privatization in Latin America**, A Latin Finance Supplement, March, page 20
- 4) unsigned (1991) "Centralized decision-making for privatised port authorities", **Fairplay International**, 26th September, page 59
- 5) The Financial Times, September 4, 1992, page 4
- 6) Lloyds List International, 16 November 1991, page 9
- 7) Friedlander (1992) "A mafia da estiva", **VEJA**, May 13, page 64
- 8) unsigned (1991) "Port reform: Brazil's power struggle nears", **Containerisation International**, Vol.25 No.4, page 41
- 9) Asociacion Latinoamericana de Armadores (ALAMAR), Boletín 590, July 1990, page 5
- 10) Fraser, K. Michel (1992) "Private Tides", **Privatization in Latin America**, A Latin Finance Supplement, March, page 22
- 11) Vernon-Wortzel, Heidi and Wortzel, Lawrence H. (1989) "Privatization: not the only answer", **World Development**, Vol.17, No.5, pages 633-641
- 12) Bennet, Michael (1991) "Trade or Treasure: Who Benefits From Port Privatization?", **Portus**, Winter Vol.7, No.1, page 10

International Maritime Information **WORLD PORT NEWS**

IMO Resolution A.713(17)

**Adopted on 6 November 1991
(Agenda item 10)**

Safety of Ships Carrying Solid Bulk Cargoes

The Assembly,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety,

RECALLING FURTHER that by resolution A.434(XI), the Assembly adopted the Code of Safe Practice for Solid Bulk Cargoes (BC Code) to ensure the safe carriage of solid bulk cargoes,

NOTING that, by resolution MSC.33(59), the Maritime Safety Committee at its fifty-ninth session adopted amendments to the 1974 SOLAS Convention to include a revised chapter VI dealing with solid bulk cargoes and referring to the BC Code,

BEING CONCERNED at the continued loss of ships carrying solid bulk cargoes, sometimes without trace, and the heavy loss of life incurred,

RECOGNIZING that the nature of cargo and ballast operations can subject the structure of ships which carry solid bulk cargoes to more severe patterns of bending and shear forces and to significant wear,

TAKING INTO ACCOUNT that the speed and methods of loading and the equipment employed in unloading operations at solid bulk cargo terminals may contribute towards structural overstressing and damage,

BEING AWARE of the dangers posed by some solid bulk cargoes through their high density and propensity to shift,

CONSCIOUS of the need for continued and effective maintenance of ships for safety purposes,

BEING INFORMED of decisions made by the Maritime Safety Committee at its fifty-ninth session, in particular its decision to carry out a feasibility study on voyage data recorders with high priority,

BEING ALSO AWARE of work

undertaken by Governments, classification societies and other segments of the private sector in this regard,

1. REQUESTS the Maritime Safety Committee to carry out its work with high priority on the safety of ships carrying solid bulk cargoes and to develop as soon as possible the requirements for the design, construction, operation, maintenance and survey of such ships and specify precautionary measures with respect to type of cargoes;

2. REQUESTS the International Association of Classification Societies to develop survey and maintenance requirements for ships carrying solid bulk cargoes as soon as possible and submit them to the Maritime Safety Committee for incorporation in the requirements mentioned above;

3. URGES Governments, classification societies, shipowners and shipmasters, pending the development of the above-mentioned requirements, to take immediate measures along the lines specified in the annex to the present resolution on an interim basis;

4. INVITES Governments to thoroughly investigate accidents occurring to ships carrying solid bulk cargoes entitled to fly their flag and submit to the Organization the conclusions arrived at and recommendations made



land & MARINE
publications



The company that specialises in publishing marketing handbooks for seaports worldwide

LAND & MARINE PUBLICATIONS LIMITED,
ST BOTOLPHS CHURCH WALK,
ST BOTOLPHS STREET, COLCHESTER
CO2 7EA, UNITED KINGDOM
TEL (44) 206 369862, FAX (44) 206 369863

so as to assist in the adoption of appropriate remedial measures;

5. REQUESTS ALSO classification societies, which are not already doing so, to submit to the Organization, as a matter of urgency, any information on structural problems or other problems found, which might assist in identifying the underlying cause of such accidents;

6. INVITES FURTHER Governments in whose territories solid bulk cargo loading or unloading terminals are situated to advise the Organization of any studies on cargo handling practices at such terminals for information purposes;

7. AUTHORIZES the Maritime Safety Committee to circulate the requirements developed in accordance with paragraph 1 above, which will supersede the provisions set out in the annex to the present resolution, to Governments, classification societies and others concerned, recommending their implementation;

8. REQUESTS the Maritime Safety Committee to keep this subject under continuous review and amend or extend the measures set out in the annex, as necessary.

Annex

Interim Measures to Be Taken to Improve the Safety of Ships Carrying Solid Bulk Cargoes

1 Governments, classification societies and shipowners should conduct a close-up survey of the welded attachment of the side shell frames in selected cargo holds including the forward and after cargo holds in way of transition areas in solid bulk carriers at their earliest availability and:

- .1 ensure that the utmost care is taken during surveys and routine inspections by the personnel of ships which are to carry solid bulk cargoes and that close attention is paid to their structural integrity overall, particularly in way of forward cargo holds and ballast tanks as well as to the condition of protective coatings and the extent and effects of any corrosion;
- .2 require at each special classification survey and at each intermediate survey following special classification survey number one, a close-up exam-

ination of the entire framing system of the number one cargo hold, plus an internal examination of all remaining cargo holds including a close-up examination of a minimum of twenty-five per cent of the framing system in each cargo hold;

- .3 if special classification survey number two indicates severe deterioration of the hull structure, require the same close-up examination as a part of subsequent annual classification surveys of the hull;
 - .4 re-evaluate existing gauging requirements with a view to increasing the number of required gaugings for cargo hold framing;
 - .5 require that gaugings of shell plating, associated framing and end connections be mandatory at each special classification survey and intermediate survey;
 - .6 require access to the full height of the side shell frame to allow close-up examination during classification surveys;
 - .7 require that operation and loading manuals include permissible shear forces and bending moments during loading and unloading operations in port as well as the transit conditions;
 - .8 require that the annual classification survey of the hull may be credited only if the above or alternative measures of equivalent effectiveness are accomplished, or, where a continuous hull survey scheme is applied, if no part of it is overdue.
- 2 Governments, shipowners, shipmasters and loading terminal operators should take all necessary measures to ensure that:
- .1 cargo operations are conducted in a manner such as not to overstress or damage the structure of the ship;
 - .2 all recommendations of the Code of Safe Practice for Solid Bulk Cargoes are fully complied with, especially those concerning the moisture limits and trimming of solid bulk cargoes.
- 3 Governments should exercise control under regulation 1/19 of SO-

LAS 1974 to pay particular attention to the structural integrity and seaworthiness of ships which are to load solid bulk cargoes.

4 Owners of ships which are to carry solid bulk cargoes should:

- .1 consider fitting them voluntarily with equipment capable of continuously informing ships' personnel of the stresses being imposed on key parts of the ship's structure during loading and unloading and on voyage;
- .2 fit them at the earliest possible time with elements of the equipment required for the global maritime distress and safety system under the provisions of chapter IV of SOLAS 74 as amended in 1988, especially the satellite EPIRB and the necessary equipment, i.e. NAVTEX and INMARSAT Enhanced Group Call Safety NET receivers, for the reception of maritime safety information.

5 Owners of ships which are to carry solid bulk cargoes should ensure that all such ships participate in the Automatic Mutual-Assistance Vessel Rescue System (AMVER) and other reporting systems applicable to the area where such ships are to navigate.

SAFETY OF DRY BULK CARGO OPERATIONS

SHIP-SHORE CHECKLIST

International Chamber of Shipping Introduction

In recent years a disturbing number of large dry bulk carriers have suffered major structural failure and many have been lost without trace. The trend is out of step with overall losses which have shown a steady decline worldwide.

The concern created as a consequence of the casualties to bulk carriers has prompted a number of actions. The classification societies have issued guidelines on the conduct of surveys and inspections aimed at identifying damage to the hull structure which could lead to failure. The International Maritime Organization has adopted a resolution addressing monitoring of hull stresses and the need for sound

operational procedures.

The purpose of this leaflet is to serve as a reminder to ships' personnel and ship and terminal operators of the need to observe essential precautions and routines before and during cargo loading or unloading operations. Many shipping companies have already issued strict guidance to their vessels, and the advice in this leaflet is not intended to conflict with such instructions.

Notes to the Ship

It is essential that the master and senior officers are familiar with the contents of the IMO Code of Safe Practice for Solid Bulk Cargoes (BC Code). The SOLAS Convention requires that information on the cargo to be loaded must be provided to the master by the shipper, and Section 4 of the BC Code gives guidance on the type of information to be expected, thus allowing proper assessment of its carriage to be made. Masters should insist that adequate information is always made available; the safety of the ship depends upon it.

A detailed loading plan must always be prepared. In large bulk carriers several passes must be made, loading part of the cargo for each hold on each pass. The use of a loadicator will allow comprehensive calculations to be made, and thereby ensure that the number of passes is sufficient not to overstress the ship. If, during the loading operation, difficulties or problems are experienced that may cause significant departures from the stresses allowed for in the plan, then cargo loading should be suspended.

When discharging cargo, especially if impact methods are used to dislodge residues, the possibility of damage to the ship's structure exists. Even minor distortions or fractures, when repeated in many places in several holds, will have a cumulative effect upon the overall strength of the ship. Masters should be alert to the risk of potential damage by such practices, and should intervene if necessary.

Ship's personnel should constantly monitor the cargo operation to confirm the agreed plan is being followed. This will include regular checks of the draught to confirm tonnage figures supplied, and both should be recorded in a cargo logbook. If significant deviations are detected, cargo operations should be suspended, and a safe plan

calculated to correct the matter before resumption is allowed.

At sea, any ingress of water should be detected, as early as possible. The sounding of water ballast tanks, cargo spaces and void spaces should be carried out at least once a day when weather conditions permit.

Notes to the Terminal

Terminal operators should be familiar with the contents of the IMO Code of Safe Practice for Solid Bulk Cargoes (BC Code), in particular the obligation to provide details of the nature of the cargo to be loaded.

The authority of the master regarding the safety of operations on his ship must be respected. It is therefore important that the terminal and ship co-operate to achieve the safe transfer of cargo. A detailed cargo plan should be requested from the ship and cargo work not commenced until it is agreed and made available for reference by terminal staff.

Accurate monitoring of the weight of cargo loaded or discharged is essential to allow compliance with the plan, and well maintained belt-weighing scales should be used. Terminals should not deviate from the agreed plan be-

Ship/Shore Safety Check List

SHIP'S NAME _____

PORT _____

BERTH _____

DATE OF ARRIVAL _____

TIME OF ARRIVAL _____

SHIP SHORE

- | | | |
|---|--------------------------|--------------------------|
| 1. Has appropriate information about the cargo to be loaded been provided to the master by the shipper, to enable its proper stowage and safe carriage? | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Is the master in possession of comprehensive information on the ship's stability, and on the distribution of cargo for the intended loading conditions? | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Has a contact person been designated and agreed by ship and shore? Do arrangements exist to continue this contact when shift or watch change? NOTE: Both must be satisfied with the authority of the other to interrupt cargo operations. | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Is there safe access between the ship and shore? | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Has a cargo loading/discharge plan been prepared by the ship and a copy passed to the shore? If cargo is to be worked in two or more hatches simultaneously, does the plan take this fully into account? | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Have checkpoints been agreed by ship and shore at which the quantity of cargo handled can be verified, and compliance with the cargo plan confirmed? Have expected draughts and hull stresses been calculated for these checkpoints, and made available for reference while working cargo? | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Have all ballasting and deballasting systems been checked, and does adequate pumping capacity exist to meet the requirements of the cargo plan? | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Has the need to trim the cargo in the holds been discussed and agreed? | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Has the ship received a statement of the terminal equipment to be used, including its limitations, weight of grabs, loading/discharge rate etc.? | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Has an emergency procedure been agreed between ship and terminal to stop cargo work? | <input type="checkbox"/> | <input type="checkbox"/> |

FOR SHIP

Signature of Master _____

FOR SHORE

Signature _____

Name _____

Position _____

cause of pressures to despatch a ship quickly. Details of the cargo handling procedures at the terminal should be made available to the ship, and should include normal stopping arrangements, maximum loading rate, and weight of unladen grab if appropriate.

Loading rates should generally be slower when starting in an empty hold, and the height cargo falls should be the minimum practical.

Electronic Chart Display And Information System

The European Harbour Masters' Association, during their 4th Congress held in Bristol in May this year, received a report on the progress being made in the development of ECDIS. Following this report the delegates passed the following resolution:

Resolution No 14 – Electronic Chart Display and Information System (ECDIS)

Noting the work being carried out jointly by IMO and the International Hydrographic Organisation (IHO) on the development of ECDIS; and believing that the use of ECDIS receiving input from accurate position fixing systems now available will have beneficial effects in port waters; and being mindful of the need to progress as quickly as possible a chart equivalent ECDIS fully supported by an Electronic Chart Data Base (ECDB) under the control of national charting authorities;

Congress resolved to make its views known to the IHO and through IAPH, to the IMO on:

- a) the services that ports will need to provide in support of ECDIS;
- b) the desirability of providing VHF as well as Inmarsat C satellite input;
- c) the problems that may arise in congested areas when providing VTS surveillance over waters which carry vessels which individually may or may not be fitted with ECDIS;
- d) the need to consider the use of ECDIS for collision avoidance purposes in confined waters.

In amplification of the above resolution the following observations are made:

- a) Harbour masters have a responsi-

bility to inform the masters of vessels navigating in port waters of any matters that might affect their safe navigation. This responsibility is currently discharged through the good offices of the national charting authorities, by local notices to mariners and radio navigational warnings and by the provision of pilots (when their services are used) who are well informed. ECDIS offers a new additional and very effective means of communication which, provided it is included in the ECDIS concept, will ensure that much valuable information is presented alongside the information held in the ship's Electronic Navigational Chart. Examples of information that could be relayed for presentation on the ECDIS alphanumeric screen are:

- i) real time tidal information
- ii) real time weather information at key locations
- iii) current ship movement information
- iv) details of nav aids malfunctioning or off station

There is no suggestion that ports should have the ability to make corrections to an Electronic Navigational Chart, but there is every good reason for national charting authorities to start to develop good data links with the ports so that a port's hydrographic output will be used expeditiously to update the Electronic Chart Data Base.

- b) If ports are to be able to input information for presentation on the ECDIS alphanumeric display this is clearly best done using VHF from a port's VTS. Such a VHF input could well be used by national charting authorities to augment economically the Inmarsat C Satellite input. It is therefore recommended that these two means of access to a vessel's ECDIS should be developed with equal priority.
- c) ECDIS in its approved form and, indeed, Electronic Chart Systems which do not have chart equivalence (and which are becoming increasingly

common) are attractive to ship-owners if they allow their vessels to navigate through difficult waters in difficult conditions safely and quickly. Harbour masters are concerned that in the confined and congested waters under their jurisdiction the behaviour patterns of ECDIS-fitted vessels and vessels not so fitted will appreciably differ. The problem which, so far as is known, has not yet been given any consideration may be particularly marked in conditions of low visibility. It should be noted that individual ships and even the VTS will not always know into which category to place any particular ship echo on their radar screens.

- d) Harbour masters note that a divergence of opinion has arisen as to the advisability or not of planning collision avoidance manoeuvres on the ECDIS display. In the shallow waters of ports and port approaches harbour masters are of the view that the risks of collision and grounding are generally of equal gravity and that the one should therefore not be considered without regard to the other. The use of the ECDIS display for planning collision avoidance manoeuvres is accordingly supported and this is even the case if it involves the occasional over scale presentation of the bathymetric data.

The European Harbour Masters' Association have nominated

Lieutenant-Commander E M Bradley
Haven Master
The Bristol Port Company
Royal Edward Dock Entrance
Avonmouth
Bristol BS11 9AT
United Kingdom
Tel: 0272 820000 Ext 4483
Fax: 0272 235320

as their point of contact on matters relating to the ECDIS project. Any further enquiries you may have should be addressed to him.

BPA Launched With Mr. Watson as Chairman

A new ports organisation, the British Ports Association, was launched at an inaugural meeting held in London. The Association consists of 80 ports amongst its membership including small, medium and major ports in all parts of the UK and covering a wide range of port-related operations.

At the launch, the Association's newly elected Chairman, Captain John Watson of Dundee Port Authority, said, "I am delighted at the marvellous response we have had from the industry to the setting up of a new organisation. The British Ports Association will be a highly flexible and proactive organisation which can draw on its expertise to tackle issues and work with government to achieve the best possible conditions in which our industry can thrive. The number and mix of members demonstrates that our new Association is the most comprehensive and credible voice for an industry vital to the UK economy. As ever, the industry faces big challenges on Europe, the environment and a host of UK policy and legislative issues, including privatisation. We have set up a structure so that all these issues can be dealt with in the most efficient and constructive way possible".

Also elected at the inaugural meeting were the Deputy Chairman, Mr. Steve Worthington of the Port of Workington in Cumbria and the Treasurer, Mr. Michael Boon of the Great Yarmouth Port Authority. A council of 18 members was also appointed to be the driving force behind the Association. The appointments will be effective until the first AGM which will be held on 31 March 1993.

The Association will be located at offices in central London and will be serviced by a small secretariat headed by a Director whose appointment will be announced shortly.

Further enquiries to:
Captain J J Watson
Chief Executive
Dundee Port Authority
Harbour Chambers
Dock Street
Dundee
Angus DD1 3HW
Tel: 0382 24121
Fax: 0382 200834

Port Performance Index

Public Works Consultants regrets to announce that publication of the *Port Performance Index 1992* has been postponed due to inadequate participation. The number of ports contributing useful data thus far is disappointing. It is hoped that more data and more adequate data may yet be obtained so as to justify planning to publish the *Port Performance Index — 1993*. Ports wishing to participate may contact Public Works Consultants at the address below by airmail or by fax to obtain the data form "Summary of Cargo Throughput, PPI Form 1-91".

Port Performance Index
P. O. Box 211
Carmel Valley, CA 93924 U.S.A.
Tel. (408) 659-2570
Fax. (408) 659-4908

New Publications

Guidelines for the Development of Shipboard Oil Pollution Emergency Plans — 1992 Edition

Sales No. IMO-586E, price £5.00 (English)

* * *

Code of Safe Practice for Cargo Stowage and Securing — 1992 EDITION

Sales No. IMO-292E, price £9.00 English

* * *

Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 1991 — 1992 EDITION

Sales No. IMO-275E, price £7.00 English

* * *

Comprehensive Index of Valid Technical Guidelines & Recommendations — 1992 EDITION

Sales No. IMO-148E, price £8.00 (English)

IMO Secretariat
Publications Section
4, Albert Embankment
London SE1 7SR
U.K.

The Americas

More Improvements for Fraser Surrey Docks

The Fraser River Harbour Commission is spending \$1.6 million upgrading its Fraser Surrey Docks (FSD) to meet increased demands both for export and import cargoes.

The money is being spent for two new buildings providing an additional 66,000 square feet of covered storage for cargoes such as kiln-dried lumber and steel. The Commission will also be upgrading an existing building for the storage of pulp. This will increase the total covered storage space for weather-sensitive cargo to 250,000 square feet.

Fraser Surrey Docks Ltd., the private management company operating FSD, has also committed more than \$2.8 million for the replacement and addition of equipment, as well as upgrading computer technology.

Fraser Surrey Docks Ltd. has experienced a significant growth in business since the ownership of the company changed late last year (1991).

Montreal Freezes Tariffs, Improves Incentives

The Port of Montreal has frozen all its general tariffs for 1993 and enhanced its tariff incentive program for containerized general cargo by adding a new feature and improving another.

"The tariff freeze and the enhancement of the incentive program are direct results of the measures the port corporation has taken to rigidly control operating costs so as to continue to contribute to the overall competitiveness of the Port of Montreal System," said Mr. Dominic J. Taddeo, president and chief executive officer of the Port of Montreal.

"The bottom line here is that net

wharfage charges on containerized cargo at the Port of Montreal will average \$2.10 in 1993, compared with the rate of \$2.25 which was in effect back in 1984, nine years ago."

The general tariff freeze for 1993 affects harbour dues and charges for berthage and anchorage, wharfage, the railway, as well as grain elevation and storage. In addition, passenger charges remain frozen for a third consecutive year.

The Port of Montreal has enhanced its tariff incentive program for containerized general cargo for 1993 by introducing an additional bonus to be shared by shipping lines which contribute to increasing the port's total 1993 container cargo throughput. Furthermore, the port has also increased its rebate on landbridge cargo for 1993.

The Port of Montreal was the first Canadian port to introduce in 1986 a tariff incentive program to provide incentives to shipping lines to encourage them to move as much container traffic as possible through the port's facilities.

The bonus for additional throughput is available to container lines trading both internationally and domestically. On top of the base incentive, an additional rebate of \$1 per metric tonne will be granted for every tonne in excess of the port's 1992 total volume. The rebate will be paid to shipping lines having registered growth and will be proportional to their contribution to the port's total increase in container traffic in 1993.

The landbridge rebate, introduced in 1992, is for all containerized cargo between Asia and Europe routed through the Port of Montreal. In 1993, this traffic will benefit from an additional rebate of \$1 per tonne. This represents an increase of 50 cents per tonne compared with the rebate introduced in 1992. This incentive also provides a savings of \$14 per 20-foot container and \$19 per 40-foot box.

The landbridge incentive capitalizes on the role the Port of Montreal plays as a leader on the North Atlantic and on the excellent rail services available out of the North American West Coast.

In 1993, the Port of Montreal's base incentive plan will be 74 cents per tonne for the first 175,000 tonnes handled and 84 cents for each additional tonne for international cargo.

For domestic shipments, the 1993



Landbridge Alternative to Panama Canal

The first of several huge landbridge shipments left the Port of Montreal on October 23, 1992 aboard a CN North America train.

It will cross North America in five days with stainless steel pipe from Germany bound for oil wells in Alaska, via Prince Rupert, B.C. Using CN to span the continent shaved 2-3 weeks from the sea trip—an economic alternative to the Panama Canal for man-

ufacturer Weir Material of Manchester, U.K. This subsidiary of Scotland's Weir Group needed a safe and reliable carrier to avoid contamination or damage.

Landbridge uses new CN technology and its transcontinental network to revive a once-popular service that, during the 19th century, rushed fine silks from the Far East to the fashion centres of Europe.

base incentives will be 58 cents per tonne for the first 175,000 tonnes handled and 68 cents for each additional tonne.

A reduction of a further 17 cents per tonne will continue to apply for all containerized cargo west of Ontario in Canada, and west of Michigan, Indiana, Kentucky, Tennessee, Georgia and Florida in the United States.

This incentive, also introduced in 1992, translates into a savings of \$2 per 20-foot container and \$3.40 per 40-foot box.

For Mediterranean traffic, the additional 25 cents per tonne remains in effect.

"The Port of Montreal is committed to assisting its shipping lines so that they can maintain their competitive edge and to making certain that the

whole Port of Montreal System becomes even more competitive and productive," Mr. Taddeo said.

Pioneer Plaza 2nd Phase Under Way at Nanaimo

Work is under way on the second phase of the Pioneer Waterfront Plaza, targeted for completion in July, 1993.

The contract for this stage of the project was awarded to Knappett Construction Ltd., of Victoria. Harbour Commission Chairman Gino Sedola said Knappett submitted the lowest of six bids with a tender of approximately \$4.5 million. The over-all cost of the project is estimated at \$6.1 million.

"The plaza will provide a public area

which will serve as an outdoor meeting place, a viewing platform overlooking Nanaimo's historic waterfront, a limited amount of commercial space and much-needed additional parking space in the downtown," said Mr. Sedola.

The two-level parkade portion of the development will create 180 additional parking spaces in the downtown area. The lower level of parking, located at the same level as the existing boat basin parking, will be available to users of the boat basin. The upper level will be available for public parking. The Nanaimo Express will relocate its ticket office into the commercial space on the promenade level.

"This project has been designed to enhance the waterfront views from Front Street and will no doubt become a summer meeting place and event space in the downtown. Selection of tenants for the commercial space adjacent to the walkway will begin in the near future," Mr. Sedola said.

(Harbour News)

President Authorizes Savannah Deepening

President Bush on October 31, 1992 signed into law legislation authorizing the deepening of the Port of Savannah's channel to 42 feet. Currently, the channel is 38 feet in depth.

"The deepening removes the final navigational hurdle to making our port a major conduit of international commerce," said Mr. George J. Nichols, executive director of the Georgia Ports Authority (GPA). "Without such harbor improvements, the new larger container ships calling on the Port of Savannah would have to lighten their loads or wait for high tide before using the harbor. Either of these choices would be prohibitively expensive for our customers and ultimately for us."

"The deepening project, combined with earlier harbor improvements, will allow the Port of Savannah to flex its full economic clout," he added. "The increased port activity will generate

20,000 new jobs and a total annual economic impact of \$6.6 billion, including \$172 million in state and local taxes."

In recognition of the importance of the harbor deepening project to Georgia's international competitiveness, Sen. Sam Nunn (D-Ga.), Sen. Wyche Fowler, Jr. (D-Ga.) and Rep. Lindsay Thomas (D-Ga.) all hailed the measure.

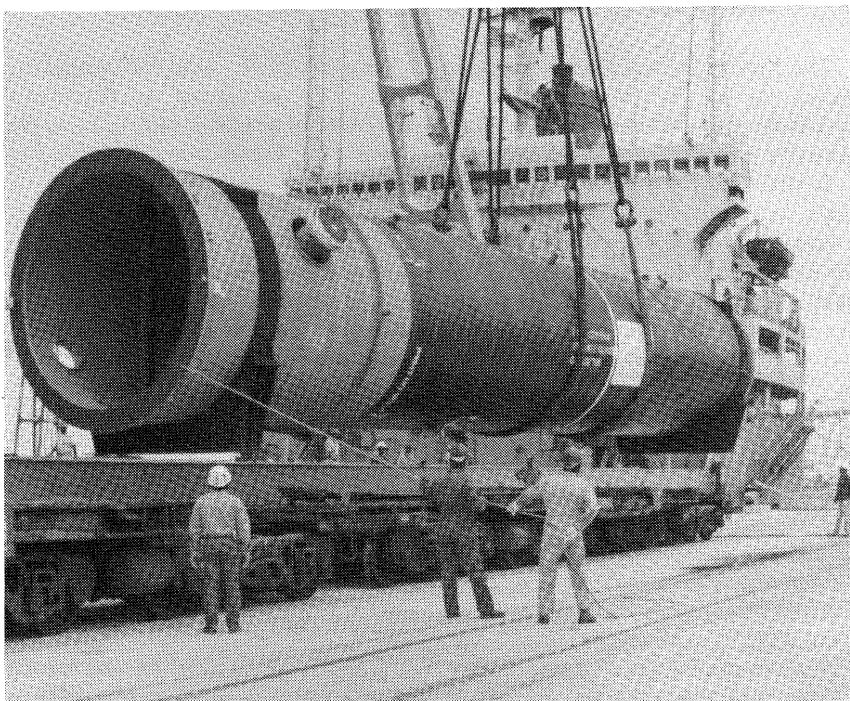
"The Port of Savannah plays a vital role in our regional economy and provides a major international trade link for the nation," said Sen. Fowler. "Harbor deepening is urgently needed to accommodate growing containerized cargo demand and larger international vessel sizes."

"This bill gives the necessary Congressional authorization for the GPA to proceed with construction work on deepening the Savannah channel as soon as possible," said Rep. Lindsay Thomas (D-Ga.). "The additional four feet in the outer channel and four feet in the interior channel should give a long-term boost to both the local and state economies."

Work on the project will begin early next year and is expected to cost \$47 million. The federal government will pick up just over \$15 million of the tab with the state of Georgia bearing the rest of the burden. It is expected to take 13 months to complete the job.

The channel deepening is the third navigational improvement undertaken by GPA to enhance the port's ability to accommodate the larger vessels. Last year a new bridge was constructed across the Savannah River raising the vertical clearance to 185 feet. Just this past spring, the Savannah River channel was widened from 400 to 500 feet.

The GPA operates terminals at the deepwater ports of Savannah and Brunswick as well as barge terminals at Bainbridge and Columbus and maintains trade development offices in Savannah, Brunswick, Atlanta, New York, Athens, Oslo and Tokyo.



Hydrocrackers Heaviest Cargo at Corpus Christi

The M/V *Enlivenor* recently unloaded two hydrocracking reactors, weighing 500 tons and 600 tons respectively, at the Port of Corpus Christi's Cargo Dock 8. Workers prepare to position the smaller of the two units on one of two special heavy duty, 12-axle rail

flatcars, which transported the units to Diamond Shamrock's refinery in Three Rivers, Texas. The hydrocrackers are the heaviest cargo handled to date over the Port of Corpus Christi's new multi-purpose cargo dock, which opened for business in May.

Ports, UP Rail Agree On Property Purchase

Los Angeles and Long Beach Harbor Commissioners have agreed to pay \$9 million each to the Union Pacific (UP) Railroad for purchase of approximately four miles of track on both ends of the

planned Alameda Corridor and for certain improvements along the existing UP route through Long Beach. In a related agreement, both ports, UP and the City of Long Beach have agreed to a \$103 million phased mitigation program along the existing UP route to reduce the impact of train traffic through Long Beach.

The ports will purchase UP property and trackage on the south end of the Alameda Corridor which connects to Terminal Island and on the north end where three railroads now serving the ports — the UP, Santa Fe and Southern Pacific — will make connections to the corridor. The proposed Alameda Corridor is a 20-mile road and railway project designed to speed cargo between the ports and the intermodal rail facilities near downtown Los Angeles.

"This action is a critical element in managing present road and rail traffic while increasing future efficiency at our ports," said Port of Los Angeles Executive Director Ezunial Burts.

Port of Long Beach Executive Director S. R. Dillenbeck said he was pleased to reach agreement with UP on the right-of-way purchase, but emphasized that the ports still are negotiating with the Southern Pacific Railroad for the remaining right-of-way needed for the corridor.

"We are nearing agreement with Santa Fe for additional right-of-way, but still must reach an accord with Southern Pacific which holds the majority of the track along the proposed route for the corridor," he said.

While negotiations continue with the other railroads, the ports and UP officials have agreed to a number of mitigation measures along the existing UP route. The two-phased mitigation program will include installation of welded track to reduce noise from the trains; security fencing along a portion of the route; six miles of sound walls along those sections that border residential neighborhoods; and up to four roadway/rail grade separations in Long Beach.

The cost of the mitigation package will be split among the UP and the ports, with the UP paying for the welded track, security fencing, maintenance of the sound walls and fencing and 10 percent of the cost of the grade separations. The ports will pay for construction of the sound walls and grade separations.

Mr. Chase Elected Head Of Port of New Orleans

Mr. Edgar Lawrence Chase III has been elected chairman of the Board of Commissioners of the Port of New Orleans. Mr. Chase is the chairperson of Dillard University's Division of Business. He was appointed to the Board in December 1988.

Mr. James M. Cain is the new vice chairman of the Board. Cain is the vice chairman of Energy Corp. He has been a member of the Board since October 1989.

New Orleans Cargo in 3 Quarters Up by 9%

General cargo tonnage for the Port of New Orleans surpassed last year's third quarter level by more than 9 percent. Despite a decrease in bulk cargo, overall tonnage through the Port increased slightly over 1991 due to a 467,082-ton growth in general cargo.

A total of 5,612,445 tons of general cargo moved through the Port in the first nine months of this year. Compared with the 5,145,363 tons transiting the Port's wharves in 1991, the current figure represents a 9.08 percent increase over the previous year.

The tremendous growth in activity at Board-owned container terminals is largely responsible for the gain in tonnage. Cargo tonnage at these facilities is running more than 24 percent ahead of last year's pace.

According to the Journal of Commerce, this exceeds the growth rate of the 15 major container ports in the country. In the first nine months of this year, 2,194,907 tons of container cargo was lifted at the terminal versus 1,760,628 tons for the same period last year. That is an increase of 434,279 tons.

The river terminals also turned in a strong performance. Cargo tonnage at these facilities rose to 3,149,230 tons from 3,027,581 tons in the same period of 1991. This represents a growth rate of a little more than 4 percent during the first three quarters. The gains were recorded at the Harmony Street, Louisiana Avenue, Napoleon Avenue, and Nashville Avenue wharves, the most action facilities on the Mississippi River.

Explanations for the solid growth exhibited over the last three quarters

can be attributed to the remarkable gains registered by some of the Port's major ocean carriers. Sea-Land, Lykes, Shinwa, Hoegh, and Hyundai all increased their tonnages by over 50 percent compared to 1991 levels.

From a commodity perspective, the Port of New Orleans ranked first among Gulf and South Atlantic ports in natural rubber, coffee, and plywood imports. For export cargo, New Orleans ranked second among the same ports for synthetic rubber and steel.

Dockers-Employers Joint Training Program

Waterfront management and labor have begun an ambitious training program for dockworkers in the Port of New York & New Jersey.

The aim is to make certain that the bi-state port's work force has the skills needed in today's waterfront work place, from operating sophisticated cranes and other modern cargo equipment to handling automobile imports and exports, according to leaders of the International Longshoremen's Association, AFL-CIO, and the New York Shipping Association.

The NYSA-ILA Training Program is the first comprehensive joint training effort in the bi-state Port. Previously, all training was handled by individual employers.

"This program will provide a better-trained work force for employers, more work opportunity for individual ILA members and better service for users of the Port of New York & New Jersey," said Mr. James A. Capo, president of the NYSA, which represents waterfront employers.

Mr. John Bowers, international president of the ILA, said: "The ILA is pleased to be a partner in a broad, progressive program that will benefit labor and management alike. This is a pioneering plan that we'd like to see in all ILA ports."

The program was launched late this summer, initially training drivers of the yard tractors that move containers and trailers around terminals and to and from railheads.

An effort currently under way is the NYSA-ILA Quality Car Team program aimed at the more than 2,000 longshoremen who drive autos on and off car ships. Each will attend a four-hour

seminar on driving and quality service principles and receive an NYSA-ILA Quality Car Team handbook. One-on-one training is given as needed, for example in driving standard-shift cars.

The training program also will teach dockers how to operate such equipment as the cranes that load containers on and off ships, and the straddle carriers, stackers and toploaders used to position containers in marine terminals. Other topics on the agenda include maintenance and clerical tasks, safety, and government-mandated hazardous materials and supervisory training.

The program is based at the Bay Avenue Terminal, a site provided by the Port Authority of New York & New Jersey at Port Newark/Elizabeth, N.J. It is administered by NYSA Safety and training director Stanley P. Burdman, Maher Terminals Training Manager Edward T. Ponak and ILA Safety Director Joseph Leonard, with the support of terminal operators and ILA locals.

Funding is provided by the CCC-ILA Container Freight Station Trust Fund, an entity overseen jointly by the Carriers Container Council, a coastwide group of shipping lines, and the ILA.

To Improve Environment On NY/NJ Waterfront

Waterfront labor and management have launched a comprehensive substance abuse program in the Port of New York & New Jersey.

The program, which took effect Dec. 1, culminates two years of planning by both labor and management. It aims to improve work place safety by systematically heading off and dealing with drug and alcohol problems.

The announcement came from the International Longshoremen's Association, AFL-CIO, representing labor, and the New York Shipping Association, Inc., representing port employers.

The plan is the first of its kind on the Atlantic Coast. It was authorized by the 1990 master longshore contract and is backed by the Carriers Container Council, a coastwide group of shipping lines.

"This is a thorough, carefully planned and pro-active approach to improving the safety and environment of everyone

who works on the waterfront here," said NYSA President James A. Capo.

Added ILA President John Bowers: "The ILA has been a partner in the design of this program from the beginning, and we're proud to be a partner in implementing it. I expect to see this kind of effort against the drug and alcohol menace in all ILA ports."

The NYSA-ILA Drug & Alcohol Abuse Program requires drug and alcohol testing of personnel involved in all accidents and as a condition of employment when new longshore workers are brought into the industry.

It also mandates random testing of dockworkers in safety-sensitive jobs, like operating container cranes and other cargo-handling equipment.

The program takes a double-edged approach to workers who test positive, combining strict disciplinary action with mandatory counseling and rehabilitative services.

The plan supplements a well-regarded Employee Assistance Program that has dealt with waterfront drug and alcohol problems for more than 20 years on a voluntary basis. The NYSA and the ILA said safety demanded that efforts be expanded to a mandatory plan.

NC Ports: Breakbulk & Container Tonnage Up

The North Carolina State Ports Authority marked the end of the first quarter of the 1993 fiscal year with the strong growth in breakbulk and container tonnage that kicked off the start of the fiscal year, according to statistics released at the bimonthly meeting of the North Carolina State Port Authority Board of Directors.

At the Wilmington Terminal, container tonnage rose 32 percent over the same period last year, while at the Morehead City Terminal, breakbulk tonnage climbed an astonishing 177 percent compared to the first quarter of Fiscal Year 1992.

Breakbulk tonnage at the Wilmington Terminal also showed an increase year-to-date of 26 percent over the previous year.

"The success enjoyed by our container lines demonstrates an increased level of support from importers and exporters in North Carolina and the surrounding region," said Mr. James J. Scott, Jr., Executive Director, North

Caroline State Ports Authority.

"We particularly are enjoying a tremendous level of support from the tobacco, forest products and metal products industries," added Mr. Robert G. Jacobi, Director of Business Development, North Carolina State Ports Authority.

At Morehead City, once again, new cargoes such as steel billets and frozen poultry accounted for much of the growth in breakbulk tonnage.

"The figures for the first quarter of this fiscal year tell us that the new cargoes being handled at Morehead City are fulfilling earlier predictions of success," Mr. Scott said.

Commodities showing growth at the end of the first quarter of Fiscal Year 1993 at Wilmington include tobacco, up 170 percent; forest products (excluding woodpulp) up 63 percent; woodpulp, up 19 percent; metal products, up 25 percent, and, at Morehead City, wood chips, up 17 percent.

Oakland: Dredging at Inner Harbor Channel

Dredging has begun at the Inner Harbor Channel of the Port of Oakland, deepening the waterway from 35 to 38 feet at mean lower low water.

After a series of false starts, lawsuits, and protracted hearings, the U.S. Army Corps of Engineers has approved the \$1.282 million project. Manson Construction of Seattle was the low bidder.

Some 565,000 cubic yards of dredge material will be disposed of at a site West of Alcatraz Island in San Francisco Bay that has been the prime Bay disposal site for more than 100 years. Another 23,000 cubic yards will be disposed of at Port Sonoma. It will be taken there to dry out, then used as cover material for the Redwood Landfill in Novato.

"We are delighted that work is finally underway to dredge Oakland's channels," said Mr. James B. Lockhart, president of the Oakland Board of Port Commissioners.

Mr. Lockhart spoke at a press conference called to announce the beginning of the dredge program, as did General Roger F. Yankoupe, commander, South Pacific Division, U.S. Army, Corps of Engineers; Representative Ronald Dellums, whose district includes Oakland and who played a

key role in finally winning approval for the work; United States Senator John Seymour, an early advocate of the dredging plan; Mr. Jimmy Herman, retired president of the International Longshoremen and Warehousemen's Union and co-chairman of a support group called the Bay Dredging Action Coalition; and Mr. John Lillie, president, chief executive officer and chairman of the American President Companies.

"This dredge material is the most thoroughly tested in history," Mr. Lockhart said. "It meets all the criteria for aquatic disposal—either in the Bay or in the ocean. Some 23,000 cubic yards that was questionable is being taken upland so there will be no doubt that the material in the Bay is clean and will cause no harm to fishing or to water quality."

The permit as approved by both the Bay Area Water Quality Control Board and the Bay Conservation and Development Commission, as well as the Federal Environmental Protection Agency.

Dredging from 35 to 38 feet will mean that the huge new fourth generation container ships that come into Oakland will be able to carry an additional 5,400 tons of cargo at low tide.

Ultimately, both the Inner and Outer Harbor Channels at Oakland will be dredged to 42 feet, as authorized by Congress in 1986. A State-Federal study now underway, and due to be completed in 1994, seeks to identify dredge disposal sites that will accommodate the needs of San Francisco Bay for the next 50 years. Continuous dredging of the Bay is necessary because some 10 million cubic yards of silt washes into the Bay from the San Joaquin Delta annually. The study, titled the Long Term Management Strategy, is looking at sites in the ocean, in the Bay and on land.

The Port's 42-foot dredge program is expected to begin in 1994. It will involve the removal of some 7 million cubic yards. Testing is now underway to determine the quality of the dredge material and whether it qualifies for in Bay or ocean disposal.

Oakland has the shallowest channels of any major container port in the world. Some 75 percent of the container ships that call at Oakland have drafts in excess of 35 feet, which means they must either travel with less than a full

load of containers, or they must come in at high tide, which makes a difference of some six feet in the channel depth.

The Port of Oakland accounts for some 6,700 direct jobs, 2,800 indirect jobs, and some 179,300 related jobs in the Bay Area. It has an economic impact of \$430.1 million, makes a financial contribution to the City of Oakland of more than \$6.6 million annually, accounts for \$38.3 million in state and local taxes, and has an overall business revenue impact of \$721.6 million annually.

When the channels are dredged to 42 feet, Lockhart said, "it will mean thousands of new jobs and millions of dollars in additional income from the Port of Oakland's maritime operations."

The Port of Oakland is the fourth leading container Port in the United States.

(Port Progress)

Oakland Sets Sights on Development Plan

Now that the dredging has begun at the Port of Oakland, top management has set its sights on the remaining projects in the Big Four Plan.

This is not to say that dredging is not still part of the focus. Work has begun, finally, deepening the Inner Harbor Channel from 35 to 38 feet. The Port will next seek permits to bring both the Inner and Outer Harbor Channels down to 42 feet at mean lower low water — deep enough to accommodate the fourth generation container ships that now call at the port either with partial loads or after waiting for high tides.

But three other major efforts will be made to permit tripling of Oakland's current container volume.

The first is winning the competition for the Gateway Terminal — a 200-acre facility that American President Lines is considering on the West Coast. Oakland is competing for the prize with other major West Coast container ports.

American President Lines currently has a 75-acre terminal at Oakland. In order to expand it to 200 acres the Port is negotiating with the adjacent Naval Supply Center to lease some 195 acres, most of which would become part of the new Gateway terminal. Leasing negotiations with the Navy constitute

the third major project.

The fourth is construction of a Joint Intermodal Terminal, jointly operated by the Port and the three transcontinental railroads that serve Oakland — Southern Pacific, Union Pacific, and the Santa Fe—at the site of the currently underused Southern Pacific Yards.

This would mean Oakland could provide an intermodal transfer facility, with a choice of three railroads, within a mile of all its maritime terminals.

"No other port on the West Coast could compete with that," said Executive Director Charles R. Roberts. "It would mean that by the year 2000 we would be able to triple the throughput we now handle at Oakland."

(Port Progress)

APL Selects Seattle for Major Expansion

American President Lines (APL) has selected the Port of Seattle for a major west coast expansion. A final agreement for expanded container terminal facilities and operations between Port of Seattle and APL is expected in early 1993.

APL, the Port's larger ocean carrier, has asked to expand its 83-acre ocean terminal to 160 acres by 1996 and incorporate on-dock rail operations. The company has requested the option to expand to 190 acres.

"This tentative agreement marks an important milestone in our long-term relationship with APL and reconfirms our stature as a major gateway for trade between the region and world markets," said Ms. Paige Miller, president, Port of Seattle Commission.

"The Port of Seattle serves as an economic catalyst for the region," said Mr. Mic Dinsmore, executive director. "The tentative agreement between the Port and APL, when finalized, is a winning scenario for the people and businesses of the state. The expected increase in international cargo volumes clearly creates significant job opportunities and positively impacts the regional economy."

The Port expansion is estimated to increase port-dependent employment opportunities by upwards of 1,500 jobs; personal income is expected to grow by \$72 million annually in the region. A \$220 million growth in annual business revenues, and more than \$4 million

in state and local taxes also are forecast. Port development of the 160-acre build-out is estimated at \$200 million.

APL's expansion plans are consistent with the Port's container, terminal development plan and the southwest harbor Environmental Impact Statement already underway. "APL's growth also creates opportunities to clean up properties in the southwest harbor, improve fish habitat and increase public access to the shoreline," said Mr. Frank Clark, managing director, Marine Division. The Port plans to work with the local community on the proposed development.

APL's planning process fostered competition among west coast ports. APL selected the Port of Seattle based not only on economic criteria but also on: the efficiency of the terminal; the ability to accommodate significant growth in volume; the potential for on-dock rail access; flexibility for change in ship developments; and an advantageous location in terms of transit times to APL's markets in Asia. The support of local and regional Government, labor and business leaders was a key element in APL's decision

and commitment to Seattle.

"This is further confirmation of Seattle's position as a great place to do international business," concluded Mr. Dinsmore. "The Puget Sound remains the premier container cargo gateway to the Pacific Rim. It clearly exemplifies our commitment to work closely with our partners in the region in our quest to not only be an economic catalyst but also to ensure the our Pacific Northwest quality of life continues to be realized."

The final agreement on APL's development plans is subject to board approval by APL's parent company, American President Company, and Port of Seattle Commissioners.

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

Customs Commissioner Lauds S. Carolina Ports

U. S. Customs Commissioner Carol B. Hallett, in a recent general release, commended the South Carolina State Ports Authority for its part in creating the new Automated Export System.

The Automated Export System—or, AES—has been under development for just over a year and will automate the filing of export declarations, improve trade statistics, and reduce penalties incurred by export shippers. The South Carolina State Ports Authority (SCSPA) has been a key participant in the developmental and pilot stages of the program.

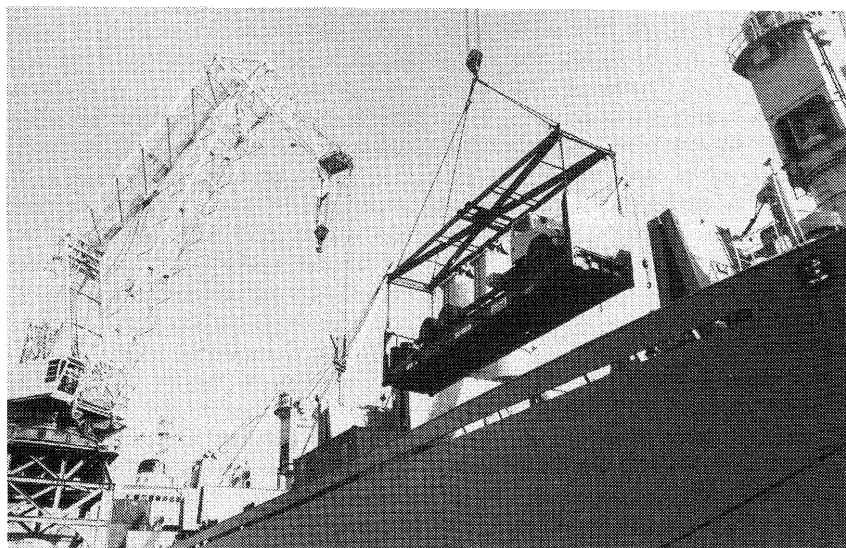
"...Another program of which I am very proud is the automated export System," Commissioner Hallett said in her printed statement. "Participants in this project include U. S. Customs, Census, the South Carolina State Ports Authority, and a variety of private sector representatives. This type of joint effort is testimony to our commitment to be proactive toward changes which facilitate better operations for you."

Through its ORION System, the SCSPA has provided the commercial seaport link in the overall program. ORION is the premier computer network in the shipping industry for automated document filing, cargo tracking, and true electronic data interchange (EDI). 1992 marks ORION's tenth anniversary of expediting cargo clearance.

AES is rapidly approaching implementation. On December 7 and 8 the International Trade Facilitation Council will conduct a seminar at the Charleston Marriott entitled, "Customs Impact on Exports and Imports." A panel discussion at 2:00 p. m. on December 7 will focus on AES, its development, and the goals of the program. Following the seminar, on Wednesday, December 9 at 9:00 a. m., there will be an AES trade meeting at the Port of Charleston's Wando Terminal Conference Facility to demonstrate AES in action.

Buenos Aires Sets New Container Record

The port of Buenos Aires attained its highest ever container handling volume in 1991. As we had estimated,



Truck Exports to South America thru Charleston

Trucks manufactured by Oregon-based Freightliner, Inc., are loaded onboard the *Santa Mercedes I* at the Port of Charleston's Columbus Street Terminal. The shipment of trucks represents an expanding share of the Chilean heavy truck market for Freightliner. Since entering Chile in

1991, Freightliner has captured a 40 percent share of the heavy truck market. The *Santa Mercedes I* is operated by Empresa Naviera Santa, one of several lines calling Charleston with container, breakbulk, and heavy-lift service to South America.

a general survey showed that the port handled 254,745 TEUs. This is 36,548 TEUs higher than and 16.8% rise over the 1990 total of 218,452 TEUs.

Prospects for 1992 are better still. First estimates say the increase could be around 35% or more for an estimated total of over 340,000 TEUs.

A very special trend was perceived at the port over the first six months of the 1991; it received a large number of empty containers. In June-July the flow almost completely stopped and a time of strong exports began, and this had the containers filled. This in turn was magnified by a considerable surge in imports.

(Anuario de los Puertos Argentinos)

Africa/Europe

Bordeaux Dock Workers, Stevedores Reach Pact

After 23 days of a conflict between the dock workers and the stevedoring companies which led to the cancellation of 35 ship calls and a loss of 20 million Francs, for the Bordeaux port community, an agreement was finally reached during the evening on the 21st October 1992.

The day before, Mr. Bernard Hanquiez, Chairman of the Administrative Board, obtained from the stevedores a further delay of 48 hours in the ultimatum they had fixed for the dock workers to sign the agreement. Likewise, he obtained the acceptance of the farmers that they would put off their threatened blockage of the town for two days.

Then, preferring a policy of an outstretched hand to the arm of the law, Chairman Hanquiez launched an appeal to men of good will. A message that was heard: the following day the two sides met in the presence of Mr. André Combeau, Director General of the Port of Bordeaux Authority and Mr. Louis Tribot, Director General of Employment and finally reached an agreement. Work would begin on the quays again the following morning, 22nd October.

The new agreement, which details the previous agreement signed, as in all the other French ports on the 15th

July, last provides for 65 dock workers to go onto monthly salaries, the maintenance of 35 casual labour dock workers, attached to the BCMO (Dock Workers Labour Board) and the departure of 190 dock workers under a very ambitious social plan.

It also confirms the freedom of the stevedoring companies to organize work both for the permanent, monthly salaried, dock workers as well as for mixed gangs of permanent and casual dock workers.

A return to a 39-hour week for the dock workers and flexible working hours, etc. have also been specified.

In this way the agreement should enable the stevedoring companies immediately to introduce measures that will improve the conditions of transit through the Port of Bordeaux both in terms of costs and quality of service. The stevedores have already undertaken to reduce their tariffs, a further step towards improving the port's competitiveness.

"Confidence has returned," reassured Mr. Jacky Dieu, the Secretary General of the CGT dock workers Union at the Port of Bordeaux. For his part, Mr. Jean-Pierre Bitely, Chairman of the stevedoring companies' syndicate, shared this affirmation: "A major page in the history of the port that has been turned. We are now all working together and port trade should take off again rapidly."

All these declarations were confirmed by Mr. André Combeau, Director General of the Port of Bordeaux Authority: "It's a historical agreement. Both parties made the effort necessary to reach it and if there's a winner, it's the port and, above all, its customers".

New Working Practices In Port of Le Havre Area

At the Port of Le Havre, the enforcement of the Law of June 9th, 1992 altering the labour terms in maritime French ports has brought about numerous meetings between industrial partners.

As a conclusion to these meetings an agreement was signed on October 31st, 1992, under the chairmanship of the Executive Director of the Port of Le Havre Authority, in the presence of the Chairman of the Board.

This agreement deals with the new

working practices in the port area, bringing more flexibility and improved efficiency among other aspects. It also deals with a social plan which will enable 1,000 dock workers to leave the port in conditions acceptable to both parties.

A comprehensive file, including this agreement, will be presented to the Board of Directors of the Port of Le Havre Authority on November 5th and will then be submitted to the Government for final consent to the whole scheme.

The agreement is a testimony of the Port of Le Havre's will to raise itself before the date of the enforcement of the Single Market, on January 1st, 1993, at the best level of competitiveness against its competitors of the North-West European Range, Antwerp and Rotterdam.

The Port of Le Havre is already equipped with high-performance facilities and has recently invested in remarkable developments such as the Rapid Turnaround Port (4 berths completed in 1990) and the first phase of new Pacific Dock which will be completed in 1993.

Owing to these investments, it has acquired the means to increase its share of the European market.

Today, Le Havre, the best gateway to Europe, is ready to face competition without any complex and serve its customers, shippers and shipowners, in the best possible conditions of competitiveness and quality of service.

Le Havre EQUIPORT: 12-15 May 1993

For the first time in France, EQUIPORT, under the patronage of the Sea Ministry, will gather all professionals concerned with port equipment and technologies, shipping as well as marine construction.

Due to its favorable geographic and strategic location, Le Havre is the ideal site to welcome such an event.

Actually, Le Havre with the other neighbouring ports in the North of France, from Rouen to Dunkerque, form one of the most important seaboards in the world. The port of Le Havre is also a platform for international transit of goods and the main gateway for European seaborne commercial exchanges. It is the first French port for container transit and general

cargo.

EQUIPORT '93 will take place in the heart of the port and will represent 15,000 m² of inside exhibiting space. Large exhibits will be displayed outside the halls as well as floatable exhibits and boats.

Nearly 300 exhibitors and 15,000 professional French and foreign visitors are expected to attend this event. To-level conferences and seminars will be organized alongside the exhibition.

EQUIPORT '93 already benefits from the active support of the relevant professional organizations: Port-Alliance, the Maritime and Port Association (UMEP), the Port of Le Havre Authority, the Federation of Maritime Trade Associations, Le Havre Chamber of Commerce, the International Association Cities and Ports and the major professional media.

EQUIPORT '93 is organized by EDIT EXPO INTERNATIONAL, organizers of numerous other professional exhibitions in France (and in particular in the maritime sector: the International Seafood Exhibition in Boulogne-sur-mer and the International Exhibition for Commercial Fisheries and Maritime Operations in Nantes. EDIT EXPO also represents around 100 events a year worldwide.

For any additional information please contact :

Guy Haddad or Anita Giannis

Tel: (33) (1) 42 23 13 56

Fax: (33) (1) 42 23 13 07

Terminal Extension Started at Bremerhaven

During these last few days work on the further extension of the Container Terminal in Bremerhaven has begun. The terminal will be extended by 700 meters and in the process will gain two new berths for large container ships. At the same time the traffic and stacking yards will be expanded by 800,000 square meters.

Upon completion of the construction work the Bremerhaven Container Terminal will offer 12 berths for simultaneous operational handling of ships and have at its disposal 2.4 million square meters of surface area. Today Bremerhaven already belongs to the largest and most efficient container terminals in the world.

At the official start of construction



work, Bremen's Port Senator Uwe Beckmeyer and Dr. Rolf Fastenau, Board Chairman of the Port Operating Company, BLG, Bremer Lagerhaus-Gesellschaft emphasized before the press once again the necessity and objectives of the terminal extension. To quote Senator Beckmeyer:

"The early entry into container transport in the year 1966 (as the first German seaport) and the determined investment in the Bremerhaven Terminal have secured a firm position for the Bremen ports among the most important container ports in the world. The continuous growth rate of this now demands extension once again if we want to secure our competitive edge for the future."

Dr. Fastenau referred to the competitive advantage of Bremerhaven, in particular with regard to flexibility and speed, within the operation itself as well as in the hinterland traffic.

During the first ten months of 1992 container handling in Bremerhaven was 7% above the level of the corresponding period in the previous year. In the past year a growth of nine percent was registered at the terminal in Bremerhaven.

The terminal extension is necessary at this point in order to continue to ensure the competitive advantage of Bremerhaven; for the planning of the most important shipping companies clearly signals continued growth for Bremerhaven.

At the same time that the Container Terminals is being expanded, the shipping channel in the River Weser will be deepened to 14.5 meters below sea level. The largest container ships under way at this time reach a maximum

draught of up to 13.5 meters.

Dr. Fastenau: "An efficient container terminal must be able to guarantee all ships the possibility to charge and discharge at all times — independent of the tides. Both measures, terminal extension and ship channel deepening, will not only secure the competitiveness of our ports here on the Weser in future but also lastingly strengthen them.

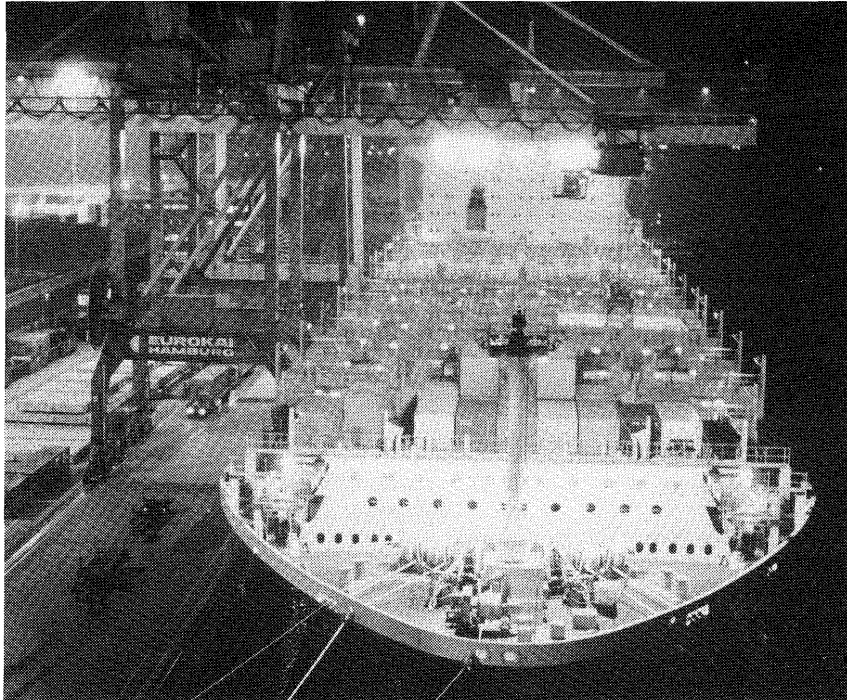
Hamburg: Leading Container Port for FE

With its numerous trading companies, consulates, banks and insurance companies, the City-State of Hamburg is an important link in the chain of German Far Eastern trade. But the Port is more than just that — it is the most important seaport for German foreign trade with East Asia and the main interface in traffic between numerous neighbouring countries and the Far East.

In view of the prospects opened up by the Single European Market, the boost to growth it will bring and the economic development of Eastern Europe, Germany's largest universal port has every chance of strengthening its position as the hub of Europe's trade with the Far East.

Hamburg is already by far the most important port for containerized imports from the Far East with the 16 sq. km. Free Port playing an important role. Here, imported goods can be stored, inspected, sampled, bought and sold, treated and processed without customs dues being levied.

Another factor which contributes to the Port of Hamburg's success in trade



Round-the-clock service: "MS Bunga Pelangi", a fourth-generation container ship in the Port of Hamburg

with the Far East is the presence of numerous Far Eastern companies in the city. In 1992 two more Far East shipping lines — Hyundai Merchant Marine and Yang Ming Shipping — moved their European head offices to Hamburg. Seven Far Eastern shipping lines now have their European headquarters here.

The first ship to sail direct from the Far East to the Port of Hamburg tied up in 1792. That was the start of the city's intensive trading relations. In 1855 25 ships arrived in Hamburg from the Far East, mainly carrying raw materials such as silk, timber, tea and tobacco. By 1913 the Port of Hamburg was handling 800,000 t of Far Eastern cargoes. By then there were already six liner services between Hamburg and the Far East with 103 sailings a year. Now the figure has risen to 30 liner services with about 1,000 sailings a year.

Since World War II, the Far East has seen by far the most dynamic economic growth of any region in the world. This is reflected in the increase in traffic handled by the Port of Hamburg on this route. Although the Far East only makes up 9% of Germany's foreign trade, it accounts for some 45% of Hamburg's container traffic.

Over the past century the assortment

of goods transported on the Far East route has changed dramatically. Nowadays, the cargoes handled by the Port of Hamburg are usually foodstuffs, paper, electro-technical goods, machinery, plastics and synthetic fibres, tinned goods, textiles and other consumer goods. Underground trains for Shanghai, distillation plant for the Korean chemical industry and similar mammoth projects naturally hit the headlines.

Nearly all these goods are transported in containers. In 1991 the volume of containers handled by the Port of Hamburg on the East and South-East Asia route rose by 13.2% to 985,731 TEUs. Of this total, imports accounted for 541,677 TEUs and exports 444,054 TEUs. By far the most important trading partners were Hong Kong, Japan, Singapore and Taiwan.

The main reason for the huge volume of imports sucked in last year was the release of pent-up demand in eastern Germany with department stores and mail-order companies playing an important role.

In the first nine months of this year, traffic did not do so well on these routes but despite this less favourable development, Hamburg remains the leading European container port for the Far East. The reasons for this downswing

are the generally weak world economy and, in particular, the extremely poor state of Japan's economy. However, trade with China and the "little tigers", Taiwan and Singapore, continues to increase.

The volume of loaded containers handled on the South-East Asia route, for example, increased by 7.4%. In the first nine months of 1992, a total of 194,667 TEUs were handled. On the East Asia-North route, in contrast, container traffic fell by 5% to 516,293 TEUs.

Hamburg's port economy is convinced that in years to come, the greatest boost to growth will come from China and the countries of South-East Asia because they can produce at a favourable price the durables and non-durables for which there will long be an enormous pent-up demand in Central and Eastern Europe, and of course, eastern Germany.

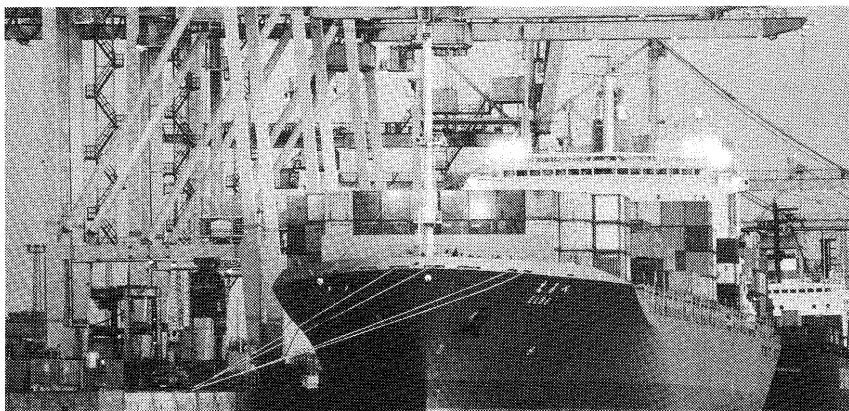
To ensure that Hamburg's competitive position is further enhanced, Port of Hamburg Market and Public Relations has had representative offices in Tokyo and Seoul for some time. Since October 1 this year, it has also been represented in Singapore and Hong Kong.

Hamburg, Yokohama Sign Port Partnership

On October 27, 1992 a Partnership Treaty was signed between the Port of Hamburg and the Port of Yokohama in Hamburg's Hafen-Klub. Mr. Bernd Tiedemann, Director-General in the Economics Ministry, signed on behalf of the City-State of Hamburg; Dr. Hans Ludwig Beth, Chairman of Port of Hamburg Marketing and Public Relations, on behalf of Hamburg's port operators; Mr. Yutaka Uyeno, Chairman of Port of Yokohama Promotion Association, on behalf of the Port of Yokohama; and Mr. Fukusaburo Murata, General-Director of the Yokohama Port & Harbour Bureau, on behalf of the City of Yokohama.

The ceremony was followed by a trip round the Port of Hamburg on the Senate's lunch and a gala dinner with leading representatives of Hamburg's port economy and Japanese firms based in Northern Germany.

Dr. Beth used the occasion to point



Container ships in the Port of Hamburg — the specialist facilities and multi-purpose terminals offer outstanding opportunities for every shipping line and optimum facilities for every kind of vessel, even fourth-generation container ships.

out that Japan is the Port of Hamburg's most important trading partner. For several years now, the Port of Hamburg has had a representative in the Land

of the Rising Sun. The partnership treaty with Yokohama is another step forward in strengthening relations with Japan and its ports.



From left to right: Dr. Hasjim Djalal, Indonesia; Mrs. Milagros R. Perez, Philippines; Prof. Zhang, Chin; Mr. Kazuo Matsumoto, Japan; Mr. Tony K. Siddique, Singapore; Mr. Nguyen Ba Than, Vietnam; Mr. Li Haiyan, China; Mr. Hafi A. Majid H.A. Rahij, Brunei-Darussalam; Mr. Peter Dickson Donigi, Papua-New Guinea. Background: Mr. Kuhr and Mr. Schiffer, BLG; Mr. Simon Fawkes, New Zealand; Mr. John Bowan, Australia; Mr. Gopal Prasad Sharma, Nepal; Mr. Kishon Kumar Shivsinhji Rana, India; Senator Uwe Beckmeyer, Bremen; Mr. Agvaandorjiin Tsolmon, Mongolia; and Mr. Ali bin Abdullah, Malaysia.

Asian Ambassadors Visit Bremen/Bremerhaven

Fourteen ambassadors from the Asia Pacific Group visited Bremen and Bremerhaven in November in order to gain first hand information about this Northern German economic region. Many new contacts to businesses in this area were joined. Among the high points of the trip was a visit to the Port Operating Company BLG, which runs the container terminals in Bremen and Bremerhaven. These terminals are increasingly gaining importance for container transport between Asia and Europe. Bremen's Senator for Ports,

Shipping, and Foreign Trade, Uwe Beckmeyer, explained the extension of Container Terminal III to the diplomats from Singapore, Japan, China, India, Malaysia, Indonesia, the Philippines, Brunei-Darussalam, Bangladesh, Vietnam, Mongolia, Nepal, New Zealand, Australia, and Papua-New Guinea. Work on this project began in November. When it is finished, the terminal on the North Sea will have two additional berths for large container ships. Thus it will be able to handle twelve ships simultaneously.

Amsterdam: Renewed Transshipments Growth

In the first nine months of 1992 transshipment of goods in the port of Amsterdam rose 2.9% on last year to a total of more than 25 million tons, reports Amsterdam Port Management.

Transshipment particularly of dry bulk goods (derivatives, cattlefeed, scrap-iron, sand, gravel and fertilizers) and containers were successful. Transshipments of molasses also rose.

The disappointing economic situation is, however, also noticeable in port activities. Despite a fall in transshipments of dry bulk goods in the third quarter this sector shows further growth of 19.1% to almost 15 million tons in comparison to the first nine months of 1991.

In the liquid bulk goods sector there was a fall of 14.4% to 8.5 million tons.

Transshipments in the general cargo sector fell 10.5% to 1.3 million tons. But in contrast to this, the quantity of containers handled grew 5.9% to more than 665,000 tons.

Although the total number of vessels decreased by 139, the total gross volume increased from 27.3 million gwt to 28.3 million gwt.

Based on the results of the past nine months the Port Management expects transshipments in the Port of Amsterdam to reach about 32 million tons in 1992. Executive director Drs. Godfried C.G. van den Heuval: "General economic development looks dismal, but through the great diversity of the port of Amsterdam and the versatile product package we are not at all pessimistic".

Transshipments in general goods sector show a less favourable result with regard to the same period last year. In total they decreased by 10.5% to 1.3 million tons. There was a rise of 5.9% in the transfer to containers. In total 655,000 tons of containers have been transhipped over the past nine months.

Due to stagnating sales and thus a decreased production of Japanese cars, and the decline of other ro/ro transportation in north-east Asia, the EEC and Scandinavia, there was a 13% decrease in ro/ro traffic to around 664,000 tons. The handling of unit loads also decreased, to 251,000 tons (-39.7%).

The remaining general goods traffic

was 3.4% short compared to the figures for the same period last year. 525,000 tons of bulk goods were handled against the 544,000 tons of last year. This resulted partly from the decreased supply of cocoa due to the poorer harvest and the reduced shipments to the Commonwealth of Independent States. The transshipment of cocoa therefore decreased by 22.3% to 298,000 tons (383,000 tons in 1991).

Mr. Doyle Reviews 2 Years at Port of Cork

SUMMARY

As this is the last occasion on which I will have the honour of presiding over a board meeting of the Commissioners, it is opportune to review the progress of the Port of Cork over the past two years and to make some observations on the port's future. On my election two years ago I emphasised that cost effectiveness was our best possible marketing tool and I am pleased to note the recent commencement of negotiations between the Cork Cargo Handling Regulatory Company and S.I.P.T.U. representing dock workers, aimed at making the Port of Cork Ireland's most efficient and cost effective port.

Total cargo throughput is obviously a vital barometer of a port's progress. The Port of Cork's throughput in both 1990 and 1991 penetrated the six million tonnes barrier and the figures for the eight months period January - August of this year show that Cork is on target for another record year. The first eight months figures reveal throughput of 4.4 million tonnes, an increase of 600,000 tonnes or 15.6% over the corresponding period of 1991. Imports grew by over 10% while exports advanced by a most impressive 24.2%. Undoubtedly, problems at the port of Dublin contributed to some of this growth but it is clear that, in most sectors, the Port of Cork's core traffic is performing well. The Dublin dispute allowed us the opportunity of servicing many new customers and, as Commissioners, we can be proud of the high standing of the port nationally, a tribute to the efficient and flexible manner in which everyone associated with the port including the Commissioners' employees, shipping agents, stevedores, hau-

liers, customs officials and dockers responded to the challenge of extra trade.

The Port of Cork is the only Irish port which offers direct scheduled lift-on lift-off and roll-on roll-off services to the continent and the Cork-Roscoff route is the shortest direct crossing from any Irish port to Europe. Container throughput has reached an all-time high this year — figures for the

first eight months show an increase of 143% to 56,000 t.e.u.'s, truly a remarkable achievement. The port's Tivoli Container Terminal offers at least one sailing every working day of the year to major ports such as Rotterdam and Antwerp with transshipment to deepsea markets, if required. On many days, exporters can choose from two or even three shipping lines. This choice of container line is critical in keeping

Cruise Ships Calling at Amsterdam Increasing

The number of cruise ships calling at the Port of Amsterdam is notably on the increase. Port Management is expecting further growth in 1993, among other things as a result of the arrival of Holland America Line's brand-new *Statendam*. This vessel will be launched next year and in that year will make five calls to the port.

In 1992, there were 68 cruise ships calls in Amsterdam. Back in 1987 the number was 35 rising to 48 in 1990. Expectations for 1993 are approximately 100. This means that over 50,000 cruise ship passengers will visit the city of Amsterdam and its surroundings over the coming year.

Beside a (sailing) holiday to the sun, sea voyages to the capital cities of Northern Europe is becoming ever more popular. A comfortable stay on board alternates with excursions into the countries the cruise ship visits. Amsterdam naturally is proving very popular. Furthermore, Schiphol Air-

port Amsterdam offers an attractive arrival and departure location for the mostly American visitors.

The cruise vessel mooring areas at the Passenger Terminal Amsterdam at the Oostelijke Handelskade are within short walking distance of the city centre, and an extra advantage for Amsterdam.

Amsterdam is being used as a port of call for cruises to places such as the Norwegian Fjords, the North Cape and the Baltic Sea (Stockholm, Helsinki, and St. Petersburg).

As to the economic importance of the increasing number of cruise ships executive Director Godfried C.G. van de Heuvel of Amsterdam Port Management says:

"It is difficult to present precise figures. Visitors do a great deal of shopping in Amsterdam and visit the numerous places and items of interest. It is also necessary to contract companies for catering, supply, maintenance and other activities. Each cruise ship brings in several hundreds of thousands guilders to the city's economy, that much is certain".



A remarkable sight among the cruise ships that called at the Port of Amsterdam last year was the SSC "Radisson Diamond" catamaran. The first cruise ship in the world to be built as a catamaran.

door-to-door container rates at their present competitive level as Irish exporters compete with European firms in the vast E.C. market.

I am optimistic that we can look forward to expanded frequency on continental ferry routes next year and, as the board is aware, we have agreed in principle to install new dolphins at Ringaskiddy at a cost of over £1 million to cater for a new jumbo ferry.

I have repeatedly stated that the ultimate success of our container and ferry services is dependent on first class road access to the port. The opening of the Glanmire bypass and the government commitment to a tunnel crossing of the River Lee from Dunkettle to Mahon are significant steps in that direction. However, increased priority must be given to bringing the entire Dublin-Cork primary roadway up to Euroroute standard as soon as possible.

The use of E.C. Structural Funds and, from next year onwards, Cohesion Funds is most welcome in improving port facilities to help offset Ireland's peripheral disadvantage and to reduce transport costs for Irish exporters. After careful analysis of customer requirements and shipping trends, we have agreed outline plans for a further £50 million investment programme in twelve projects during the period 1993-1997. The five most immediate projects involve capital investment of £21 million and include further modernisation of the Ringaskiddy Ferry Terminal and the Tivoli Container Terminal and purchase of new floating plant including a replacement tug. The ability of the port to fund its share of investments of this magnitude is a sure indicator of the confidence of the Commissioners in the future of the port and, provided all ports are obliged to fund their investments on an equal basis, the Port of Cork, given its sound financial position, will undoubtedly continue to increase its market share.

Unemployment is the single biggest problem confronting this country at present. The industrial infrastructure of serviced sites, large volumes of fresh water, natural gas, electricity and deepwater port facilities at Ringaskiddy could be marketed effectively and productively by the Ringaskiddy Freeport provided investors could avail of the 10% Corporation Profits Tax applicable at both Shannon and the

Dublin Financial Services Centre. I am convinced that all that is required is the political will to ensure that the government will get an adequate return in employment terms for the major investment it has made to date in Ringaskiddy.

Rotterdam Third Quarter: Container Cargo Increase

Container transshipment showed an increase in the third quarter of 1992. In the first nine months of 1992, there was a rise of 12% in comparison with the same period in 1991. The total cargo transshipment for 1992 is expected to be as high as the top year of 1991.

The increase in container transshipment is largely due to the fact that more shippers are sending their cargo via the Port of Rotterdam and to the strikes in the French ports. The container sector is one of the most important growth markets in the Port of Rotterdam.

Chemicals: During the past few years, imports of other liquid bulk (chemicals) have been on the increase. This is particularly because there has been an increasing trend for the oil-producing countries to process oil products themselves. Chemical imports also increased in the third quarter of 1992. Compared with the first nine months of last year, more crude oil was imported in 1992. Imports in the fourth quarter are expected to increase as a result of the high level of production in Opec countries.

Steel: Ore and scrap metal imported into the Port of Rotterdam — destined for the German steel industry — showed a considerable decline. The German steel industry is experiencing severe competition from East European steel. The prospects of any speedy recovery of the European steel industry are very bleak. Due to the substantial reduction in this type of cargo, the total transshipment figures for the third quarter are relatively low: 70.9 million tons.

In comparison with the same period in 1991, coal transshipment in the first three quarters of 1992 rose by 4.3%. As a consequence of a high level of stocks, there was a reduction in the import of coal in this third quarter.

Agri-bulk: The import of agri-bulk continues to decline due to the reduction in demand for cattle feed. In compar-

ison with last year, two million tons less agri-bulk was transshipped in the first nine months of 1992.

In this third quarter, the transshipment of dry bulk cargo (fertilisers and minerals) fell by 31.4% in comparison with the third quarter of last year.

As a result of stricter environment regulations, investments needed in the fertiliser industry are constantly on the increase. A number of factories will be ceasing their activities in the Rijnmond region.

The continuing flow of aluminium from the Commonwealth of Independent States led to an increase in the imports of other general cargo in this third quarter. Exports of other general cargo show a reduction in this period in comparison with that of last year (-35%). Exports last year were exceptionally high due to the construction of a pipeline in the North Sea.

Half of Goods Imported By Sea Through Lisbon

In 1991, goods worth over 500 billion escudos (about half the value of the total imported by sea) entered the Port of Lisbon, which thus plays a relevant role in the Portuguese economy.

In 1992, that percentage has been maintained. During the first four months, the goods imported through the Port of Lisbon were valued at about 230 billion escudos. And the statistical data for the first three quarters of the year, displaying increases in the traffic of both goods and passengers, confirms the vitality of this port.

Taking into consideration only the manifested cargo (which does not include river traffic, fish cargoes and ship provisions), 11,131,000 tons were handled from January to September. This means 550,000 tons more than in the corresponding period of 1991, an increase of over 5%.

About 4,255,000 tons (38.2%) of the cargo handled correspond to solid bulk, 4,128,000 tons (37.1%) to liquid bulk and 2,748,000 tons (24.7%) to general cargo.

It should be stressed that the extensive growth in traffic was due to the increases of 7.3% in solid bulk (with over 55% in grain), 5.8% in liquid bulk and about 8% in containerized cargo.

Of the 220,243 TEUs handled from January to September, 94,869 TEUs

(43.1%) correspond to the Santa Apolónia Container Terminal, 69,748 TEUs (31.7%) to the Alcântara Terminal, concessioned to LISCONT and 34,241 TEUs (15.5%) to the Santos Terminal, concessioned to Transinsular. The remaining 21,385 TEUs (9.7%) were handled at the free quays.

In what refers to containerized cargo, 1,743,000 tons, about half of the total (49.4%) were handled at the Santa Apolónia Container Terminal; 34.1%, at the Alcântara Terminal; 12% at the Santos Terminal and the remaining 4.5%, at the free quays.

The forecast points to an yearly increase of containerized cargo of about 300,000 TEUs, i.e. around 2,400,000 tons.

The forecast for total cargo, in 1992, amounts to about 18 million tons. As for the number of passengers, in liners, an increase of 12% was recorded in the period under consideration.

ABP Announces £2.45M Investment in Newport

Associated British Ports (ABP) announced the award of the first contract which forms part of a multi-stage investment programme totalling £2.45m to renew and renovate lock gates at its South Wales port of Newport.

Ravestein B.V. of Deest, Holland, has been awarded the contract to renew the outer lock gates at Newport's South Dock. The new gates will measure 17.2m wide and 16.7m high and weigh 250 tonnes. Delivery and installation of the new gates is scheduled for the end of May 1993.

The remaining investment involves the removal and renovation of the existing outer lock gates which were built by Charles Hill of Bristol in 1965. Once renovated, these gates will be re-used to replace the original middle gates which date back to 1914. Before re-installation of the renovated gates, the middle gate pintles will be replaced.

The entire process of renewal and refurbishment is scheduled for completion by the end of 1993.

Mr. Dic Williams, Port Manager, ABP — Newport, commented:

"This major investment signifies our confidence in the port of Newport. There has already been substantial investment in the port in recent years and these important structural works will ensure our port capability into the

next century."

Newport is one of ABP's five South Wales ports and has established a particular reputation for the handling of timber and fruit cargoes. Other major trades include steel, cars, general cargoes, cement and coal.

Traditional Cargoes Discharged at ABP-Barry

Associated British Ports' (ABP) port of Barry has seen traditional cargoes such as coal and grain being discharged again in recent weeks.

Late in November, the first export shipment of coal over quay since 1984 was successfully loaded at the port abroad the m/v *Hanna Catherina* on behalf of Cotswold International Fuels Ltd.

The domestic-quality coal, exported to Northern Ireland, follows a series of coal imports utilising the bulk grab-handling facilities at the port's No. 2 Dock, where W Baker & Sons Ltd has opened a new dock coal-processing site.

Wheat grain cargoes have also passed directly through the port of Barry to Rank Hovis' Atlantic Mills for the first time since 1986. The imports were necessitated by poor UK harvest conditions during the current year.

Mr. Brian Harding, ABP Port Manager, Cardiff & Barry, commented:

"The traffic in coal and grain traffic has long been associated with the port of Barry and the resumption of these cargoes is particularly welcomed. The regular employment of the port's bulk cargo facilities is of particular significance in light of the impending loss of banana traffic; the flexible response in meeting new customer requirements is in keeping with the best traditions at the port of Barry.

ABP-Goole's £2.2M Aldam Development

Associated British Ports (ABP) has signed an agreement with the Swedish company, Paltrans Shipping AB (PAL Line), which will result in ABP investing over £2.2 million on the development of much-needed additional cargo-handling facilities for Paltrans Shipping at ABP's port of Goole.

Paltrans Shipping, the port's cus-

tomers since 1977, is a multipurpose liner service carrying containers and all types of cargo to/from the east coast of Sweden and Goole.

The £2.2 million development, centred at the port's 110-year old Aldam Dock, will include the provision of suspended quay and a new access road, the demolition of redundant sheds and structures and the erection of a new storage shed. The improvements will enable the terminal to handle four vessels simultaneously and considerably increase storage area with the addition of 1.38 hectares of reclaimed land.

PAL Line's Swedish Director, Mr. Jan Thunberg, commented:

"PAL Line welcomes this important agreement with ABP which we view as essential for our company's continued use of the port. The terminal will strengthen our operation and increase our service into Goole."

Mr. Jeremy Kettlewell, Director of local ship's agents, Atkinson & Prickett Ltd., said:

"I am delighted and grateful that the service is to get improved facilities which are vital for PAL Line's growth in the next 15 years and beyond."

Mr. Colin Silvester, Port Manager ABP-Goole, said:

"ABP's continuing programme of investment illustrates the company's confidence in the future of the port and will greatly benefit one of our major customers."

City Office Staff Move to New Premises

The PLA city office staff are moving to new premises overlooking the Thames just below Tower Bridge owing to the expiry of the lease held in Europe House.

Earlier in the autumn PLA's operational and administration offices were united under one roof at Gravesend in London River House, adjoining the Thames Navigation Service building.

This latest move completes the concentration of the PLA into two main centres following its move out of the Port of Tilbury which it sold as a going concern earlier in the year.

The Port of London performed well during the last financial year. The 1991 Port statistics just published by the Department of Transport show London

well clear of the next rated port, handling 11.5% of total UK non-fuel trade and 10.8% of total Foreign and Domestic Trade.

The Port of London handled 52.8 million tonnes of total UK port trade of 494.6m tonnes.

Asia/Oceania

Brisbane: First Step In Port Expansion

Reclamation work as outlined in the Key Port Brisbane strategic plan to 2005 and beyond has already transformed a major part of the Bishop Island area at the mouth of the Brisbane River.

Under the plan, port development will follow a straight quay line of existing Fisherman Islands wharves and continue past Bishop Island out into Moreton Bay.

This development will see the north-western section of the island disappear over the next eight months as fill for planned cargo terminals.

Excavators and a fleet of trucks have removed much of the upper layers of the island mass, and used that material to build bund walls around new reclamation areas east of Bishop Island and north of Fisherman Islands.

Port of Brisbane Authority dredger, *Sir Thomas-Hiley*, has begun filling the eastern bunded area with sand dredged from Moreton Bay, while another dredger, *Saurian*, is working between Fl no 5 berth and Bishop Island.

She will slowly remove the lower layers of the island, depositing that material in the adjacent bunded area as land fill for future container terminal development.

This area will be surcharged to a height of four metres above final levels, allowing lower layers to compact and ensuring minimal settlement after terminal construction. This process will be carefully monitored, and the surcharge removed when most of the predicted settlement has occurred.

In all cases, reclamation operations are strictly and safely controlled with run-off discharges into the bay only having low concentrations of silt, and no unacceptable residues in land fill sites. (Brisbane Portrait)



Keelung Harbor Vessel Traffic System

Port of Keelung VTS Project

By Kuo-Quan Chen
The Association of Ports
and Harbors, China (Taipei)

Port of Keelung is one of the world's top 10 container ports. Its throughput in 1991 was 2.00 M TEUs and a 9.1% increase in import/export containers compared with 1990.

The Keelung Harbor Bureau proposed to acquire a complete VTS system for the Port of Keelung and to construct a new vessel traffic center to house the operation equipment and personnel. The composite VTS system is to enable the Keelung Harbor Bureau to regulate the movements of shipping in and out of the port, monitor the vessels waiting at anchor off the Port. It will provide port managers and operators, by way of computer database, information to increase the efficiency of port operation and protection of environment.

China Port Consultants, Inc. (CPCI) was assigned by the Keelung Harbor Bureau to develop a new VTS system. CPCI is responsible for a general study on the existing situation of vessel traffic in the Port of Keelung and makes a

report on the details of the equipment recommended and explains how it should be used within the VTS project. Also, it makes a recommendation for the personnel required in the VTS, their training and qualifications as well as cost-effective analysis.

There are three main factors required to operate. They are Surveillance, Information and Communication.

Tenders for the VTS project will be issued before June 1993, and installation of the equipment is scheduled to be completed by the end of 1994.

Ports of Auckland: Monitoring the Dredging

A strict programme for monitoring effects of dredging and disposing marine sediments has been established by the Auckland Regional Council's Environmental Management Department and the Planning Tribunal after input from a number of concerned parties.

Parts of the programme are underway already and the remainder will apply during and after dredging.

Dredging the Sediment

- During the first two weeks of dredging, any sediment plume (i.e. trail of sediment in suspension) will

be monitored for suspended solid concentrations. Two stations have been established within the port area, one at North Head and the other at Herne Bay. If concentrations at these stations are too high, the dredging operation will be stopped and changed.

- Outside the port a further 11 stations have been established. Regular monitoring at these stations before and during the dredging operation will also record suspended solid concentrations. Again, if levels are too high at any of these stations the dredging activity will be stopped and changed.
- Aerial photography will be used on a regular basis to record any visible sediment plume due to dredging.
- Special sites have been established in the inter-tidal zone at six locations around the harbour. These will be monitored during and after the dredging operation for any changes to marine life.

Disposing the Sediment

- Prior to dredging the marine sediment from the berth areas, it has been tested for both contaminants and for any effects these could have on marine life. The results from these tests have shown that the dredged material is suitable for marine disposal.
- The disposal area and nearby locations will be monitored for physical (sediment type, depth and drift), chemical, and biological (marine life) changes. The monitoring has already started and will continue for two years.
- Areas at the Noises Islands will be monitored for sediment drift and for changes in marine life. This monitoring will continue during the dredging operation and for one year after completion.

The information gathered in this overall monitoring programme will be a matter of public record, and available to any groups or individuals who may request it from the Auckland Regional Council's Environmental Management Department.

In addition to this legally binding monitoring programme, Ports of Auckland has also commissioned further research at the disposal site. This includes:—

- Recording the tidal and wave in-

duced currents through the water column at the disposal site for a period of one year.

- Sediment plume tracking at the disposal site when the dredger releases its load. This is to confirm that the bulk of the materials drop immediately to the seabed, and the remaining 2-5% retained in suspension quickly settles to the seabed.
- A survey of deposited material immediately the disposal activity is to be completed. This will be done by bathymetry and also underwater photography (the REMOTS camera photographs vertical slices of the surface sediment layer and can detect any surface layer of deposited material). From this information the overall "footprint" of the deposited sediment can be determined.
- The REMOTS camera will also monitor the recolonisation of marine life in the disposal area.

(Ports of Auckland)

Decision on HK CT9 Development Rights

The Hong Kong Government announced on November 10, 1992 that the development rights for Container Terminal 9 (CT9) on Tsing Yi would be offered jointly to Modern Terminals Limited (MTL), Hongkong International Terminals (HIT) and the Tsing Yi Container Terminal Consortium by private treaty. CT9 will be a 60-hectare facility which, on completion, will lift Hong Kong container terminal efficient operating capacity to 8.8 million TEUs per annum.

A Government spokesman said one of the Government's key objectives was to increase competition in the port, adding that this was a first step.

"At the same time given the continued strong growth in demand, the Government is keen to ensure the timely construction of CT9. Hence the decision to involve both existing and new players," he said.

The offer would, however, be conditional.

"The conditions are that the grantees form a single group to design and construct the four-berth terminal but, on its completion, they reorganise that group so that two berths are owned and operated by HIT/MTL and two are owned and operated by the Tsing

Yi Container Terminal Consortium," the spokesman explained.

He said these arrangements represented a practical and reasonable way forward.

They were necessary first, to introduce greater competition into the container terminal business, and secondly, to ensure the speedy construction of the terminal to meet forecast demand.

He explained that in the longer term it was necessary to increase competition in the port in order to maintain and improve standards of service and to give customers a wider choice.

"Hence the decision has been taken to bring in one of the two new players which has expressed an interest in the development."

"It is also hoped that introducing a new operator will increase interest in operating the new terminals on Lantau which will be required in 1997 and beyond," he said.

The choice of the Tsing Yi Container Terminal Consortium was made on the basis of its comparatively stronger background in local terminal construction and operation.

The spokesman also noted that the existing operators had extensive experience not only in terminal design and construction but also in project management.

"Given that CT9 is required to be brought into use in about two years time, the Administration wishes to optimise operators' expertise and experience in this area.

"Involving them also recognises the long-standing commitments they have made to the port," he said.

Negotiations between the Government and the prospect grantee would start shortly, the spokesman added.

PSA Calls Tender for Reclamation of Terminal

The Port of Singapore Authority (PSA) has called a tender for the reclamation and decking works for Phase I of its new container terminal at Pasir Panjang.

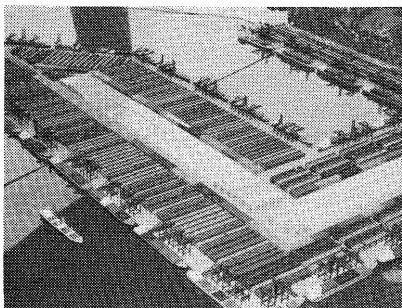
The tender will include the reclamation of 129 hectares of foreshore off the West Coast Park area. Works will commence early next year and will be expected to be completed in four to five years.

PSA has spent \$2 million dollars in feasibility studies for the selection of the site. The natural deep sheltered waters off the Pasir Panjang/West Coast area and the capacity for further seaward reclamation to cater for future cargo throughput make this area an ideal site for the new terminal. Tidal current and wave studies, soil investigations and a noise impact study have been carried out to assess the impact on the environment.

Earlier this year, PSA commissioned acoustic consultants to carry out a noise impact study. The findings concluded that the increase of noise levels expected from the new terminal will be minimal. The overall noise level of the area with the new terminal in place will be comparable to the current prevailing noise level. Moreover, PSA will take measures such as the construction of earth mounds and providing better sound insulation for the equipment, to further reduce the noise level. State-of-the-art container handling equipment which will be more efficient and create less pollution, will be used at the terminal. PSA will spend more than \$10 million for the research, development and testing of such equipment.

In addition to the above measures, PSA will provide ample green buffers fronting the new terminal so as to screen off the port from the residential areas along Pasir Panjang Road. PSA will also commission a traffic impact study to review the traffic system in the vicinity so as to minimise the impact due to the projected port traffic.

PSA will design the new terminal to ensure that the existing facilities are minimally affected. The entire wholesale centre and its adjacent commercial outlets will remain. Most of the West Coast Park will not be affected except for a small portion. However, this would be replaced by part of the reclaimed land off the West Coast Park. The new



Port model showing Phase I and II of the container terminal at Pasir Panjang

terminal will be built mainly on reclaimed land. Only 1% of the total area of the new terminal will come from the existing land in the West Coast area.

PSA will continue to work closely with related agencies such as the Public Works Department (PWD), the Urban Redevelopment Authority (URA), the Ministry of the Environment (ENV) and external consultants to ensure that the port development will have minimal impact on the environment.

Phase 1 of PSA New Container Terminal

Total Area to be Reclaimed — 129 hectares

Total Area to be Decked — 11 hectares
Designed Handling Capacity — 6 million TEUs

Number of Container Berths — 8

Total Length of Berths — 2,730 metres

Minimum Depth Alongside — 15 metres

Operational Dates — First 3 berths ready by early 1997

Fully developed by 1999

Estimated Cost of Development — More than \$2 billion

Tokyo TDG 11 Seminar With 300 Participants

The Eleventh Seminar on the Transport of Dangerous Goods by Sea and Inland Waterways (TDG 11), attended by some 300 participants from 17 different countries, was convened in Tokyo from 9 to 12 November 1992, with the support of the Ministry of Transport of Japan, International Maritime Organization and the Japan Shipbuilding Industry Foundation, and with the cooperation of various local institutions concerned with maritime industries. IAPH was taking part as one of the co-operators.

Mr. William A. O'Neil, Secretary

General of the IMO, was the guest of honor at the Symposium. At the opening ceremonies, he outlined the current situation concerning IMO's activities related to the transport of dangerous goods. (His speech is reproduced separately in this issue.)

The symposium included the seven sessions on varied subjects such as "Conventions, Regulations and Administration", "Environmental Protection Control", "IMDG Code — General", "IMDG Code — Portable Tanks", "Oil Tankers", "Hazard Evaluation, Tests and Criteria", "Hazard Evaluation — Bulk Cargo", "Marine Observation Technology", "Chemical Tankers", and "Ports and Harbours".

At the last session, which met on Thursday, 12 November and was chaired by Mr. R. Kondoh of the IAPH, concerning ports and harbours, there were three papers relevant to IAPH members. They were the papers by Mr. T. Monji, Director, Environment Division, Bureau of Ports and Harbours, MOT, Japan, on the current situation with regard to waste oil reception facilities in Japan, by Mr. P.J. Falvey, Special Counsel, the Port Authority of New York and New Jersey (representing the IAPH) on "Ports & Harbours and Dangerous Goods" featuring the NHS Convention and the U.N. Convention on the Limitation of Liability of Operators of Transport Terminals and by Dr. Hassan J. Ansary, Canada Ports Corporation, on "Environmental Pollution and Conservation at Ports Canada". Due to unavoidable circumstances, Mr. Falvey and Dr. Ansary had to cancel their attendance at the symposium.

The other two speakers at the session were Mr. John L. Alexander, Health and Safety Executive, who delivered a paper entitled "The Implementation of IMO's Recommendations on the Safe Transport, Handling and Storage of Dangerous Goods", and Mr. W.D.C. Cooney, Chief Fire Officer (retired) of Cleveland County Fire Brigade, U.K.

As to the availability of the booklet containing all the papers presented at the Symposium, please write to:

Nippon Kaiji Kentei Kyokai (NKKK)

Attn: TDG 11

Kaiji Building, 1-9-7, Hatchobori, Chuo-ku

Tokyo 104

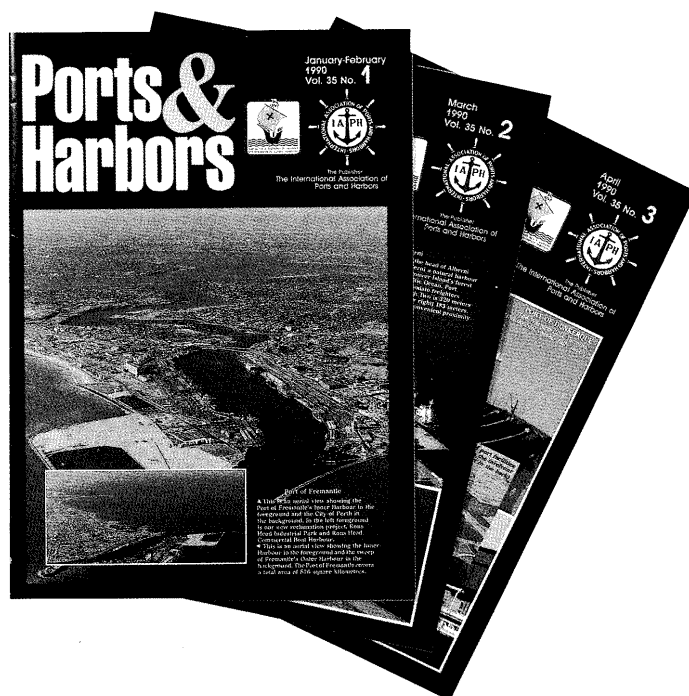


Reclamation area for Phase I of the container terminal at Pasir Panjang

AN ADVERTISING OPPORTUNITY TO TALK TO THE WORLD'S PORTS

"Ports and Harbors"

The official journal of IAPH, "Ports & Harbors" provides a forum for ports to exchange ideas, opinions and information. Published ten times a year as a magazine by ports, about ports and for ports, "Ports & Harbors" includes inside reports before they become news to the rest of the world. This insiders' magazine is indispensable for port officials who make decisions that affect their industry. If your business requires you to talk to the people building and guiding activity at today's ports, you should be advertising in this journal.



General Information

Format:

Trim size 296mm × 210mm, normally 52 pages

Language:

English

Closing Dates:

Order Closing:

One month preceding publication date (January 20 for the March Issue)

Material Closing:

3 weeks preceding publication date (January 31 for the March Issue)

Agency Commission:

15% to accredited advertising agency

Advertising Material:

Black & White - Positive film right reading emulsion side down; full color films same as black & white; progressive proofs to be supplied. Screen: B/W 133; color 133. Camera ready layout or repro proof accepted; film production costs to be borne by advertiser.

All advertising materials to be sent to:

The International Association of Ports and Harbors (IAPH)

Kotohira-Kaikan Building, 2-8, Toranomom 1-chome,
Minato-ku, Tokyo 105, Japan

Tel: (03) 3591-4261 Fax: (03) 3580-0364

Advertising Rates

Black & White Rates (In Japanese Yen)

	One time	Three times	Six times	Ten times
Full page	100,000	97,000	95,000	90,000
1/2 page	60,000	58,200	57,000	54,000
1/3 page*	35,000	33,900	33,200	31,500
1/4 page	27,000	26,200	25,700	24,300
Cover 2	143,000	138,700	135,800	128,700
Cover 3	117,000	113,500	111,200	105,300

* 1/3 page accepted only in WORLD PORT NEWS Section.

Full Color Rates for Covers

Cover 2	263,000	255,100	249,800	236,700
Cover 3	237,000	229,800	225,200	213,300
Cover 4	270,000	261,900	256,500	243,000

Color Charges:

¥40,000 per standard color per page. Four Colors:
¥120,000 additional.

Special Position:

10% surcharge.

Bleed:

20% surcharge.

IAPH Membership Discount:

10% discount of total insertion costs to IAPH Members.

Mechanical Data

Trim size	296 × 210mm
Full page	250 × 175mm
Half page	120 × 175mm(H) or 250 × 84mm(V)
1/3 page	88 × 175mm(H) or 244 × 56mm(V)
1/4 page	60 × 175mm(H) or 120 × 84mm(V)
Bleed size:	302 × 215mm

PORT OF STOCKTON

"Diversity is our Watchword"

Bulk Cargoes, Liquid and Dry

General Cargoes

Container Cargoes

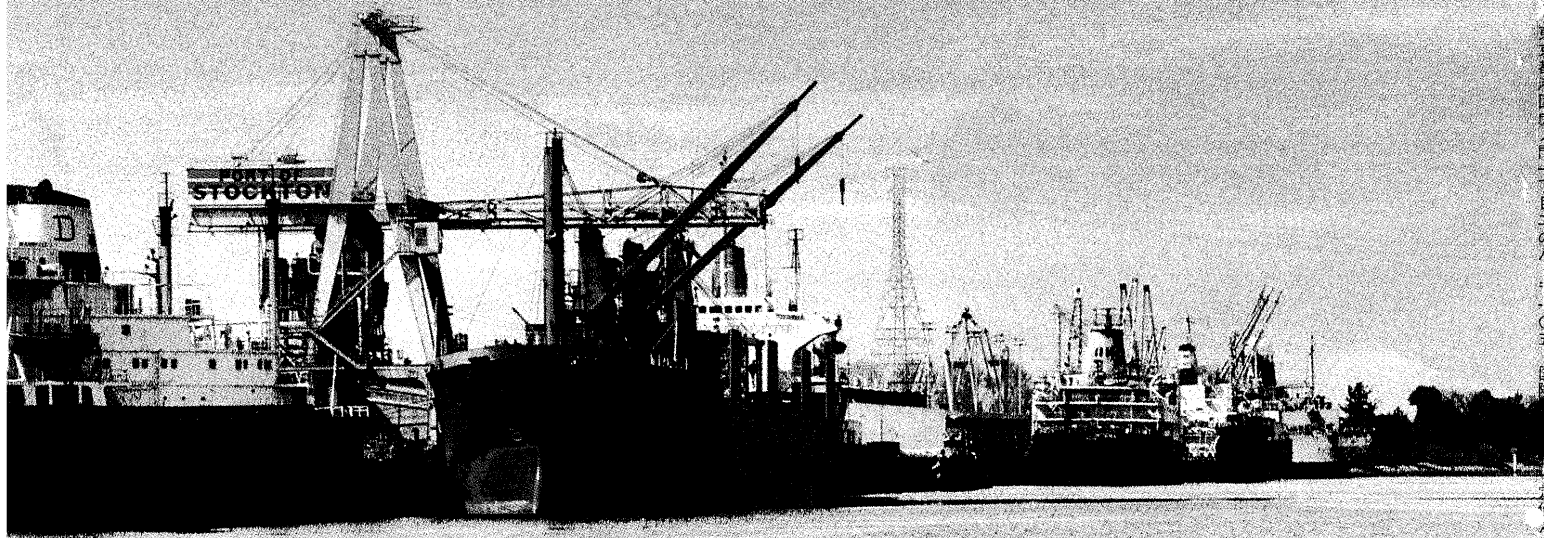
Warehousing

Industrial Development Property

Deepwater Channel

Fast Intermodal Connections

We invite you to tour our facilities and compare our rates. See why we're second to none when it comes to handling your cargo efficiently and economically.



For Further Information Contact:
Port Director
Alexander Krygsman
2201 West Washington Street
Stockton, CA 95203

P.O. Box 2089, Stockton, CA 95201
209/946-0246 Fax: 209/465-7244
San Francisco Telephone: 415/982-5666
Outside California: 800-344-3213