

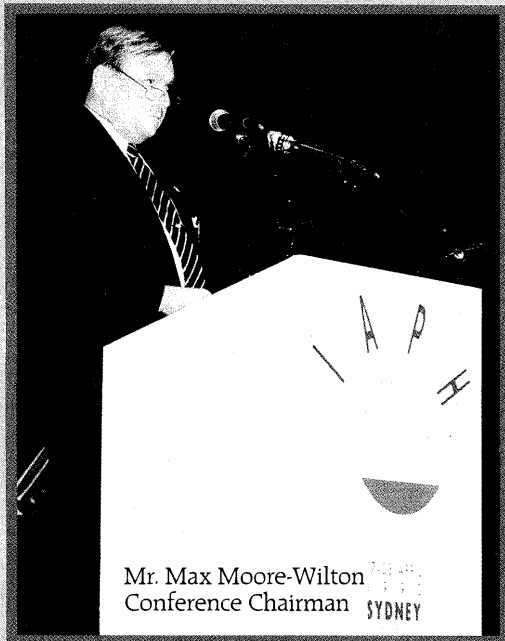
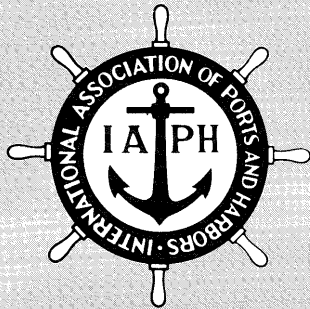
Ports



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

June
1993 Vol. 38 No. **5**

Harbors



Mr. Max Moore-Wilton
Conference Chairman SYDNEY

Right Hon. Frank Sartor
Lord Mayor of Sydney

The 18th World Ports Conference of IAPH

The Opening Ceremony at the Sydney Opera House on 18 April 1993

The Australian
Girls' Choir singing
the national anthem.



The Sydney Youth
Orchestra performs
for the IAPH
gathering.



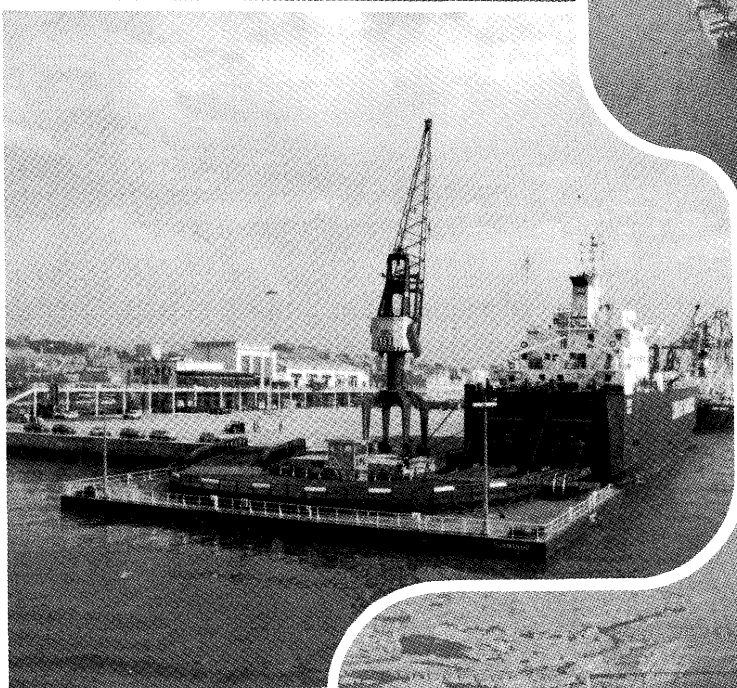
Hon. Peter Morris, MP
Federal representative



Hon. Bruce Baird
NSW Minister for Transport

Mr. John Mather
IAPH President





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18TH WORLD PORTS CONFERENCE NEWS

The 18th World Ports Conference of IAPH in Sydney — 520 port officials and experts explore ports' mission in an era of global change ●

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SINGAPORE PORT INSTITUTE

TRAINING SCHEDULE FOR

JULY – DECEMBER 1993

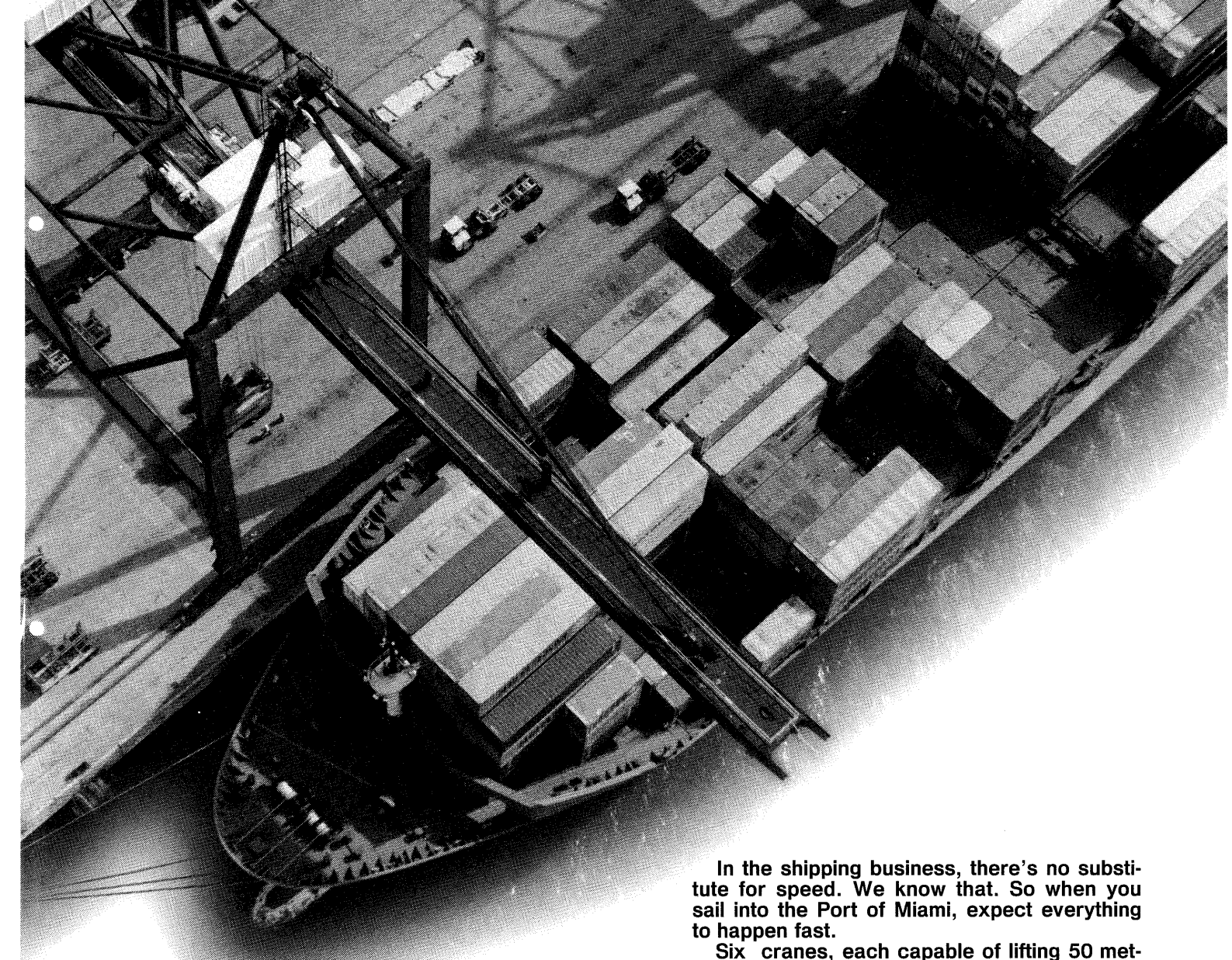
The Singapore Port Institute (SPI), the training arm of the Port of Singapore Authority (PSA), has trained more than 3000 personnel from 55 countries through its courses. For 1993, SPI will be offering the following courses for managerial, operations and technical personnel from the shipping and port-related industries:

Course	Date	Duration	Fee (S\$)
Management of Container Operations	5 Jul – 16 Jul	2 weeks	\$1950
Implementing QC Activities in the Port	19 Jul – 23 Jul	1 week	\$1100
Management & Operations of a Break-Bulk Terminal	26 Jul – 6 Aug	2 weeks	\$1950
Diploma in Marine Operations & Administration	30 Aug – 8 Jan 94	5 weeks	\$5200
Oil, Chemical & Gas Tanker Safety	6 Sep – 17 Sep	2 weeks	\$1950
Port Engineering	6 Sep – 24 Sep	3 weeks	\$2750
Marine Fire & Oil Spill Control	27 Sep – 8 Oct	2 weeks	\$1950
Management of Port Security	4 Oct – 15 Oct	2 weeks	\$1950
Port Finance for Non-Financial Managers	11 Oct – 15 Oct	1 week	\$1100
The Shipping Business	1 Nov – 12 Nov	2 weeks	\$1950
Strategic Planning Seminar for Shipping Managers	10 Nov – 19 Nov	8 days	\$1600
Container Ship Stowage Planning	15 Nov – 26 Nov	2 weeks	\$1950
Handling, Storage & Transportation of Dangerous Goods	22 Nov – 3 Dec	2 weeks	\$1950

For course details and application forms, please contact the Singapore Port Institute: Telex PSATRG RS28676; Telephone Nos: (65) 321-1825 / 321-1826; Telefax (65) 274-0721.



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NEWS

The 18th World Ports Conference of IAPH April 17-23, 1993 in Sydney, Australia

520 port officials and experts explore Ports' mission in an Era of Global Change

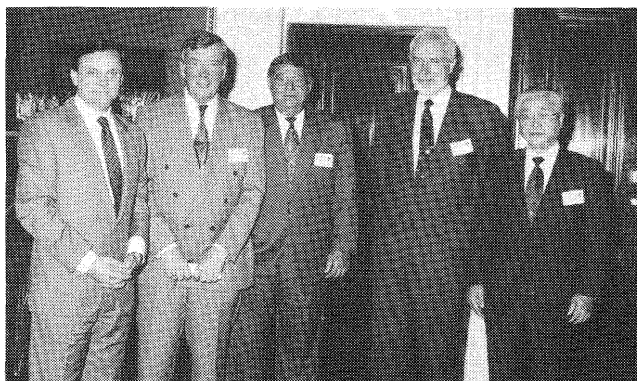
The 18th World Ports Conference of IAPH was convened from Saturday 17 to Friday 23 April 1993 at the Sydney Hilton Hotel, hosted by the Maritime Services Board of New South Wales, Australia. The number of participants as announced by the host towards the end of the Conference week was 520 delegates and 220 accompanying persons from 50 different countries and economies.

Prior to the full report on the details of the Conference which will be featured in the July-August combined number, we present a brief report highlighting the event in Sydney in this issue.

Opening Ceremony

No place would have been more ideally fitting than the world-famous Sydney Opera House to be the setting for the Opening Ceremony of the 18th World Ports Conference of IAPH, which took place on the evening of 18 April attended by over 800 people gathered together from different ports and cities throughout the world.

When the participants arrived at the Opera House, they



A courtesy call on the Lord Mayor of Sydney, the Right Honorable Frank Sartor, by the IAPH Officers. Picture from left, Mayor Sartor, IAPH President Mather, First Vice-President Lunetta, Third Vice-President Smagghe and Secretary General Kusaka.

were welcomed by brass band music played by the Waverly Bondi Beach 25-piece band of Sydney, while enjoying cocktails served in the Southern Foyer. The Ceremony commenced at 1600 in the Concert Hall, with all the guests seated by the time the organ music accompanied by a trumpeter had ended. Following the national anthem sung by the Australian Girls Choir, Mr. Max Moore-Wilton,



Mr. Max Moore-Wilton, Conference Chairman, welcomes 800 participants from over 50 countries.



*Performance by the Sydney Youth Orchestra
Solo Performance by Natalie Chee (left)*

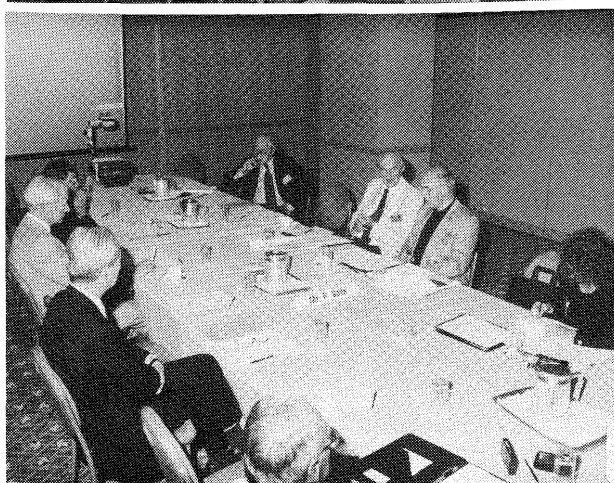
Conference Chairman, delivered his welcoming address. Also giving welcoming addresses were the Hon. Peter Morris, MP, Chairman of the House of Representatives Standing Committee on Transport, Communications and Infrastructure, and the Right Hon. Frank Sartor, Lord Mayor of Sydney. An address and declaration of the official opening of the 18th World Ports Conference by the NSW Minister for Transport, the Hon. Bruce Baird, followed.

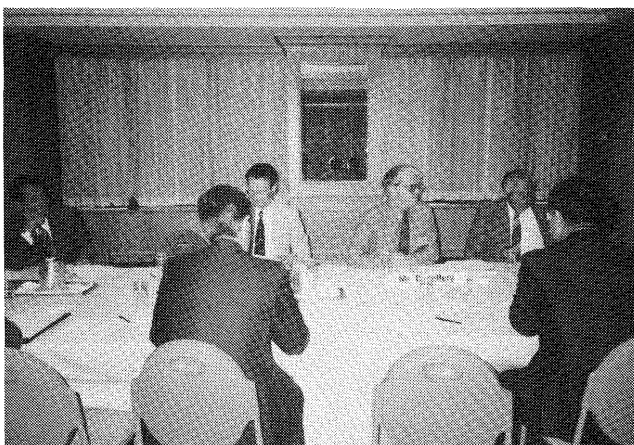
Mr. Max Moore-Wilton then introduced the Sydney Youth Orchestra as they entered on stage. The audience enjoyed the orchestra's performance of pieces by Tchaikovsky and Beethoven featuring Natalie Chee, 17 year-old guest soloist, who is the most recent winner of the ABC Young Performers Competition.

Mr. John Mather, IAPH President, addressed the gathering on behalf of the Conferees.

Pre-Conference Board and Committee Meetings

Prior to the formal opening of the Conference, IAPH's internal and technical committees, along with the conference committees which are specifically attached to each biennial conference, met both on Saturday 17 April and Sunday 18 April to discuss the numerous issues entrusted to each of them. On the afternoon of Sunday 18 April, the pre-conference joint meeting of the Board and Executive Committee was held to deliberate the policy matters covering such aspects as the membership, financial and personnel strategies for the new committee structure and their work schedules as well as future IAPH conferences and events, so as to be able to come up with the Board recommendations on the necessary items of the agenda when these matters are put before the Plenary Sessions for discussion by the delegates at large.





First Plenary Session

To hear the reports of the various technical committees conducted during the past two years and to discuss various household affairs carried out by the respective internal committees, the first plenary session presided over by President John Mather was held on Monday 19 April.

The agenda included the reports from the Secretary General and those from the various committees (Conference, Internal and Technical) as well as the report from our European Representative.

During the course of the session, the presentation of the top prize in the IAPH essay contest was made to Mr. Samaratunge by President Mather, following Mr. Goon's



Mr. Goon reports on his committee activities.



Mr. Samaratunge (right) with Mr. Kondoh (IAPH Head Office)

report on the CIPD activities including the result of the biennial essay contest conducted by IAPH for personnel working for IAPH member ports in developing countries.

Working Sessions

From Monday to Friday, one keynote session and six working sessions were held and were enthusiastically at-



Mr. Samaragunge of Sri Lanka, left, the first prize winner in the IAPH essay contest 1992, receives the "Akiyama Prize" from Mr. Toru Akiyama (center), the donor of the prize, and the certificate from President Mather.

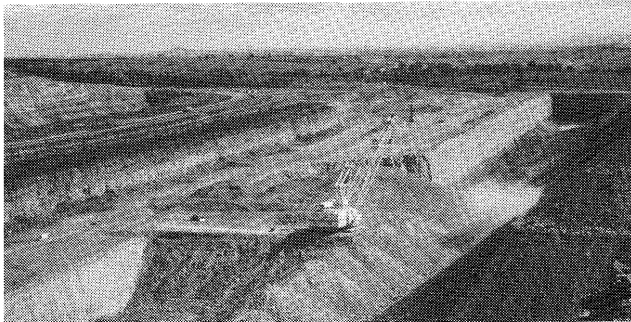


tended by the participants. The keynote speeches were delivered by Mr. Guy Pfeffermann, World Bank, and by Mr. Campbell Anderson, Renison Goldfields Consolidated, addressing the Conference Theme: "Ports — The Impact of Global Economic Change".

The six working sessions were organized to unfold the presentations by a total of 26 speakers who represented various IAPH member ports and relevant international organizations chosen by our Host. The papers presented reflected the broad sweep of the matters to be tackled by IAPH's global port family in order to meet the challenges presented by rapid global change.

Technical Tour to Newcastle

On Wednesday 21 April a technical tour was arranged for the participants to visit Newcastle - Hunter Port's bulk handling facilities, Kooragang Coal Terminal and Mount Thorley's open-cut mining site, transported in 14 coaches with multilingual guides escorting the respective groups. A splendid outdoor luncheon was waiting for the participants upon their arrival at the Rothbury Estate, a famous winery in Hunter Valley, where they also enjoyed choice wine and champagne as they listened to music provided by a jazz band playing.

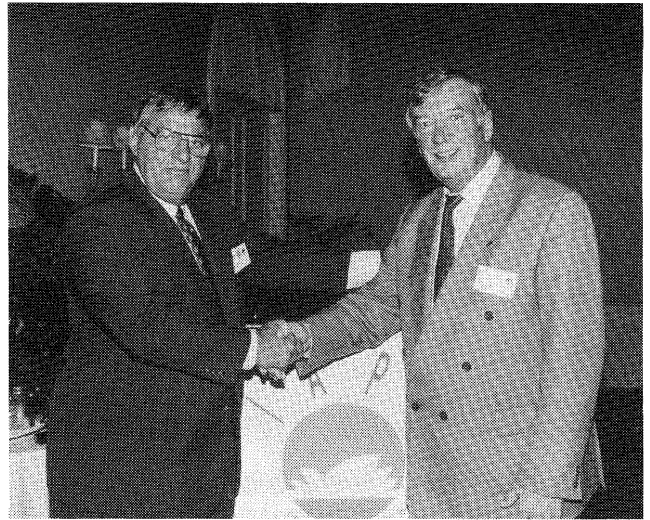


Mt. Thorley Open Cut Mine



2nd Plenary (Closing) Session

The Conference concluded with the second plenary (closing) session held on Friday 23 April, 1993, where a



Mr. Lunetta (left) and Mr. Mather

number of significant new directions for the future of the Association, including the new structure of the technical committees were set out.

As has been the case with past conferences, it was with some emotion that the delegates witnessed the changeover in the IAPH presidency from Mr. John Mather, Clydeport Limited, Glasgow, UK, to Mr. Carmen Lunetta, Port Director, Port of Miami, USA. IAPH showed its respects and thanks to Mr. J. Mather, on completion of his tenure as President, by electing him an Honorary Member of IAPH. The 18th IAPH World Ports Conference was officially closed by Conference Chairman Max Moore-Wilton.

Social Functions

A host of colorful social functions was staged at prominent places in Sydney to entertain IAPH participants. These events included; welcome cocktails for early arrivals (Saturday 17 April), a harbour cruise and dinner (Sunday 18 April), cocktails at the Australian National Maritime Museum (Monday 19 April), an Australian Evening and bush dance at the Argyle Tavern (Tuesday 20 April) and a farewell dinner and dance at the Sydney Cove Passenger Terminal (Friday 23 April).

Programs for Accompanying Persons

During the Conference week, various programs for the accompanying persons were arranged, including city tours, a tour to the Northern Beaches, the Blue Mountains, an art gallery and historic houses as well as coffee cruises, a shopping tour and a bush walk.

Trade Exhibition

A trade exhibition was organized at Level 9 of the Conference Hotel for four days from 19 to 22 April, participated in by 15 exhibitors representing port authorities and port- and transport-related publishers. The event was opened by the IAPH President at 10 am on Monday 19 April. There was also a display corner of children's paintings from Japan and Australia.

During the exhibition period, luncheon was hosted for the delegates by the MSB ports and the other sponsoring organizations, while morning and afternoon tea was served to the participants between the business sessions, providing them with the opportunity to relax and chat with their friends.

As a service to our members and readers of this journal, the Tokyo Head Office has arranged for two experts to be present at the Conference. They were Mr. Neil Sinclair, Manager, Editorial Services, Lloyd's of London Press Limited, who acted as our reporter and interviewer and Dr. Peter Rimmer from the Australian National University, who acted as summarizer of the Working Sessions.

Through these arrangement, we are pleased to be able to present summary reports from Dr. Rimmer in this issue and again in the July-Combined issue, in which Mr. Sinclair's overview of the Conference will be featured.

Ports: The Impact Of Global Change

**Report by
Dr. Peter Rimmer**



A recurrent Conference theme was the emergence of major regional economic blocs. These have prompted concern among port managements about the need to maintain free trade by making these regional arrangements consistent with the General Agreement on Tariff and Trade. Matching regional prospects and ports have revealed contradictory trends — world trade will increase but there will still be port overcapacity. Europe and Japan are experiencing low growth but their port investment is still impressive. The United States and Canada are expected to have more modest growth than their hemispheric counterparts in Central and South America but the development of mega-ports continues apace spurred by the likely boost in productivity unleashed by the 'creative destruction' of major corporations. Africa and Eastern Europe may be still off the world growth map but their port prospects are surprisingly upbeat and fast moving.

Rapid growth in the Asia-Pacific region is likely to be matched by the vibrancy and strength of port development. Increasingly attention will be focused on an emerging Chinese Economic Area and its ports. In tracking these regional developments it is important that IAPH plays a pivotal role in boosting collective knowledge of commodity movements and their impact on ports. Regional ports are likely to be competitive with each other but this should not preclude them transforming intercontinental sister port relationships into business partnerships — the IAPH framework offering an ideal meeting place for forging such relationships. As individual ports are increasingly sandwiched between mega-shippers and powerful, load-centering, shipping lines these intercontinental unions can be seen as a step towards ports extending their strategic focus beyond their narrow terminal confines to encompass the inter-continental logistics chain between origin and destination.

Prominence at the Conference has also been given to increasing degrees of private sector involvement in the provision of port facilities illustrated by reference to successful studies drawn from both industrialised and developing countries — Clydeport, Port Klang and Tauranga. Much stress was placed on the importance of employee involvement in ownership. Privatisation was not seen as an objective in itself but a means to an end — the task of making ports more commercially minded and responsive to external competition. With appropriate safeguards against replacing a government monopoly with a private monopoly, the privatisation process is set to sweep through Central and South America to improve financial and operational performances of ports. The record to-date is that privatisation is contentious but the gains are undeniable and significant.

These developments can be cemented by personnel exchanges and Electronic Data Interchanges. The computer-to-computer exchange of data is targeted by IAPH's rejuvenated Trade Facilitation Committee. The Conference highlighted efforts aimed at providing the vision and strategy required in creating continuous information flow through the implementation of paperless trading to enhance the port's position in the logistics chain. Most success in ending traditional methods and implementing paperless trading has been achieved by Customs' Authorities but these activities must be extended to the international level. In return for facilitating goods and information flows Customs' seek cooperation from port authorities in stemming illicit drug traffic.

Trade facilitation developments are focused on liner shipping and container movements but Australia's traffic task is different from other parts of the Asia-Pacific region with its heavy emphasis on moving bulk cargoes generated by its efficient mining industry for global markets. Australia supplies one-third of the world's coal exports and is involved in heavy shipments of iron ore. The mining industry and its associated ports, however, are the target of a growing environmental lobby.

Contentious environmental issues have been a special feature of IAPH Technical Committees. Collaboration with other international bodies has pinpointed legal aspects (including corporate and directors' liability) and the key role of dredging. A recurrent theme was the need to develop the idea of sustainability in port development. Sustainable development is exemplified by Rotterdam's proposed Green Award system and its training of personnel to handle dangerous and hazardous general cargo. These developments stress the importance of IAPH in monitoring environmental concerns and facilitating the exchange of information between ports.

The growing lists of tasks underline the need for IAPH members to foster their personnel through training, education and development as illustrated by the pioneering and innovative efforts of Singapore and Rotterdam, and discussions of the needs of small Japanese ports. The broad sweep of IAPH's agenda underlines the necessity to continually define and redefine the organisation's priorities to meet the challenges presented by global economic change.

Dr. Peter Rimmer: Head, Department of Human Geography, Division of Society and Environment, Research School of Pacific Studies, The Australian National University

IAPH ANNOUNCEMENTS AND NEWS

New President, VPs Unanimously Elected

At the Second Plenary (Closing) Session held in Sydney on Friday, 23 April 1993, the IAPH members present unanimously elected the new President and Vice-Presidents for the new term as follows:

President: Carmen Lunetta, Port Director, Port of Miami, U.S.A.

1st Vice-President: Robert Cooper, Chief Executive, Ports of Auckland Ltd., New Zealand

2nd Vice-President: Jean Smagghe, Executive Director, Port of Le Havre, France

3rd Vice-President: Dominic Taddeo, President & Chief Executive Officer, Port of Montreal, Canada

Conference Vice-Presidents:

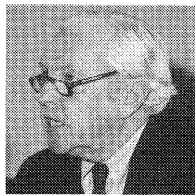
Mic R. Dinsmore, Executive Director, Port of Seattle, U.S.A.

John J. Terpstra, Executive Director, Port of Tacoma, U.S.A.

Executive Committee Members for '93/'95

With the recent increase in the number of IAPH members, particularly from the Asian region including China, the need to increase the number of Executive Committee members has been recognized by the Association's officers. In Sydney, the Constitution and By-Laws Committee examined a proposal to increase the membership of the Exco and a bill was passed to the effect that the number of elected members should be raised to 15 (5 from each region) from the previous 12 and the number of appointive members to 9 (3 from each region) from 6, respectively. Mr. Patric Falvey, Chairman of IAPH Legal Counselors, who also chaired the Constitution and By-Laws Committee in Sydney, reported to the Plenary Session on the background of the proposed amendment, making the point that the changes in the numbers of elective and appointive Exco members would preserve the democratic election process observed within IAPH without affecting the balance of power of the Board and the President, who is its chairperson.

Through the unanimous approval of the proposed amendment to the By-Laws passed at the plenary session in Sydney, 14 members were elected by the Board (with a



Mr. Patric Falvey

vacancy to be filled by one from the American region), and 8 members (with a vacancy to be filled by someone from the Africa/European region) were appointed by the new President to serve on the Executive Committee. The full membership of the enlarged Executive Committee for the new term is introduced on the following pages.

Committee Chairpersons For New Term Named

At the closing session of the Sydney Conference on April 23, the new President Mr. Carmen Lunetta announced the names of the chairpersons of the newly-restructured technical committees for the new term. To chair the two internal committees, namely the Membership and Constitution and By-Laws Committees, Mr. Ron Brinson of New Orleans and Mr. Kik Jurien of Rotterdam have been newly appointed, while Mr. Don Welch of Charleston continues to chair the Finance Committee.

The chairpersons of the respective committees and an organizational chart of the restructured technical committees are introduced below.

Legal Counselors: P.J. Falvey, Port Authority of New York and New Jersey, U.S.A.

Internal Committees

Constitution and By-Laws: K. Jurriens, Port of Rotterdam, Netherlands

Membership: R. Brinson, Port of New Orleans, U.S.A.

Finance: W. Don Welch, South Carolina State Ports Authority, U.S.A.

Technical Committees

Technical Committees and the Vice-President responsible for overall coordination (Please see the chart)

Port Affairs

Port Planning & Construction: Philip Ng, Port of Singapore

Dredging Task Force: D. Lee, Port of Los Angeles, U.S.A.

Port Safety & Environment: P. van der Kluit, Port of Rotterdam, Netherlands

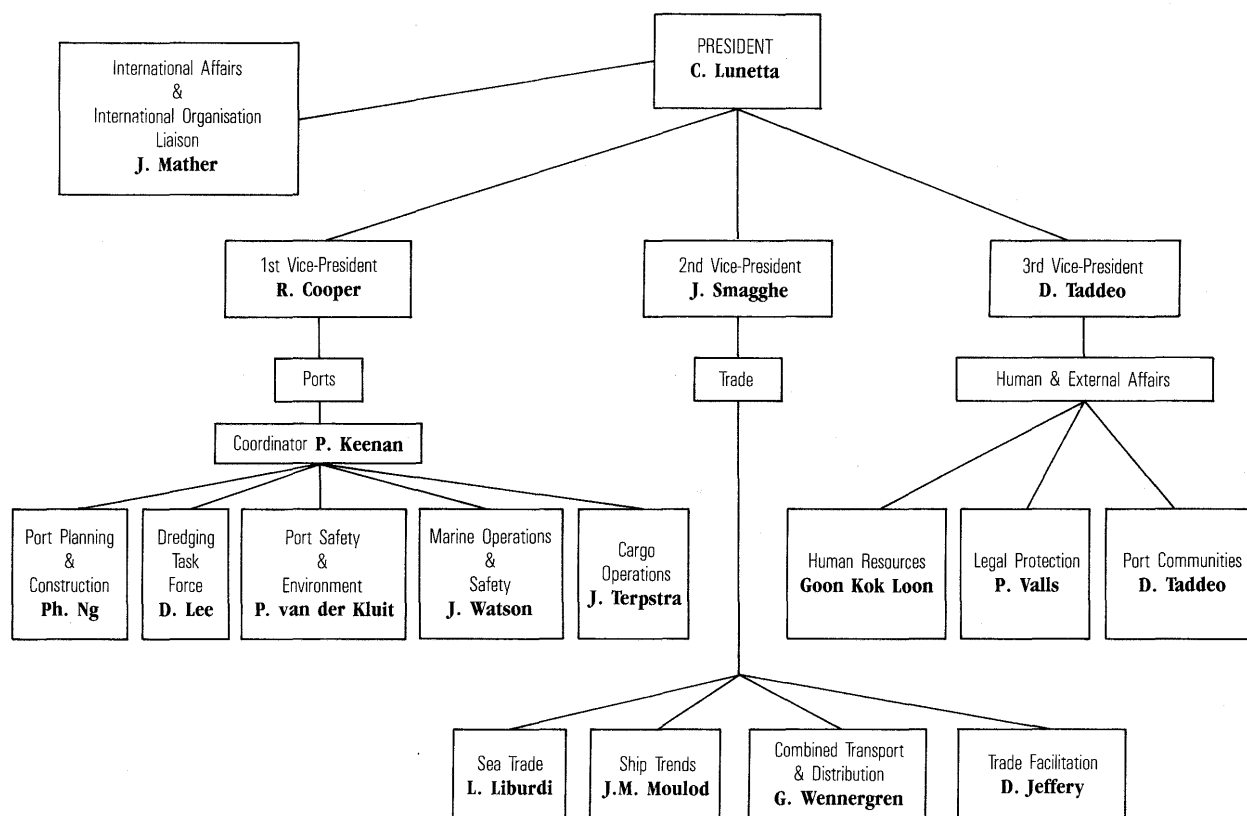
Marine Operations & Safety: J. Watson, Port of Dundee, U.K.

Cargo Operations: J. Terpstra, Port of Tacoma, U.S.A.

Committee Group Coordinator: P. Keenan, Cork Harbour Commissioners, Ireland

(Continued on Page 14)

Technical Committees Organizational Chart 1993-1995



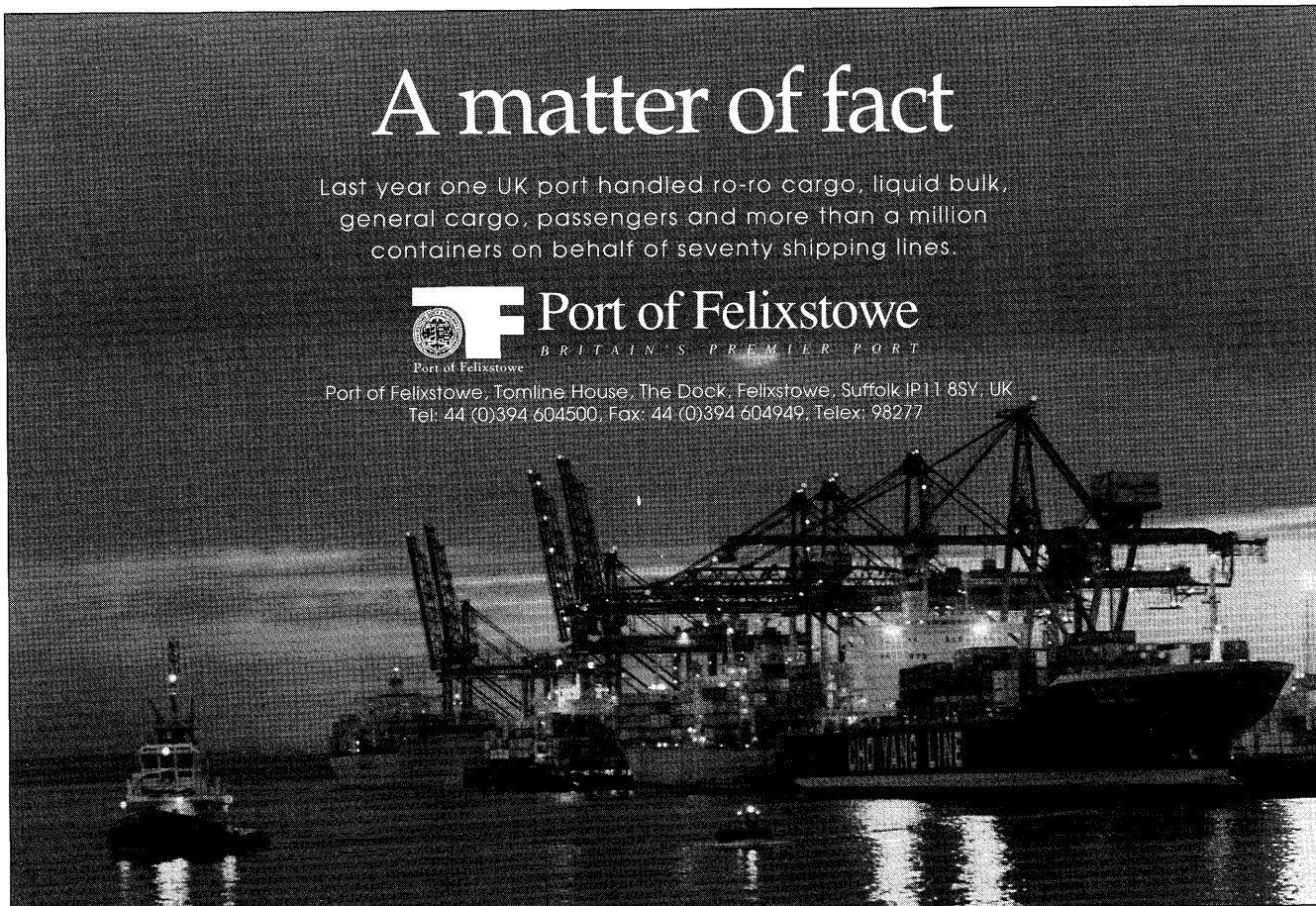
A matter of fact

Last year one UK port handled ro-ro cargo, liquid bulk, general cargo, passengers and more than a million containers on behalf of seventy shipping lines.



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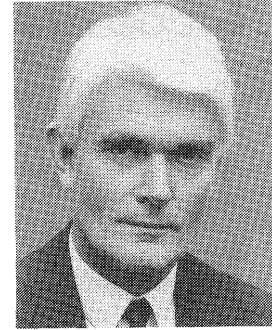
Executive Committee Members

(1993—1995)

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



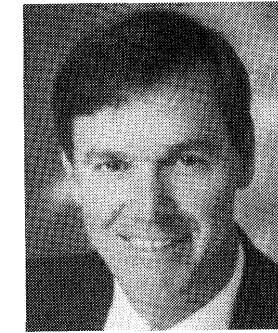
President
Carmen Lunetta
Port of Miami, U.S.A.



G. Wennergren (A)
*Port of Gothenburg
Sweden*



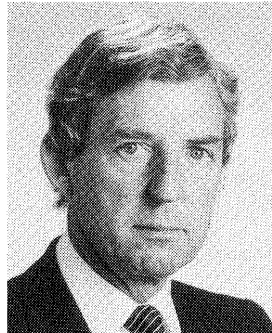
David F. Bellefontaine (E)
*Port of Halifax
Canada*



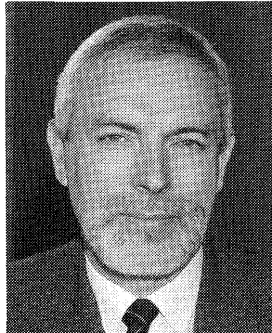
J. Ron Brinson (A)
*Port of New Orleans
U.S.A.*



H. Thomas Kornegay (A)
*Port of Houston
U.S.A.*



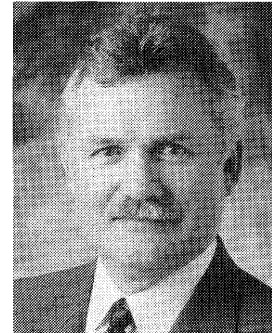
1st Vice-President
Robert Cooper
*Ports of Auckland Ltd.
New Zealand*



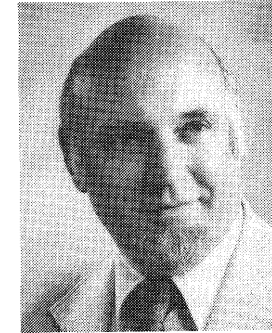
2nd Vice-President
Jean Smagghe
Port of Le Havre, France



3rd Vice-President
Dominic Taddeo
Port of Montreal, Canada



Conf. Vice-President
Mic R. Dinsmore
Port of Seattle, U.S.A.



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



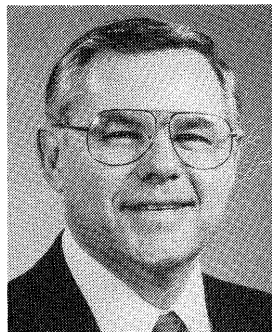
Lillian Liburdi (A)
*Port Authority of NY & NJ
U.S.A.*



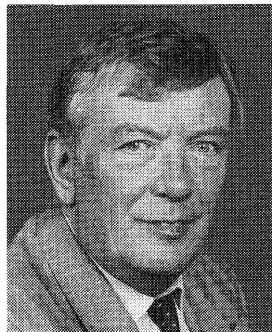
Charles M. Rowland (E)
*Canaveral Port Authority
U.S.A.*



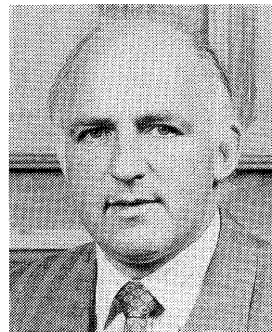
W. Don Welch (E)
*South Carolina State
Ports Authority
U.S.A.*



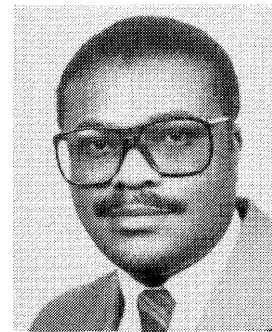
Conf. Vice-President
John J. Terpstra
Port of Tacoma, U.S.A.



Immediate Past President
John Mather
Clydeport Limited, U.K.



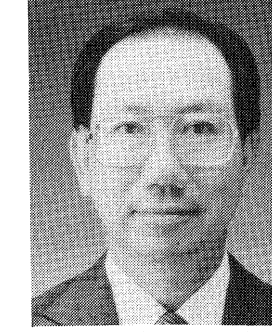
Patrick J. Keenan (E)
*Cork Harbour Commissioners
Ireland*



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



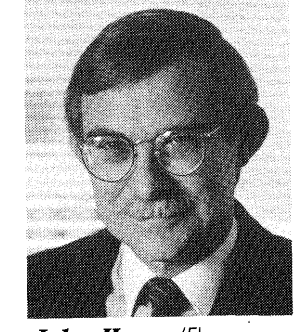
Pen-Chi Cheng (E)
*Keelung Harbour Bureau
China*



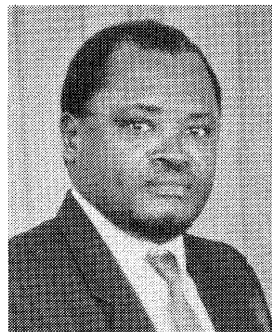
Goon Kok Loon (E)
*Port of Singapore Authority
Singapore*



Yoshiro Haraguchi (A)
*Nagoya Port Authority
Japan*



John Hayes (E)
*Maritime Services Board of
NSW, Sydney
Australia*



A.C. Mumba (E)
*Kenya Ports Authority
Kenya*



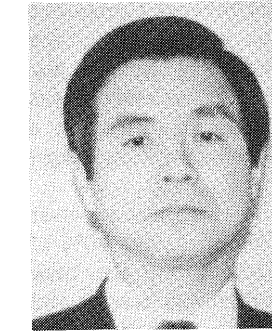
F. Palao (E)
*Puertos del Estado, MOPU
Spain*



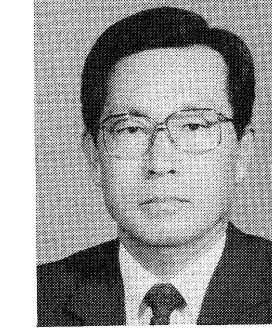
P. Struijs (E)
*Port of Rotterdam
Netherlands*



G. van den Heuvel (A)
*Port of Amsterdam
Netherlands*



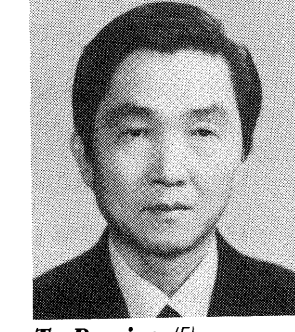
Hideo Kayabara (E)
*Ministry of Transport
Japan*



Kim, Jong-Kil (A)
*Pusan District maritime and
Port Authority
Korea*



M. Rajasingam (A)
*Klang Port Authority
Malaysia*



Tu Deming (E)
*Port of Shanghai
China*

Committee Chairpersons—

(Continued from Page 10)

Coordinating Vice President: R. Cooper, Ports of Auckland, New Zealand (1st Vice President of IAPH)

Trade Affairs

Sea Trade: L. Liburdi, Port Auth of NY & NJ, U.S.A.

Ship Trends: J.M. Moulod, Port of Abidjan, Cote d'Ivoire

Combined Transport & Distribution: G. Wennergren, Port of Gothenburg, Sweden

Trade Facilitation: D. Jeffery, Port of London Authority, U.K.

Coordinating Vice President: J. Smagghe, Port of Le Havre, France (2nd Vice President of IAPH)

Human & External Affairs

Human Resources: K.L. Goon, Port of Singapore, Singapore

Legal Protection: P. Valls, Bordeaux, France

Port Communities: D. Taddeo, Port of Montreal, Canada

Coordinating Vice President: D. Taddeo, Port of Montreal, Canada (3rd Vice President of IAPH)

International Affairs & International Organization Liaison:

J. Mather, U.K. (Immediate Past President of IAPH)

IAPH Liaison Persons

ECOSOC: L. Liburdi, Port of NY & NJ, U.S.A.

IMO: A.J. Smith (As IAPH Representative in Europe), U.K.

CCC: D.J. Jeffery, Port of London, U.K.

UNCTAD: K.L. Goon, Port of Singapore, Singapore (J.P. Lannou, Port of Le Havre, France, as Assistant to Mr. Goon)

UNEP: A. Mumba, Kenya Ports Authority, Kenya

IAPH Liaison Office in London: c/o British Ports Association, London, U.K.

Future IAPH Meetings

The 19th IAPH World Ports Conference '95

Place: Seattle/Tacoma, Washington, U.S.A. (At the Westin Hotel, Seattle)

Dates: 10-16 June, 1995

IAPH Conference Vice-Presidents:

Mic R. Dinsmore, Port of Seattle, Washington, U.S.A.

John J. Terpstra, Port of Tacoma, Washington, U.S.A.

The 1994 Mid-term meeting of the Executive Committee

Place: The Hotel Admiral, Copenhagen, Denmark

Dates: 30 May - 3 June 1994

The 20th IAPH World Ports Conference '97

At the post-conference board meeting on Friday 23 April 1993, an invitation address was made by D. Jeffery, Port of London Authority. The Board accepted the invitation with thanks. An official invitation to the 1997 Conference will be made at the 19th World Ports Conference in 1995.

Settlement of Accounts For 1991/1992

The joint Budget/Finance Committee chaired by Mr. W. Don Welch (South Carolina State Ports Authority) met on the morning of Sunday 18 April at the Sydney Hilton Hotel. It examined the financial reports submitted by the Secretary General. The Committee was reminded that, as for the accounts for 1991, the Association had finished in the black with no problems, as indicated in the report presented to the Executive Committee during its mid-term meeting held in Charleston in May 1992.

With regard to the accounts for 1992, a number of points were noted on the report. They include:

Regarding the Revenues, despite the rise in the yen during the term, the level of income was more or less similar to that of the previous two-year term (1990/1991) due to increases in membership dues units and the 3% rise in dues from 1992.

As for the Expenses, the Chairman noted the significant underexpenditure and indicated this was due to the careful management of finances by the Head Office staff.

Concern was expressed by the Chairman at the fact that only 10% of the budget for the strategic action projects had been utilized. It was indicated that the report on Ship Casualties had been suspended and several other projects considered to be forthcoming at the time of the Barcelona Conference by the Technical Committees had not materialized. It was noted, however, that several projects to be undertaken by the IAPH Technical Committee jointly with other international bodies may require financial support.

The Committee then made a recommendation for the adoption of the settlement of accounts for 1991/1992 at the joint meeting of the Board and Exco which was held in the afternoon of Sunday 18 April. The reports, with the recommendation of the Board, were further submitted to the Plenary Session on the morning of Monday 19 April and were officially adopted by the Association.

Budget for 1993/1994

The matter was discussed in conjunction with a financial forecast for 1995-2004 which had been prepared by the Head Office, and after much deliberation it was agreed unanimously to accept the budget for 1993/1994 as recommended. This recommendation was supported by the Board and was unanimously adopted at the Plenary Session, following the endorsement of the Board the previous day.

During the course of the Budget/Finance Committee meeting, members were informed that it was vital for the Association to achieve an annual accounting standard displaying optimum balance in the near future, and for the purpose of establishing financial policy and direction a number of simulations had been conducted on various target areas.

Discussion included such issues as revenue carry-over and the Association's policy set in 1981 of having 40% of the expense budget as a reserve. Deliberation also took place as to an appropriate level of compulsory reserve and an acceptable carry-over each year. It was agreed that the Head Office should review budget performance since 1980 with a view to targeting the 40% compulsory reserve for reconsideration and recommending a comfortable level to

Exco at the mid-term meeting in 1994.



Budget Committee meeting

BUDGET FOR 1993 AND 1994

(Unit: 1,000 Yen)

Items	1993	1994
REVENUES	372,611	343,239
1. From the last term	230,720	201,688
2. Revenue in the term	141,891	141,551
1) Membership dues	127,671	127,671
(1) Regular members	117,618	117,618
(2) Associate members	10,053	10,053
(3) Temporary members	0	0
2) Contribution	0	0
3) Interest receivable	4,720	4,380
4) Other incomes	9,500	9,500
(1) Advertisement	8,240	8,240
a. Ports and Harbors	6,140	6,140
b. Membership Directory	2,100	2,100
(2) Publications	1,260	1,260
5) Miscellaneous	0	0
EXPENSES	170,923	156,523
1. Personnel Expenses	62,536	67,921
1) Wages and allowance	45,321	49,629
2) Retirement allowance fund reserve	5,952	6,504
3) Social insurance and welfare	6,317	6,709
4) Commuting remuneration	1,206	1,497
5) Professional services	2,740	2,582
6) Reserve	1,000	1,000
2. Non-Personnel Expenses	87,847	68,792
1) Office expenses	20,284	18,190
(1) Office rents	12,650	11,970
(2) Office utilities	245	250
(3) Equipment and supplies	6,523	5,104
(4) Traffic expenses	866	866
2) Correspondence	3,549	2,973
3) Publications	38,431	35,670
(1) Ports and Harbors	25,984	25,550
(2) Membership Directory	6,229	6,241
(3) Committee Reports & Others	6,218	3,879
4) Overseas travel expenses	9,173	6,365
5) Data collection	100	100
6) Social expenses	1,670	1,670
7) Conference expenses	12,000	1,184
8) Miscellaneous	640	640
9) Reserve	2,000	2,000
3. IAPH Liaison Work/Rep. Initiative	11,840	11,110
4. Technical Com. Financial Support	3,000	3,000
5. Strategic Action Projects	5,700	5,700
1) Dredging Task Force	900	900
2) IMO/IAPH Joint Program	1,800	1,800
3) Yet to be determined by Board	3,000	3,000
BALANCE FOR THE YEAR	-29,032	-14,972
BALANCE	201,688	186,716

The IPD Fund: Contribution Report

The contributions from members to the IPD* Fund as of May 20, 1993 are listed in the box below. Members' continued support of our fund-raising campaign to achieve the targeted amount of US\$70,000 is sincerely requested.

Notes: As a result of the restructuring of the Technical Committees at the Sydney Conference, the Committee on International Port Development has been renamed the Human Resources Committee. To this effect, the Board Resolution was passed, providing that "the Committee Chairman or Chairmen shall have discretion to merge the activities of the Committee on International Port Development into the Human Resources Committee. However, the Special Technical Assistance Fund will continue to be known as the "IPD Fund".

Contributions to the Special Fund For the Term of 1992 to 1994 (As of May 20, 1993)

Contributors (in alphabetical order) Paid:	Amount (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
Clydeport Ltd., U.K.	1,000
Constanta Port Administration, Romania	250
Copenhagen Authority, Port of, Denmark	1,000
Cotonou, Port Autonome de, Benin	100
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
Gambia Ports Authority, the Gambia	250
Ghana Ports and Harbors Authority, Ghana	250
Halifax, Port of, Canada	250
Hiroshima Prefecture, Japan	523
Japan Academic Society for Port Affairs, the, Japan	267
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	274
Pacific Consultants International, Japan	243
Penta Ocean Construction Co., Ltd., Japan	500
Point Lisas Industrial Port Development Co. Ltd., Trinidad	100
*Primer Concurso Internacional de Memorias Portuarias: Carlos Armero Sisto, Anuario de Puertos: Buenos Aires, Argentina	300
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	500
Total:	US\$24,479

**1st International Contest of Port Annual Reports sponsored by the Yearbook of the Port of Buenos Aires (Editor, Mr. Carlos Armero Sisto)*

Bursary Recipients Announced

As of May 4, 1993, Mr. Goon Kok Loon, Chairman of the Human Resources Committee (formerly called the Committee on International Port Development - the CIPD in short) has approved bursaries for the following two individuals.

1. **Mr. Beat Christophe Edgard**
Chief of Bureau of Contracts/Tenders
Cameroon National Ports Authority (CNPA), Cameroon
2. **Ms. Amie M. Sey**
Administrative Manager
Gambia Ports Authority, the Gambia

Both of them will participate in the 29th International Seminar on Port Management, to be organized by the International Institute for Infrastructural, Hydraulic & Environmental Engineering (IHE), Delft, the Netherlands, May 11 - June 18, 1993.

Membership Notes:

New Members

Regular Members

Conakry Port Authority [Regular] (Guinea)
Address: B.O. 805, Conakry
Mailing Addressee: Mr. Camara Bangaly
Director General

Tel: (224) 25.25.00, (224) 44.27.44
Fax: (224) 44.45.64

Nakhodka Marine Commercial Port [Regular] (Russia)

Address: 22, Portovaya Street,
Nakhodka-4, 692900
Mailing Addressee: Mr. Geliy N. Miasnikov
General Director
Telex: 213803 PIRS SU
Tel: (42366) 4-79-68
Fax: (42366) 4-18-06

Associate Members

Les Ports Français [Class B] (France)

Address: 8, Place du General
BP 104.02, 75814 Paris Cedex 17
Mailing Addressee: Mr. Jean-Marcel Pietri
Chief Executive Officer
Tel: (33 1) 42275262
Fax: (33 1) 47641335

TecnEcon Asia Pacific [Class A-3-3] (Hong Kong)

Address: 1809 Harbour Centre
25 Harbour Road, Wanchai
Mailing Addressee: Mr. Michael Bennett
Managing Director
Tel: (852) 583-8957
Fax: (852) 827-0019

Visitors to Head Office

On the morning of April 12, 1993, a three-man delegation from Ghana visited the Head Office and was welcomed by the Secretary General and his staff. The visitors were



(pictured, from left, front row) **Captain G.O. Asumonteng**, Director-General, **Mr. B.B. Okutu**, Chief Port Engineer, **Ghana Ports and Harbours Authority**, and **Mr. I.B. Ashon**, Chief Director, **Ghana's Ministry of Finance & Economic Planning**. They were visiting Japan to meet people from shipping and trading companies en route to Sydney, where they participated in the 18th Conference of IAPH.

On April 27, **Mr. Ray S. McBain**, Chairman of the Board, **Mr. Ross Gaudreault**, President and CEO, **Port of Quebec**, visited the Tokyo Head Office and were received by Mr. R. Kondoh, Dy Secretary General, who had returned from

Sydney that morning following their meeting in Sydney the previous week during the course of the IAPH Conference. On that evening a reception was given by the Port of Quebec in a Tokyo Hotel inviting people from shipping and trading businesses for campaigning of the ports in the Great Lakes

region.

On May 7, **Mr. Robert J. Ridge**, General Manager, **TRELLEX MORSE**, an Iowa-based manufacturer of fender system, visited the Head Office and had a meeting with Mr. R. Kondoh.

Bills and Resolutions of the 18th Conference

Bill No. 1

To Amend the By-Laws in Relation to the Number of Elective and Appointive Members of the Executive Committee

Be it Enacted by the International Association of Ports and Harbors in Plenary Session Convened on 19 April, 1993, that

Section 1: The second paragraph of Section 15 of the By-Laws of this Association shall read:-

"The Executive Committee shall be composed ex-officio of the President of this Association, who shall be ex-officio Chairman thereof, the Immediate Past President, the Vice-Presidents, five members to be elected from among the Directors and Alternate Directors of this Association from each of the three regions specified in Section 20 of Article IV of these By-Laws and elected by the Board of Directors, and nine members to be appointed by the President from among persons associated with Regular Members of this Association and from among the Honorary Members of this Association."

Section 2: The fourth paragraph of Section 15 of the By-Laws of this Association shall read:-

"The President, after such consultation with the Vice Presidents and other officers of the Association as may be practicable shall nominate the five members to be elected from among the Directors and Alternate Directors from each of the three aforesaid regions. After the nominations are announced and prior to the election, any elective member of the Board of Directors may also nominate another Director or Alternate Director for one of the five positions allotted to the member's region; and in the event a ballot shall be cast for any such region where there are more than five nominees and the five nominees securing the five highest numbers of votes shall be deemed elected."

Section 3: This Bill shall be effective upon enactment.

Bill No. 2

To Amend the By-Laws in Relation to The Conference Vice-President and Conference Chairman

Be it Enacted by the International Association of Ports

and Harbors in Plenary Session Convened on 19 April, 1993, that

Section 1: The first paragraph of Section 9 of the By-Laws of this Association shall read:-

"The Board of Directors shall be composed of the President of this Association, who shall be ex officio Chairman thereof, the immediate Past President of the Association, the First Vice-President, the Second Vice-President, the Third Vice-President, the Conference Vice-President or Conference Vice-Presidents,

Section 2: The sub-section 10 of Section 12 of the By-Laws of this Association shall read:-

"10. To appoint, prior to the holding of a Conference, a chairman or chairmen for such Conference who shall for the duration thereof have the title of Chairman or Chairmen of the Conference and who shall preside at all functions of the Conference, other than Plenary Meetings of the members;"

Section 3: The first paragraph of Section 22 of the By-Laws of this Association shall read:-

"There shall be a President of this Association who shall be the chief executive of this Association, shall preside at the Plenary Meetings at Conferences, shall be ex officio chairman of and preside at regular meetings of the Board of Directors and of the Executive Committee, and shall preside, in the event a Chairman or Chairmen of a Conference is not appointed or in the event of the absence or inability of a Chairman or Chairmen of a Conference to preside, at other functions of a Conference."

Section 4: The last (eleventh) paragraph of Section 22 of the By-Laws of this Association shall read:-

"As soon as the host-port or the host-ports for an immediately subsequent conference is determined, a Conference Vice-President or Conference Vice-Presidents representing that member-port or member-ports may be appointed for the duration by resolution of a

Plenary Meeting of Regular Members. The Conference Vice-President or Conference Vice-Presidents serve as ex officio member(s) of the Executive Committee and of the Board of Directors, and have responsibility for arranging for the conduct of the forthcoming Conference."

Section 5: This Bill shall be effective upon enactment.

Resolution No. 1

Resolution of Conference

WHEREAS, the 18th Conference of the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS notes with sadness the passing during the past two years of Mr. Hugh John Legg of the United Kingdom, Founder Honorary Member of IAPH,

WHEREAS, the said person was a sincere friend and staunch supporter of the Association, and

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

NOW, THEREFORE, BE IT RESOLVED THAT THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS hereby testifies to its deep sorrow upon the untimely death of Mr. Hugh John Legg and expresses its profound sense of loss, and it is therefore resolved that this Conference be adjourned for a moment of silent prayer in memory of him and as an expression of the friendship and affection its members bore for him.

Resolution No. 2

Ships' Port Fees

WHEREAS, Resolution No. 4A adopted by the 17th IAPH Conference in May 1991 recommended that IAPH members encourage the use of safe technology for tankers by tariff and fee adjustments;

WHEREAS, since that time the UN Conference on Environment and Development in Rio de Janeiro in 1992, has urged the full and active participation of all major groups, including IAPH, to enhance the sustainable development while protecting the environment including that of our port areas;

WHEREAS, the objective of a clean port environment would be advanced by encouraging the presence of safe ships of all types in our ports as well as the good management of the ship in port, and

WHEREAS, different reward systems can be of use to promote such environmentally friendly equipped and operated ships,

NOW THEREFORE, IAPH whilst acknowledging that implementation of such initiatives is a local responsibility, acting at a plenary session of the 18th Conference hereby:

RESOLVES that as an initiative in pursuit of the goal of sustainable economic and operational development of ports, the members of IAPH should consider incentives toward that end, including the possibility of adopting a Scheme in which environmentally friendly equipped and operated ships are encouraged in the structuring of port tariffs and fees.

Resolution No. 3

Resolution Expressing Appreciation

RESOLVED that the INTERNATIONAL ASSOCI-

ATION OF PORTS AND HARBORS does hereby express its deep appreciation to:

Hon. Peter Morris MP
Hon. John Fahey MP, Premier of New South Wales
Hon. Bruce Baird MP, Minister for Transport, NSW
Right Hon. Frank Sartor, Lord Mayor of Sydney
Mr. Andrew Turnbull, Chairman of MSB, NSW
Mr. Ian Knop, Chairman, MSB Sydney Ports Authority
Mr. John Risby, Chairman, MSB Hunter Port Authority
Mr. Ron Griffiths, Chairman, MSB
Illawarra Port Authority
Mr. Tony Haraldson, President of NSW Coal Association
Mr. Max Moore-Wilton, Director General of
Transport, NSW and
Member, Maritime Services Board of NSW
Mr. Wayne L. Gilbert, Chief Executive, MSB, NSW
Mr. John Hayes, General Manager, Port Coordination &
Planning, MSB, NSW
Mr. Murray Fox, Managing Director, MSB
Sydney Ports Authority
Mr. Geoff Connell, Managing Director
MSB Hunter Port Authority
Mr. Chris Drinkwater, Managing Director MSB
Illawarra Port Authority
Mr. Gerry Murphy, Port Co-ordination Manager, MSB
Mr. Bill Pope, Conference Co-ordinator, MSB
Mr. John Wallace, John H. Wallace & Associates and
an IAPH Honorary Member

Our thanks also go to the other members of the Organizing Committee, the Chairmen and Speakers of Working Sessions, Luncheon Speakers and other contributors to the sessions, to the Sponsors, Exhibitors to the Trade Exhibition and the media for their respective contribution to the success and enjoyment of the Conference.

Last but not least, our gratitude goes to:

Ms. Pauline Beckton, Director,
ICMS Australia Pty Limited,
other members of the ICMS team, and
The Sydney Hilton Hotel

and those who in various capacities supported the Eighteenth World Ports Conference of this Association. Without their help, the Conference would not have been such a success.

Resolution No. 4

Resolution on Conference Vice-Presidents

BE IT RESOLVED by the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS at the Plenary Meeting of its 18th Conference assembled at Sydney, Australia on the Twentythird day of April, 1993 that

Mr. Mic R. Dinsmore, Executive Director
Port of Seattle, U.S.A.
and
Mr. John J. Terpstra, Executive Director
Port of Tacoma, U.S.A.

are hereby elected as the Conference Vice-Presidents of the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS, (and therefore ex officio members of the Executive Committee and the Board of Directors) during the

term commencing on the closing day of the Eighteenth Conference to do the work specially assigned by the President, consistent with the Constitution and By-Laws, including arranging for the conduct of the forthcoming 19th World Ports Conference of this Association.

Board Resolution No. 1 Resolution to Reaffirm the Confitions for the IAPH Temporary Members

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

WHEREAS, the said Board of Directors and Executive Committee at their joint meeting held on the eighteenth day of April, 1993, in Sydney, Australia, concurred with the Membership Committee,

WHEREAS, the Budget Committee, a Conference Committee, at its meeting held on the eighteenth day of April, 1993, in Sydney, Australia, expressed its support for the continuance of the Temporary Membership Scheme,

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

- (1) The temporary membership may be granted to non-member ports for one period only as hereinafter specified and may not be granted to prior Temporary Members.
- (2) Temporary Members shall be admitted to the Association for twelve (12) months from the date of their application or until the end of the Conference following the date of their application, whichever is longer.
- (3) After expiration of one of the above mentioned periods, the temporary members shall either join the Association as a Regular Member and fully comply with the Constitution and By-Laws of the Association, otherwise the temporary membership will lapse.
- (4) Temporary Members shall pay membership dues of SDR 500 at the time of submission of the application.
- (5) Temporary Members shall be privileged to receive publications of the Association as all Regular Members.
- (6) Temporary Members shall be eligible to attend the 19th Biennial Conference to be held in Seattle/Tacoma, U.S.A., with full privileges of a Regular Member except the right to vote during the Conference.

Broad Resolution No. 2 Resolution Relating to the Structure of Technical Committees

WHEREAS, THE BOARD OF DIRECTORS OF THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS have the authority by resolution to establish, provide for and prescribe the duties and powers of such technical committees from time to time as it may deem necessary or advisable as so provided for in Section 37 of the By-Laws of the Association,

WHEREAS, the technical committees play essential roles in the activity of the Association,

WHEREAS, the Association has found it essential to re-examine the situation as to the organization and management of the technical committees, and;

WHEREAS, such a study has been conducted in careful and close cooperation with the chairmen and members of

the committees,

NOW, THEREFORE, BE IT RESOLVED that the technical committees of the Association be structured under three overall subject areas, and composed of the following committees:

Port Affairs

Port Planning & Construction
Dredging Task Force
Port Safety & Environment
Marine Operations & Safety
Cargo Operations

Trade Affairs

Sea Trade
Ship Trends
Combined Transport & Distribution
Trade Facilitation

Human & External Affairs

Human Resources
Legal Protection
Port Communities, and

BE IT FURTHER RESOLVED that in carrying out the tasks and goals of such technical committees, the President shall assign one of the three Vice Presidents to work with one group of such committees in order to promote, to coordinate and to provide overall guidance as shall be appropriate on behalf of the President. Initially, each Vice-President shall be assigned as follows:

The First Vice President for "Port Affairs"

The Second Vice President for "Trade Affairs", and

The Third Vice President for "Human & External Affairs"

BE IT FURTHER RESOLVED that the provisions contained in Section 45 shall not be displaced by the designation of the Human Resources Committee, provided that the Committee Chairman or Chairmen shall have discretion to merge the activities of the Committee on International Port Development into the Human Resources Committee.

BE IT FURTHER RESOLVED that the effect of this resolution be activated immediately on this day of 23 April, 1993.

Membership Directory: Entry to Start in June

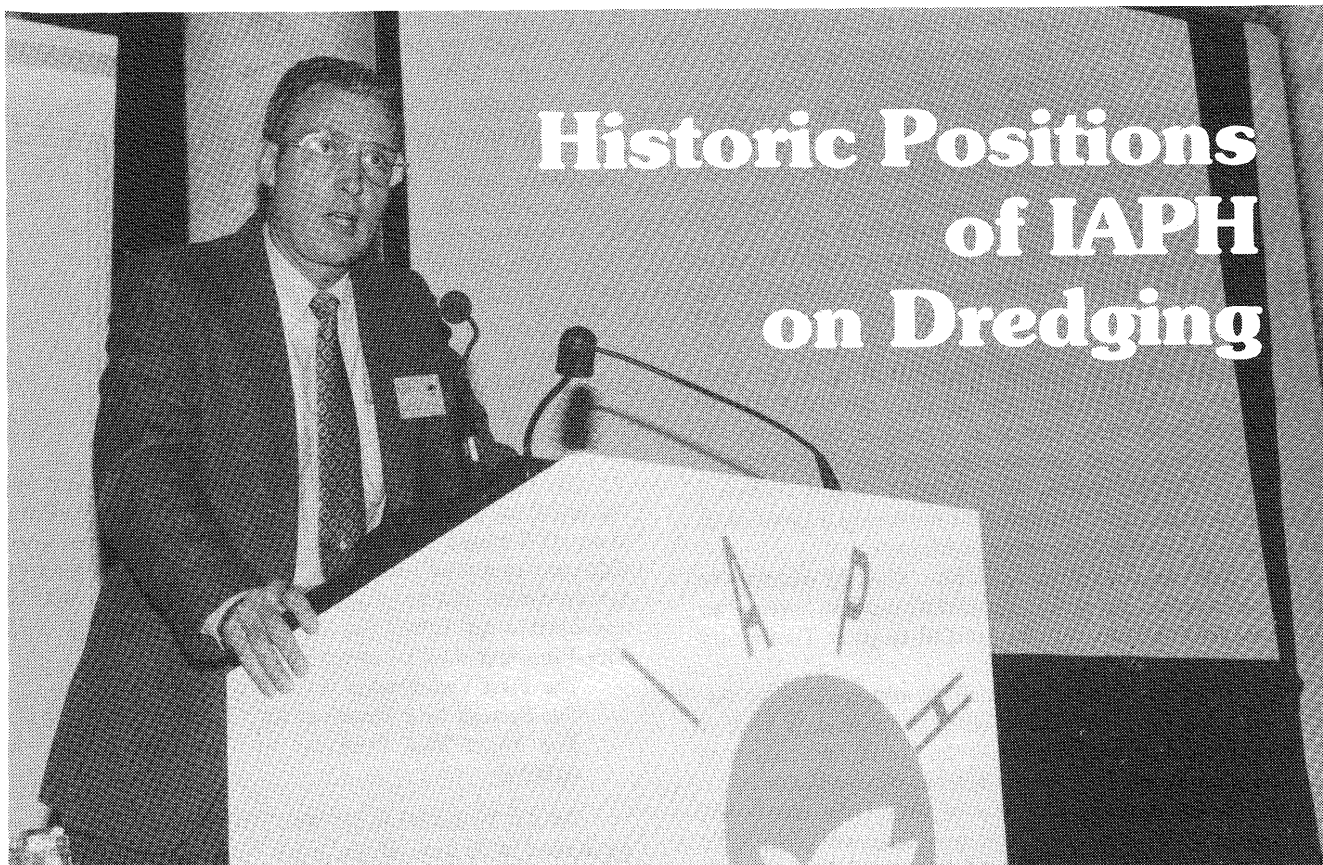
Towards the end of May, all IAPH members will receive a circular from the Secretary General requesting the members' cooperation concerning the 1994 edition of the IAPH Membership Directory.

Upon receipt of the form, all members are requested to check the attached information and make the necessary corrections and changes. The completed form should be returned to the Head Office by the end of July 1993.

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

An entry form for the 1994 edition of the IAPH Membership Directory was sent out to all IAPH members from the Tokyo Head Office in late May 1993.

OPEN FORUM



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

In the report of my attendance at the Fifteenth Consultative Meeting of Contracting Parties to the London Convention (1972) on November 9-13, 1992, I set forth four principal issues of concern to IAPH during the next two years when an Amendment Program will make changes in the Convention and a review of the Dredged Material Guidelines will take place. This memorandum will summarize the positions taken by IAPH in the past upon these issues.

1. Review of the Dredged Material Guidelines

Contracting Parties adopted the Dredged Material Guidelines at the Tenth Meeting of the London Convention (1972) in 1986. (LDC Resolution 23(10)). This action was taken in response to evidence presented by IAPH as to the unique properties of marine sediments that distinguish dredged material from industrial wastes and warrant separate treatment. When the Guidelines were adopted, Contracting Parties decided they should be reviewed at the end of five years in light of experience with their use. This five year review was initiated by the Scientific Group at its Fifteenth Meeting in May 1992, with a full review of the Guidelines

proposed for the Sixteenth Scientific Group Meeting in 1993 and completion of the work in 1994.

At the recent Fifteenth Consultative Meeting of the London Convention in November 1992, Contracting Parties agreed to proceed with an Amendment Program to consider proposed changes to the Convention. In view of the work which will be required of the Scientific Group in this effort, a practical decision was made to defer a detailed review of the Guidelines until the Seventeenth Meeting of the Scientific Group in the Spring of 1994. This timetable, if adhered to, will delay the completion of the Guidelines review for one year. Contracting Parties also agreed that review of the Guidelines should include, inter alia, the following tasks (LC 15/16/6.19):

- (1) review of the Guidelines in light of experience gained by Contracting Parties, in particular with regard to application of the terms "trace contaminants," "rapidly rendered harmless," and "special care".
- (2) consideration of incorporation of the Waste Assessment Framework into the Guidelines.
- (3) submission of information on the following issues:
 - trace contaminants
 - rapidly rendered harmless
 - special care techniques
 - option of least detriment
 - agitation and side cast dredging

(4) consideration of any special requirements that might be proposed for inclusion in discussions related to the amendment of the Convention.

(5) a request that IAPH and PIANC give support to developing countries in implementing the Dredged Material Guidelines.

These subjects are included in the categories of concern listed in my report upon IAPH's attendance at LC 15.

IAPH has taken positions upon each of these subjects and should be prepared to re-assert these views in the Guidelines review. A brief summary of IAPH's position follows.

(a) Application of the Term "Trace Contaminants" to Dredged Material (P9 of Annex I)

Article IV(1)(a) of the Convention prohibits the dumping at sea of wastes or other matter listed in Annex I (the "black list"). Paragraph 9 of Annex I provides:

This Annex does not apply to waste or other materials (e.g., sewerage sludges and dredged spoils) containing the matters referred to in Paragraphs 1-5 above as trace contaminants.

Such wastes shall be subject to the provisions of Annexes II and III as appropriate.

At the first two consultative meetings of the Convention, the parenthetical reference in Paragraph 9 was understood as creating a categorical exclusion for sewage sludges and dredged spoils. At the third consultative meeting, Contracting Parties adopted Interim Guidelines for the Implementation of Paragraphs 8 and 9 of Annex I ("Interim Guidelines") which, for the first time, applied the Annex I prohibition to dredged material. This threatened to interrupt operations at IAPH ports that depended upon the ocean disposal option. It was at this time IAPH began its involvement with the Convention. Through its observership status, IAPH endeavored to obtain a more realistic treatment of dredged material that would take proper account of the need of many ports to dispose of dredged material at sea.

The Interim Guidelines proved to be particularly inadequate for dredged material because of significant differences between the sediment matrix and other forms of wastes and matter disposed at sea. Beginning in 1981, IAPH pressed its case — through the presentation of numerous scientific papers authored by Dr. Willis Pequegnat (an expert oceanographer retained by IAPH) and regular attendance at consultative and scientific group meetings — for separate treatment of dredged material. IAPH focused upon the unique properties of marine sediments that tightly bind toxicants so they are not available to the marine biota. As a result of these efforts, Contracting Parties recognized "bioavailability" as a key criterion in assessing the impacts from disposal of dredged material at sea and in making the "trace contaminants" determination under Annex I. IAPH further showed that through the use of techniques such as clean material capping, it was possible to safely dispose even highly contaminated sediments at sea. The experience with capping led to approval of its use on an experimental basis under certain circumstances, such as in low-energy environments. (LDC VI/12/3.12 and LDC 8/10/3.31).

IAPH also expressed support for the establishment of separate guidelines for dredged material and submitted a

number of scientific papers explaining how the characteristics of marine sediments warranted separate treatment under the Convention. This led to the adoption of the Dredged Material Guidelines at the Tenth Consultative Meeting in 1986. Contracting Parties amended the Interim Guidelines (LDC 24(10)) at that time to delete references to dredged material which would thereafter be governed by the Guidelines.

Use of the Guidelines has proved to be an effective approach to dredged material management under the Convention, particularly with respect to the "trace contaminants" determination required under paragraph 9 of Annex I. IAPH's principal concern as the Guidelines undergo review will be to maintain the realistic approach taken in the Guidelines in assessing the impacts from the disposal of dredged material at sea.

(b) Application of the Term "Rapidly Rendered Harmless" to Dredged Material (P8 of Annex I)

Paragraph 8 of Annex I provides:

The preceding paragraphs of this Annex do not apply to substances which are rapidly rendered harmless by physical, chemical or biological processes in the sea provided they do not:

- (i) make edible marine organisms unpalatable, or
- (ii) endanger human health or that of domestic animals.

The consultative procedure provided for under Article XIV should be followed by a Party if there is doubt about the harmlessness of the substance.

In its initial presentations to the London Convention, IAPH suggested that, through the use of clean material capping, Annex I substances could be "rapidly rendered harmless" by isolation. Contracting Parties did not support this construction of Paragraph 8, which they felt referred to physical processes of the sea itself and not to sequestering activities by man. Instead, Contracting Parties viewed the use of clean material capping as a "special care" measure — similar to the "special care" required to be used in the disposal at sea of substances and materials listed in Annex II (the "grey list") — that limits the "bioavailability" of Annex I substances in dredging material so that they are released to the marine biota, if at all, only as "trace contaminants." This would allow disposal at sea under the paragraph 9 exception to Annex I.

(c) Application of the Term "Special Care" to Dredged Material (Annex II)

Article IV(1)(b) requires a prior special permit for the dumping of wastes or other matter listed in Annex II, which requires the use of "special care" in disposal. IAPH has obtained recognition by Contracting Parties of clean material capping as a "special care" technique appropriate for use in the disposal of dredged material containing Annex II substances. IAPH should continue to support the judicious use of clean material capping in selectively chosen dump sites as an appropriate method of allowing the disposal of contaminated dredged material at sea.

(d) The Role of the "Option of Least Detriment" in the Regulation of Dredged Material

This concept involves a consideration of all available means of disposal and the selection of the disposal option that will have the least adverse impact upon the environment as a whole — not just the sea. It is a holistic approach to

waste management which considers impacts upon all environmental media and selects the disposal option of least detriment. IAPH has long supported this approach to dredged material management.

In adopting the Guidelines, Contracting Parties withheld approval of certain paragraphs (P2.3 and P2.4) which would have authorized the ocean dumping of dredged material containing Annex I substances where this was the "option of least detriment" even if the dredged material did not satisfy the existing exceptions to Annex I. The Meeting directed that the concept be studied further. Contracting Parties are now soliciting comment upon this approach in connection with a review of the Guidelines. IAPH should use this opportunity to express its strong support for this concept.

(e) "Agitation Dredging" and "Side-cast Dredging" as "Dumping" under the Convention

At the Eleventh Consultative Meeting held in 1988, the Secretariat invited IAPH to express its views as to whether "agitation dredging" and "side-cast dredging" should be considered "dumping" under the convention. The terms were defined as follows:

Agitation Dredging is understood to be any method of displacing bed material that does not involve the loading of hoppers or pumping through a pipeline to disposal or reclamation areas ("mud ploughing").

Side-cast Dredging is understood as any method involving deposition of material immediately adjacent to the area of bed being worked.

At LDC 11, IAPH expressed the view that these methods of dredging, which are generally conducted in internal waters, are not within the intended scope of "dumping", as that term is used in the Convention.

"Agitation dredging" involves no collection or deposition of sediment or removal of sediment from the water. The sediment is simply stirred up and becomes part of the natural current — in much the same fashion as occurs from many natural processes and normal ship movements. There is no disposal from a vessel that would constitute dumping under the Convention.

"Side-cast dredging" is a method of returning channel sediment to the littoral drift from which it originated. The material in the channel comes from the upstream side of the littoral drift and is naturally deposited on the downstream side to become part of the natural sediments. "Side-cast dredging" simply places the material back into the littoral drift. There is no intent to dump or dispose, or removal of sediments, beyond the immediate dredging area.

IAPH should continue to support the view that these techniques are not "dumping" within the meaning of the Convention.

(f) Incorporation of the Waste Assessment Framework (WAF) into the Guidelines

IAPH has expressed the view that many parts of the WAF can be used effectively with the Guidelines in assessing the suitability of dredged material for disposal at sea. At the same time, IAPH does not believe that the WAF can be incorporated in its entirety into the Guidelines because many of its provisions are not applicable to the sediment matrix. During the Guidelines review, IAPH must be prepared to define those components of the WAF that might

appropriately be incorporated into the Guidelines.

IAPH has taken positions with respect to three other proposals relating to the structure of the WAF. These are set forth below.

(1) Adoption of a "Reverse Listing" Approach. IAPH has expressed its opposition, on conceptual grounds, to a "reverse listing" approach that would prohibit all substances from disposal at sea unless they are listed as acceptable for dumping. IAPH supports the current approach of determining acceptability for dumping at sea by scientific assessment and determination, rather than by "assumption." At the same time, IAPH recognizes that there appears to be growing sentiment for "reverse listing." If this approach is adopted, it should include a recognition of the demonstrated suitability of dredged material for disposal at sea and a listing of dredged material as acceptable for ocean disposal in accordance with the regulatory scheme that has been developed under the Convention.

There seems to be general agreement among the delegations that support "reverse listing" to a designation of dredged material as acceptable for sea disposal. Nevertheless, IAPH must be prepared to resist any effort (e.g., by Greenpeace or Friends of the Earth International) to limit the listing to "clean" dredged material. There should be no prohibition against the disposal of contaminated dredged material at sea without a careful assessment of the impacts from such disposal and a sound scientific basis for such action. This can only be carried out on a case-by-case basis based upon the regulatory guidance provided under the Convention.

(2) Use of Numerical "Action Levels". There has been considerable discussion at recent consultative meetings about using "numerical limits" to determine what substances will be acceptable for disposal at sea. This approach has most recently been proposed through the establishment of "action levels" in the WAF. IAPH has opposed the use of arbitrary numerical limits as inflexible standards for sea disposal.

IAPH has expressed its concern, in particular, with two sediment quality assessment techniques that have been proposed — the "Apparent Effects Threshold (AET)" and the Sediment Quality Triad (Triad). These techniques bear no relationship to the effects-based approach necessary for assessing dredged material for the various disposal alternatives. The physico-chemistry and biological interrelationships of sediments/water interactions are far too complex to be evaluated through a simplistic statistical approach than can not delineate cause and effect relationships. The preferred approach for identifying and assessing dredged material disposal problems continues to be the Guidelines approved at the Tenth Meeting. At best, numerical concentration values might be useful as screening guidelines to determine the next appraisal level of assessment. The ultimate goal should be a holistic waste management strategy not predicted on arbitrary numerical criteria but seeking the most effective, economical, feasible and environmentally protective disposal alternative.

(3) Application of Waste Audits to Dredged Material. There is a growing emphasis upon the prevention of pollution at the source through use of clean production methods, product substitution, and waste production audits. Although these are admirable goals for sources of industrial pollution, these concepts do not apply in the same way to ports and should not be used to impose obligations upon ports to control or reduce upstream sources of pollution.

Ports have limited control over the contamination of

sediments in harbors and waterways. Contamination is caused by inputs from other sources, such as upstream industrial discharges, vessel spills and releases, and non-point sources of pollution (e.g., pesticide and storm water runoff). IAPH has supported the use of measures that would reduce inputs of pollutants from these other sources into the marine environment. This is the most effective way of controlling contamination of river and harbor sediments. At the same time, most ports are not in a position to exercise management or operational control over separate and independent sources of pollution and can not impose legal or regulatory requirements of this nature. Where, uniquely, a port might be in a position to influence upstream activities and developments, IAPH would encourage such ports to exercise this influence and would, through its member ports, encourage national governments to increase their efforts to eliminate discharges of pollutants into waterways and oceans.

2. Issues to be Considered in the Amendment Program

(1) Establishment of a de minimus Definition of Radioactive Waste

At previous consultative meetings, resolutions have been proposed to prohibit all radioactive waste disposal at sea, regardless of level, form, content or method of containment. Because all dredged material has some level of naturally occurring radioactivity, IAPH has opposed the adoption of such a broad resolution.

At the present time, the prohibition against the sea disposal of radioactive waste is linked to the definition of "radioactive waste" by the International Atomic Energy Agency (IAEA). Annex I, P6, prohibits the sea disposal of "high-level radioactive wastes or other high-level radioactive matter, defined on public health, biological or other grounds, by the competent international body in this field, at present the International Atomic Energy Agency, as unsuitable for dumping at sea." Annex II(D) requires special care in the sea disposal of "radioactive wastes or other radioactive matter not included in Annex I" and provides:

...In the use of permits for the dumping of this matter, the Contracting Parties should take full account of the recommendations of the competent international body in this field, at present the International Atomic Energy Agency.

The IAEA definition of "radioactive waste" includes an exclusion for naturally occurring radioactivity. So long as the provisions of the Convention relating to radioactive wastes are tied to the IAEA definition, naturally occurring radioactivity in marine sediments should not be subject to prohibition or regulation. However, IAPH must take care during the Amendment Program to assure that a prohibition is not adopted that goes beyond the IAEA definition and which could, unintentionally, prohibit dredged material disposal at sea because of naturally occurring radioactivity.

The IAEA and Contracting Parties have also been working upon the development of a de minimus definition of radioactive waste. In the case of dredged material, this would allow the disposal at sea of dredged material containing small amounts of radioactivity of anthropogenic origin. This could be of benefit to ports located in the vicinity of nuclear power plants and hospitals which may have inputs of radioactivity from these sources. IAPH should support the development of such a de minimus definition.

(2) The Requirement for a Scientific and Technical Basis for Amendments to the Annexes

Article XV(2) of the Convention currently requires amendments to the Annexes to be based upon scientific or technical considerations. Some delegations favor an amendment to allow decisions to be made on the basis of social and political considerations even if there is no scientific and technical basis. IAPH should oppose such a change.

The Convention is on the verge of becoming a "dredging convention." Over the past six years, Contracting Parties have taken steps to ban or suspend dumping at sea of industrial waste, incineration at sea, high level radioactive waste, low level radioactive waste, and sewage sludge. When these bans take effect, dredged material will essentially be the only material authorized for disposal at sea. IAPH should oppose any proposal to allow restrictions or prohibitions to be imposed without a sound scientific and technical basis and purely upon emotional, political, or social grounds.

(3) Inclusion of the Precautionary Approach in the Convention

At the Fourteenth Consultative Meeting held in November 1991, the Contracting Parties adopted a resolution endorsing the "precautionary approach" (LDC Resolution.44(14)). IAPH participated in the Working Group which defined the "precautionary approach" as follows:

In implementing the London Dumping Convention the Contracting Parties shall be given by a precautionary approach to environmental protection whereby appropriate preventive measures are taken when there is reason to believe that substances or energy introduced in the marine environment are likely to cause harm even when there is no conclusive evidence to prove a causal relation between inputs and their effects.

A proposal has been made to incorporate the "precautionary approach" into the text of the Convention. IAPH has expressed its support for the "precautionary approach," as defined above. However, IAPH should be careful to resist any efforts to change the wording of the approach when it is included in the Convention (e.g., to provide that preventive measures must be taken when there "may" be adverse effects rather than when there is "reason to believe" that substances "are likely to cause harm").

(4) The Definition of "Sea" in Article III (3) of the Convention

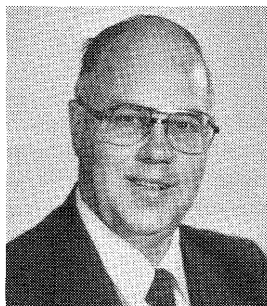
Article III(3) of the Convention defines "Sea" as "...all marine waters other than the internal waters of States." A number of delegations have proposed to expand the coverage of the Convention to include internal waters. "Internal waters" would be defined as follows:

"Internal waters" means the waters on the landward side of the baselines from which the breadth of the territorial sea is measured, extending in the case of water courses up to the fresh water limit;

Fresh water limit" means the place in a watercourse where, at low tide and in a period of low freshwater flow, there is an appreciable increase in salinity due to the presence of sea water.

IAPH has not developed a position on this proposal, which was made for the first time at last year's Fifteenth Consultative Meeting. This is a subject that needs to be discussed further by the Dredging Task Force.

The Port Commissioner: A Briefing Paper



By Thomas J. Dowd

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You, as a port commissioner, are responsible for both the current operations and future direction of your port. This public policy task is both complex and challenging and requires considerable leadership skill.

This paper is addressed primarily to new commissioners, but may also be of interest to experienced commissioners and staff. It provides an overview and basic information about the responsibilities of a port commissioner and discusses the importance of efficient and effective port management. It also provides information on planning, policy development, and management techniques that you can use to improve your performance as a commissioner.

The cooperation of the American Association of Port Authorities, and commissioners and executive directors at several United States and Canadian port authorities in the research for this Washington Sea Grant funded project is gratefully acknowledged.

The Starting Point

First, you must understand your legislated authority and the powers of your port. The legal authority of your port is usually set out in the state law or city code/charter in the United States and in federal or provincial legislation in Canada. This information should be available from the port's executive director/manager.

Second, you must know the mission statement, goals and objectives, and general operating policy of your port. Developing a Port Mission Statement, goals/objectives, and general operating policy is the responsibility of each port commission. These documents should be available from the president or secretary of your port commission or the executive director/manager. Sometimes this information is included as part of the port's handbook for commissioners.

Basic commission Functions

Planning

The basic function of a port commissioner is to help

plan the port's future and then guide the port's activities in that direction. Planning is an essential activity for your port, yet it is often overlooked because it is hard work, time-consuming, and competes directly with other management activities. Planning is important because it enhances the ability of the port to adapt to changing conditions. It reduces the chance of lost opportunities, since a long lead time is now the rule rather than the exception for most of the port's major projects/activities. Planning minimizes crisis in management situations.

Planning is a process that involves the port commission, the executive director/manager, the port's staff, customers, and citizens/voters.

Planning begins with the creation of a Mission Statement and is followed by the development of broad but quantifiable goals and objectives for your port. All too often, a lack of direction by a port commission can be traced to the absence of a Mission Statement and stated port goals and objectives. Successful development of a Mission Statement and port goals and objectives will be the direct result of a joint effort by the port commission and the executive director/manager to identify the major activities of the port for the future.

In the planning process, the port should address the following questions:

- What community needs can your port address?
- What potential opportunities are available to your port?
- Which opportunities are consistent with your port's physical, environmental, and economic limitations?
- Which opportunities are within the power and authority of your port?
- What are the important impacts of feasible alternatives?
- What opportunities should be pursued?

From this question, study, and analysis process come the Mission Statement and the quantified goals and objectives of your port. An example of a port goal might be to develop an 80-acre light industrial park by 1996, or an additional 100 acres of container terminal by 1997. Such quantifiable goals permit your commission to determine if the port is making progress toward achieving its goals.

Policy

After port goals and objectives are identified, the commission must develop strategies or the policy for implementing these goals. Policy is nothing more than a well-thought-out statement of the methods or general approach to achieve an objective. In other words, policy is an effective way of defining boundaries of acceptable action in pursuit of objectives. An example of a policy for a port seeking to promote development of a large industrial park might be to limit promotional activities to 10 percent of the port budget.

To be effective, you must not only develop port policy, but formalize it in writing and distribute it to all with

decision-making authority. Policies must be evaluated often to see that they are leading to goal attainment. If not, they should be modified.

Port policy simplifies decision-making. It can be compared to a road map to be followed to a given destination. Policy helps clarify the thinking of all and facilitates consistent decisions. It replaces doubt with certainty and transforms an objective into a cause.

"Considering Strategic Planning For Your Port," a paper in the Washington Sea Grant "Port Management Series," provides additional information on how a port commission can implement its planning and policy responsibilities.

Management Techniques

Besides planning and policy development functions, port commissioners face a variety of other tasks. Successfully handling this workload requires good management techniques. Some of the more important ones are discussed here. These techniques can lead to more efficient use of your limited time and to better and more informed decisions.

Sticking to Your Job

Commissioners often want to get involved in every activity of their port, but not everything needs port commission input and/or action. Port commissioners should not micro-manage the port. The day-to-day management of the port is the executive director's/ manager's responsibility. To have an efficiently run port, the commissioners must learn to delegate responsibility and respect delegated authority. Let the executive director/manager and port staff function in their areas of authority. Do not meddle in their affairs. Spend your time working on your area of responsibility. Make sure you are getting your job done at the policy level.

Setting Priorities

Not every issue needs your or the port commission's immediate attention. Simply stated, some issues are more important than others. Manage your limited time by first establishing a set of priority issues for your port and then seeking to resolve each issue based on its importance. Priorities should be reevaluated whenever new issues emerge or conditions change.

Establishing priorities contributes to better overall decision-making. It gives important order to a complex management task and is a starting point for action.

Doing Homework

Few people have the ability or luck to be right much of the time without a full understanding of the problems that face them. Preparation prior to commission meetings is the key ingredient to successful commission action. Never fail to do your homework; if you do, it will show. Plan your time so that you can prepare adequately. Seek answers from your fellow commissioners and the executive director/manager on any areas that you are unsure of or do not understand!

Communicating

A key factor in effective port management is communications. The linkage is a two-way system! The executive director/manager must communicate with the commissioners on a regular basis between formal commission meetings, and commissioners must communicate with the executive director/manager between formal commission meetings.

This latter linkage is extremely important since commissioners obtain information from constituents and others who may not be likely to communicate directly with the executive director/manager.

Obtaining Additional Input

As a port commissioner, you need to recognize your limitations. No one person has all the information and insight to make the right decision all of the time. Getting things done right and on time often requires added resources. You can increase your ability to resolve issues by working closely with the executive director/manager and, through the executive director, his/her staff, citizen groups, and other interested parties. Often, the study of an issue by an assembly of interested people results in a more informed decision. Commissioners must take full advantage of opportunities to work with others when studying and analyzing an issue.

In order to function effectively, external/advisory committees must know *specifically* what they are to do and when they must complete their task. In order to maintain communications with the commission and to ensure timely completion of committee activities, a single commissioner should be an ex-officio member of each committee. Commissioners, when working with appointed committees, must use their own role wisely as port officials and should strive to make maximum use of the external/advisory committee's expertise.

It is important to remember that the commission will make the ultimate decisions, taking into account the well-being of the entire port; the external/advisory committee's role is to advise the commission.

Following Through

Good intentions are the beginnings of action. Follow-through makes it happen. Many times commissioners are well motivated, but they do not follow through, push for action, or move for closure; therefore, nothing happens. The onus for action always remains with the port commissioner. Exert your leadership and personally follow issues through to action.

Conclusions

In order for any port to function at peak efficiency, there must be a teamwork relationship between the commission and the executive director/manager and among the commissioners themselves. These teamwork relationships are critical!

Port commissioners are required to make informed decisions about many complex issues. The position of port commissioner is both difficult and challenging. To be successful, you must quickly and clearly perceive what you personally and corporately can and cannot do. You must understand the legislative authority of the commission and powers of the port, know the port's mission, goals and objectives, and general operating policies. You must recognize that planning and policy development are the basic functions of the port commission and then diligently work at those tasks.

As a commissioner, you can improve your management effectiveness by delegating responsibility and respecting delegated authority, establishing priorities, obtaining additional input to resolve issues, sticking to your job, doing the necessary homework, and following through. These aids to management can make your term in office both productive and personally satisfying.

A portion of the information presented in this paper has been adopted from an earlier publication, "Oregon Port Commissioners: Suggestions for Effective Port Management" (Oregon State University Extension Service) with the kind permission of Oregon State University.

About the Author

Thomas J. Dowd, FCIT, is a Washington Sea Grant Port Industries Specialist and Affiliate Professor (Port/Marine Transportation Management) with the School of Marine Affairs at the University of Washington.

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Trade Liberalization: Lessons From The Chilean Experience

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Many developing countries are undertaking far-reaching economic reforms, usually including the liberalization of trade regimes. Chile embarked on such a course of action well in advance of most developing countries and its efforts have yielded considerable benefits. At the same time, it has been a lengthy process involving sizeable costs, several of which might have been avoided. In view of its relevance to many other developing countries, the Chilean experience with trade policy reform was made the subject of a special study by UNCTAD, which has now been published.¹

The wide-ranging changes made in the Chilean economy were implemented in a series of stages between 1973 and 1990. In examining these changes, it is useful to draw a distinction between two phases. The first, during which sweeping reforms were introduced in trade policy and in many other fields, began in late 1973 and ended in 1981. The second phase spanned the years from 1982 to 1990. This period involved more pragmatic policies and included re-examination of some of the earlier measures.

The Chilean economy grew at an average annual rate of 2.6 per cent during the two periods, but this average encompassed both years of very slow and very rapid growth. The low average growth rate is largely accounted for by the slow pace of investment that marked both periods, making this element worthy of attention.

¹The study, "Trade liberalization in Chile" (United Nations publications, Sales No. E.91.II.D.18) was undertaken as part of a technical cooperation project financed by the Governments of Germany, Italy, Norway and Sweden.

Orthodox Reforms, 1973-1981

In 1973 the Chilean economy was suffering from high inflation and a deep recession, while installed capacity was

seriously underutilized. The economy was heavily regulated, with private and public firms alike subject to an array of microeconomic controls. The magnitude of the macroeconomic imbalance and the ineffectiveness of some policies were key factors prompting a major change of direction.

At the end of 1973, the Government of Chile embarked on a wide-ranging programme of economic reform, mainly in external trade, fiscal affairs, finance and the ownership of the means of production. The trade-related measures included the elimination of virtually all non-tariff barriers, a phased but rapid reduction of tariffs from a simple average of 94 per cent in 1973 to a uniform 10 per cent on all goods in 1979, and the elimination of various mechanisms that muted the impact of external economic forces on the national economy. The main policy tools used to promote exports were the nominal exchange rate and an across-the-board liberalization of imports: between 1973 and 1979 there was a series of mini-devaluations of the exchange rate, but in mid-1979 the nominal rate was frozen in accordance with the monetarist approach to the balance of payments and the Government's goal of lowering domestic inflation.

Financial reforms were undertaken in 1975: banks were privatized, interest rates were decontrolled, credit regulations were eliminated, new financial institutions were authorized, foreign banks were given easy access to the economy and restrictions on capital movements were gradually relaxed. There was also intensive privatization in both the manufacturing and agricultural sectors, with international commercial banks supplying a substantial part of the financing for the former.

Results of the First Phase

Economic performance immediately following the first set of reforms was poor. On the one hand, inflation was held in check, the public-sector budget was balanced, exports soared and a modern private sector began to account for a larger share of production. However, the average annual rate of growth of GDP for the period 1974-1981 was only 2.6 per cent (only 1 per cent more than the population growth rate), with a severe recession in 1975. The trade reforms boosted exports, but also brought about a reversal of the previous import substitution process. The latter effect proved to be more powerful than the former and imports crowded out domestically-produced goods, with adverse effects on production and investment.

One 'standard prescription' in trade reform is to undertake a real devaluation of the currency in order to offset the adverse effects on domestic economic activity of a reduction in tariffs or other import restrictions. Such a compensatory devaluation facilitates the development of exports and efficient import substitution by encouraging resources to shift from the production of non-tradeable and highly protected goods and services towards tradeables and other items that previously received little or no protection.

In Chile in the 1970s, exchange rate policy was at odds with trade policy. Non-tariff barriers were dismantled and tariff rates sharply reduced, but their effects were not counterbalanced by a real devaluation, that is the nominal depreciation of the currency was less than the domestic rate or inflation. Two factors contributed to this. Firstly, in 1976 the Government began to use the exchange rate as an anti-inflationary tool. Initially, the monetary authorities slowed the rate of devaluation but, in 1979, they went further and fixed the nominal exchange rate. Contrary to expectations, however, domestic inflation continued to exceed the

rate of change in the nominal exchange rate, with the result that the real exchange rate rose sharply. The second factor was the opening up of access to international capital markets. This resulted in large inflows of international capital in the form of heavy borrowing from international banks, which contributed to the appreciation of the real exchange rate between 1975 and 1981.

This mismatch between a liberal trade policy and the attempt to use the exchange rate as a monetary and anti-inflationary tool was one of the reasons why the disincentives to import substitution outweighed the incentives for export growth and for more efficient production for the domestic market. The financial liberalization which accompanied the trade reforms was also a decisive factor in this process.

Within the totality of imports, consumer goods are usually severely restricted prior to the implementation of trade reforms; imports of capital goods, on the other hand, are often duty free. Consequently, the application of a uniform tariff to all imports, even if it is low, means that imports of capital goods become more expensive while imports of consumer goods become less expensive. As reflected in Chile's case, this encourages the latter and discourages the former, thereby inhibiting investment. Investment for the domestic production of importable consumption goods is made particularly unattractive, given the boost that such imports receive.

In addition to suffering these consequences of the liberalization of imports, investment in Chile in the 1970s fell because of high interest rates, the drop in public investment and the low rate of utilization of installed capacity. The net result was that the rate of gross fixed capital formation for 1974-1981 was below its historical norm.

When investment is low, it is more difficult to restructure supply and the economy can move only gradually away from the inefficient forms of production caused by the previous protectionism. This slow adjustment process will eventually result in the economy becoming more focused on the production of tradeables and, within that category, of exportables. However, this result will have been achieved by recessionary means and a great deal of production potential will have been sacrificed in the process. This is what happened in the Chilean case.

The social dimensions of the adjustment in Chile reflected the poor economic performance. Unemployment climbed to an average of 18 per cent in 1975-1981, the percentage of "informal" workers increased and average wages were below their 1970 level throughout the period. The consequence was that income and wealth became heavily concentrated in the upper strata of the population.

The 1982-1983 Recession and the Subsequent Recovery

By the beginning of the 1980s, Chile's trade and current-account deficits were extremely large and its external debt, measured as a percentage of GDP, was one of the highest of all developing countries. The country was obliged to find a way of sharply reducing its external deficit at the very time of the downturns in international trade and financial markets that were brought about by the slowdown in the developed market economies and the onset of the international debt crisis.

The limitations on developing countries' access to external financing in the early 1980s was accompanied, in Chile's case, by a steep drop in copper prices, an urgent

need for fresh funds, a Government that had abandoned all other mechanisms of economic regulation in favour of the automatic adjustment effect of the "dollar standard", and a weakened production system that was overloaded with debt. Consequently, the large external shock was magnified within the domestic economy and GDP plunged 14 per cent in 1982, the largest fall in Latin America, with value added in manufacturing falling 22 per cent.

Although the basic thrust towards economic liberalization was maintained, some changes in economic policy were made in response to these challenges. In particular, the Government undertook a number of devaluations of the currency and the real exchange rate fell fairly continuously after 1981. In addition, tariffs were raised in 1983 and 1984 to a base rate of 35 per cent, before being reduced in stage to 15 per cent at the beginning of 1988.

Production performance in 1982 and subsequent years followed the pattern of the period during and after the 1975 recession. After falling sharply in 1982, production, employment and investment all began to make a gradual recovery. As late as 1989, however, real wages and the real minimum wage were still below their 1970 levels. Production capacity did not grow very rapidly during this period, except in the export sector: the increase in installed capacity over the period 1982-1987 is estimated to have been only slightly greater than the 1.7 per cent annual rate of population growth. Even the substantial expansion and diversification of exports was not enough in itself to galvanize the rest of the economy.

A steep increase in aggregate demand in 1988-1989 prompted an 18 per cent expansion of output. Production was initially able to grow at such a pace because of the existence of idle capacity. Since production capacity grew by only 7 per cent during the biennium, however, all of the country's installed capacity was soon pressed into use and the economy began to overheat. This was reflected in a rise in inflation and a deterioration in the external balance. Early in 1990, the annual rate of inflation reached 30 per cent, which was more than three times the prevailing rate up to mid-1988. Exports expanded by 19 per cent in the biennium, but imports soared by 47 per cent.

Overall, however, and in contrast with the 1973-1981 phase, the factors prompting an expansion of exports during the second phase proved to be stronger than those causing a reversal of the former import substitution. This was because, by this time, Chile's economy had already responded to the trade liberalization programme. By the second phase, most firms remaining in the export and manufacturing sectors were powerful and dynamic enterprises: lesser firms had not survived the earlier phase. During 1982-1990, tariffs even rose somewhat, which stimulated import substitution. The strongest boost to exports, however, was the fact that the average real exchange rate depreciated in the 1980s compared to the 1970s.

Some Lessons

The productivity of capital in Chile is much greater today than it was in the 1970s because the opening up to foreign trade had the anticipated effects of increasing competition and motivating economic agents to become more innovative and to make better use of economies of scale. However, the Chilean case also suggests that it might have been possible to avoid the high costs of this process, in terms of bankruptcies and the disarray in the production structure, if exchange rate policy had been more realistic in the initial phase, if the trade liberalization process had been more gradual and

if international capital movements had been controlled more carefully.

In particular, the Chilean experience suggests that the success of trade liberalization and the costs it entails are closely related to the way in which the exchange rate is handled. It also suggests that the degrees of freedom for determining the real exchange rate are influenced by the Government's policies regarding international financial flows and the domestic capital market.

Another conclusion is that it is necessary to develop a long-term market for investment capital. In Chile, a very large share of the capital in the domestic financial market is for terms of from 30 to 90 days, but a long-term capital market is needed to provide financing for the investments that are necessary to ensure that the required adjustments in the structure of the economy take place. The financial reforms undertaken in developing countries are often not successful in this respect.

With regard to the speed of reform, Chile's record suggests that the choice is not between gradualism and 'shock therapy'. Some measures can be implemented rapidly. For example, full and immediate action can be taken to move from a fixed exchange rate to a crawling peg, to eliminate high and redundant tariffs and to substitute tariffs for quantitative restrictions.

In the remaining areas, however, a more gradual programme, pursued in a way that lends it credibility, may be more effective in ensuring that adjustments are made all

along the production frontier and that total output continues to expand at a reasonable pace. While it is sometimes argued that a programme will lose political credibility unless it is implemented suddenly and in full, it is necessary to be aware of the costs involved and of their expected duration. The decision to embark on a process of economic liberalization has to be taken in the light of its possible effects on resource allocation and economic growth. Reform should not be an objective in and of itself, but rather a means of achieving development, with social equity.

With regard to the latter, another conclusion that emerges from the Chilean experience is that liberalization processes tend to increase the degree of concentration in the economy. Measures therefore need to be taken to counter regressive effects on income distribution.

The variety of experience which has been gained in both the micro- and macroeconomic spheres as a result of the reforms in Chile will be invaluable both in helping Chile to meet future economic challenges and as an example for other countries that are undertaking structural economic reforms, particularly the liberalization of their external sectors. Nonetheless, it is important to realize that the liberalization of the Chilean economy was carried out in a particular economic and political context, nationally and internationally, and that the conclusions which may be drawn from that experience cannot simply be extracted and applied without further thought to other countries or in different attendant circumstances.



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International Maritime Information

WORLD PORT NEWS

New Publications

Guide to Port Entry 1993/94 Edition

Ed. by Robert Pedlow. 2 Vols. Reigate, UK: Shipping Guides Ltd., 1993. 3980 pages. Diagrams and plans. Indexes. Order from: Shipping Guide Limited, 75 Bellstreet, Reigate, Surrey RH@ 7AN, ENGLAND. Tel: 011-44-737-242-255/6/7. Fax: 011-44-737-222-449. Telex: 917070. Price: UK only £185; outside UK £195. Discounts on multiple copies.

This monumental directory provides comprehensive and highly detailed information on some 2,400 ports, large and small, throughout the world, from Albania to Zaire. The text is arranged alphabetically, by country and port.

Port-specific information typically includes descriptions of port limits, vessel documentation, pilotage requirements, anchorage, vessel restrictions, tugs and towage, health regulations, radio and VHF communications facilities and procedures, radar, and medical services and facilities.

Further detail is provided as to berthing, cranes, bridge clearances, ship repair, stevedoring services, fresh water and bunker services, fire precautions, water salinity, customs allowances, and various amenities for visiting merchant seamen.

American Containerisation to 2005: An Analysis of Container Trade, Shipping Capacity and Port Development in the Western Hemisphere

By Ocean Shipping Consultants Ltd. Surrey, UK: 1993, 203 pages. Tables, Figures, Appendices. Order from: Study Sales Department, Ocean Shipping Consultants, Ocean House, 60 Guildford Street, Chertsey, Surrey KT16 9BE, England. Tel: 011-44-932-560-332 Fax: 011-44-932-

567-084, Price: UK £525, US \$825 (all overseas sales).

An "extremely positive" outlook for the container trades of the Western Hemisphere is seen by this new study from Ocean Shipping Consultants (OSC).

On the basis of its detailed analysis of regional trade structure and macro economic development, OSC forecasts "further strong growth" in "the established" U.S. and Canadian trades will be accompanied "by dynamic increases in demand from the Latin American and Caribbean markets."

These needs, data, and supporting analysis are described in exhaustive detail by country, region, sub-region, and by port. A wealth of data on existing port facilities throughout the Western Hemisphere is provided in the appendices.

For North America, the researcher predict "total demand" will increase by some 89 percent over record 1991 levels to reach a total of 31.3 million TEUs in the year 2005. Within this total, they further conclude, total market share of Atlantic Coast ports north of Cape Hatteras "will continue to decline although...absolute demand increases will be noted." For the South Atlantic and Pacific North West, they anticipate "strong demand growth" with both markets "set to record sharp increases in market share."

"Even more rapid" growth forecast for the Caribbean/Central American markets, increasing by "some 151 percent" to 8.6 million TEUs 12 years hence. Increased market share is foreseen for "ports on the Central American market isthmus." Total demand in the Caribbean market "will more than double over the period."

The "strongest growth," however, will occur in South America, with overall demand predicted to increase by the year 2005 to more than 4.0 million TEUs. "This will require considerable investment in port facilities if underlying demand is not to be constrained."

The underlying data are summarized in Table A.

Table A
American Container Port Demand
Development to 2005
Forecast Base Case (TEUs, 000s)

Year	North America	Central America/Caribbean		South America
		North	South	
1992	17,263.4	3,548.0	1,547.0	
1993	18,357.0	3,755.2	1,655.1	
1994	19,506.9	3,992.6	1,781.8	
1995	21,037.6	4,286.1	1,919.8	
1996	22,285.2	4,650.4	2,077.2	
1997	23,198.4	5,060.6	2,243.4	
1998	24,111.3	5,390.2	2,389.2	
1999	25,054.6	5,729.2	2,544.5	
2000	26,028.7	6,120.4	2,735.4	
2001	27,002.7	6,530.3	2,940.5	
2002	28,067.8	6,954.5	3,175.8	
2003	29,102.6	7,455.8	3,429.9	
2004	30,167.7	8,004.0	3,704.2	
2005	31,263.3	8,645.8	4,000.8	

Source: Ocean Shipping Consultants

Based on its forecasts, the study concludes, "There is clearly a massive and sustained requirement for further investment in the regional container-port industry" — specifically dozens of new gantry cranes and nearly 100 kilometers of additional container berths, as detailed in Table B.

Table B
Western Hemisphere: Additional
Port Requirements to 2005
Forecast Base Case (Units)

Gantry Cranes (Units)	To 1995	1995/2000	2000/2005
North America	51	73	100
Caribbean/Central America	3	32	49
South America	6	12	24
Total	60	117	173

Container Berths (Kilometers)			
	To 1995	1995/2000	2000/2005
North America	16.58	16.78	24.00
Caribbean/Central America	2.24	7.85	12.50
South America	1.01	3.40	6.30
Total	19.83	28.03	42.80

Source: Ocean Shipping Consultants

(AAPA Advisory)

Shipping Statistics Yearbook 1992

Ed. by Prof. Dr. M. Zachcial. Bremen: Institute of Shipping Economics

and Logistics, November 1992. 482 pages. Introductory commentary. 445 Tables, 144 Graphs. Order from: Institute of Shipping Economics and Logistics (ISL), Universitätsalle GW 1, Block A, W-2800 Bremen 33, Federal Republic of Germany. Tel: 011-49-421-220-9643. Fax: 011-49-421-220-9655. Price: DM 268 (includes packing and postage, surface mail).

The *Shipping Statistics Yearbook* provides analytical data on shipping, shipbuilding markets, seaborne trade, and seaport traffic throughout the world. These include:

- Analyses of the world merchant marine fleet, laid-up and scrapped tonnage, vessel casualties, special fleets, shipping costs, prices.
- Data on world seaborne trade and trade development.
- An overview of nearly 30 major commodity markets specified according to production and consumption centers.
- Ocean freight rate indices.
- Ships on order, ships completed, and ship output by country.
- World port traffic and port surveys by country.
- Transit traffic via the St. Lawrence Seaway and the Suez, Kiel, and Panama canals.

The introductory "comment" examines shipping and port development in Europe.

Marine Environment Law

By John H Bates and Charles J W Benson. A *Lloyd's Shipping Law Library* title, published by Lloyd's of London Press. 1344 pp. Looseleaf. ISBN: 1 85044 452 8 £150 + £3 p&p per order, before 1.7.93. £195 + £3 p&p per order after 1.7.93.

This new looseleaf service is designed to enable anyone involved in activities which impinge on the marine environment to establish the current legal position in relation to those activities, or in relation to an actual pollution incident, from whatever side.

It provides analysis and guidance on the implications and effect of international Conventions, EC directives and UK legislation, and also includes all the relevant texts. Its looseleaf format, with updating supplements at least twice a year, is a major benefit in a work on an area where the law is developing so fast.

Marine Environment Law covers the area more comprehensively than previous works, with individual sections on: pollution by oil from ships and in harbours; civil liability for oil pollution from ships; pollution by other harmful substances; pollution caused by normal operation of ships; pollution from land-based sources; dumping of waste at sea; pollution from sea-bed activities; conservation of marine species. Introductory sections also cover marine environment law generally and jurisdiction over the sea and ships.

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Legal Publishing Division
27 Swinton Street
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WC1X 9NW
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The Americas

Director of Chilean Ports New Chairman of AAPA

Raúl Urzúa Marambio, Director of the Empresa Portuaria de Chile (EMPORCHI), was elected as the new Chairman of the Board of the American Association of Port Authorities (AAPA) during AAPA's Annual Spring Conference on March 18, in Arlington, Virginia.

Urzúa is the first Chairman elected from South America in AAPA's history.

"Senor Urzúa's election demonstrates AAPA's role as a hemispheric organization," said Erik Stromberg, President of AAPA. "As North-South trade patterns strengthen and intro-hemispheric linkage grow, AAPA will be well-positioned under the leadership of Raúl Urzúa to play an ever more important role in facilitating stronger ties."

Mr. Urzúa has been director of the Chilean ports since 1990 and has held various positions with EMPORCHI since 1962. Previously he was administrator and assistant administrator of the Port of Valparaiso. He held management positions in operations and marketing for EMPORCHI. He is also a former administrator of the Port of San Antonio. Urzúa has a technical degree in transportation from Catholic

University of Valparaiso.

Urzúa succeeds current Chairman David F. Bellefontaine, President and Chief Executive Officer of the Halifax Port Corporation, Halifax, Nova Scotia. Mr. Urzúa will be installed as Chairman on September 30, 1993, during AAPA's fall convention in Halifax.

Adoption of US National Dredging Policy Urged

Port leaders on March 18, 1993 called upon the Administration and Congress to adopt a National Dredging Policy. During the American Association of Port Authorities' (AAPA) Annual Spring Conference held March 16 - 18, in Arlington, Virginia, ports also endorsed environmental principals that reflect continued commitment to environmentally responsible port development, and ratified a proposed approach to improve funding and implementation of new channel navigation projects.

In addition, AAPA unveiled plans for a Certified Port Manager Program and reviewed new economic impact data from the Maritime Administration, U.S. Department of Transportation, as well as trade tax data from a recent General Accounting Office (GAO) study.

AAPA's National Dredging Policy emphasizes that "dredging our nation's harbors in a timely and cost-effective manner is good economic and environmental policy." AAPA President Erik Stromberg stated, "Dredging directly affects the economic vitality of our coastal communities and the ability of ports to generate local, regional and national economic benefits. We must solve this current dredging crisis, which in reality is an economic crisis."

The National Dredging Policy encourages using dredged material for beneficial uses such as landfill, beach nourishment and developing wetlands, plus development of a long term plan to identify disposal sites and provide funds for construction of those sites.

In broader recommendations, ports endorsed environmental principles such as:

- Environmental Permitting Should be Streamlined and Multiple Agency Reviews Consolidated.

- Ports Have Responsibilities as Custodians of Public Land and Water Resources
- Ensure Maximum Environmental Benefit at the Lowest Reasonable Cost.
- Pollution Should be Prevented at the Source.
- Full Funding Must be Provided to Implement Environmental Laws.
- Recognize Importance of Ecologically Productive Wetlands and Support Development Consistent with No Net Loss of Wetlands.
- Support Establishment of Wetland Mitigation Banks.

AAPA's Legislative Policy Council also discussed recommendations for an improved federal program to fund and implement new channel navigation projects. AAPA's new harbor development plan was prepared by consulting firm Greiner, Inc. of Tampa, Florida, under the direction of AAPA's U.S. Legislative Policy Council and the AAPA/U.S. Corps of Engineers (the Corps) Partnership Task Force. The Task Force was formed and the proposal was prepared in response to concerns raised by port managers in all AAPA regions regarding the project delays, inefficiencies and cost escalations they have experienced since the adoption of the cost-sharing requirements of the Water Resources Development Act of 1986.

The proposal recommends that a dedicated trust fund be established for deepdraft commercial navigation projects. Funds would be distributed as grants to local sponsors. However, ports could opt to have the Corps retain the lead on project implementation as under the current process.

"In tight fiscal times, it is in the port's best interest to move critical navigation projects forward as quickly as possible — a grant program allowing local sponsors the option of increased control over projects will save money for both the federal government and local port sponsors," said Douglas J. Marchand, Port Director, Port of Galveston, and Chairman of AAPA's U.S. Legislative Policy Council. "However, while public ports are trying to improve the federal civil works program, we can't forget that a major overhaul is needed in the federal regulatory system for approving port-funded dredging projects and securing environmental approvals," he

added.

AAPA continues to work closely with the Corps to expedite projects. Tentative locations for five regional meetings in 1993 to allow for detailed discussions between ports and the Corps on navigation projects include: Mobile, AL; Atlanta, GA; Portland, OR; Duluth, MN; and Boston, MA.

At its meeting AAPA approved a new Certified Port Manager program for port executives throughout the hemisphere. The program recommends a process for members to receive a designation as an American Association of Port Authorities Certified Port Manager (AAPA/CPM). The designation AAPA/CPM would be used to assist ports in hiring qualified port executives. AAPA set a number of criteria for the designation, including active involvement in the Association, course work and thesis paper.

The U.S. Department of Transportation's Maritime Administration also announced during AAPA's Spring Conference updated data on the economic impact of public port authorities in terms of jobs, personal income, business income, state, local and federal taxes and contributions to the U.S. Gross Domestic Product. The impact of ports is as follows:

(1991 Data)

- Commercial port activities provided 1.5 million direct and indirect jobs.
- Port activity contributed \$70 billion to the Gross Domestic Product.
- Ports generated personal income of \$52 billion.
- Ports accounted for federal taxes of \$14 billion, and state and local tax revenues of \$5.3 billion.

The Association also welcomed a recent General Accounting Office (GAO) study which provides evidence of the burden that federal trade taxes put on U.S. ports and exports. The GAO report found that 12 federal agencies levy 117 assessments on waterborne trade, collecting \$1.9 billion for the U.S. Treasury in FY 1991. An additional \$9.9 billion was collected in Customs duties and fees. GAO projects that total revenues, excluding Customs fees, will have increased by 10 percent to \$2.1 billion in FY 1992.

The House Merchant Marine and Fisheries Committee, chaired by Gerry E. Studds (D-MA), asked the GAO to

look at the level of taxes and fees paid by the commercial maritime industry. The study was released on March 12 in preparation for a March 25, 1993 hearing on the GAO's findings and the cumulative effect of those payments on the maritime industry.

Secretary Peña Calls for Dredging Crisis Solution

Newly appointed U.S. Secretary of Transportation Federico Peña, in his first major speech outside of Washington, D.C., asked for solutions to the current dredging crisis at ports; called for ensuring seamless intermodal freight movements; and, emphasized a focus on freight for state departments of transportation and metropolitan planning organizations.

Mr. Peña gave his presentation on Monday, April 12, during the 15th Annual Port Seminar and Dinner at Dundalk Marine Terminal in Baltimore. The event is sponsored by the Johns Hopkins Institute for Policy Studies and the Maryland Port Administration.

Secretary Peña said, "There is no question that dredging directly increases the economic vitality of our coastal communities and the ability of ports to generate local, regional and national economic benefits. We must solve the current dredging crisis, which in reality, can become an economic crisis... I want to meet with the Secretary of the Army to open up a dialogues as to how to deal with the port dredging logjam."

The Secretary also welcomed the nomination of Michael Huerta as the next Associate Deputy Secretary for Intermodalism and acknowledged the letter from the American Association of Port Authorities (AAPA) and other shipping organizations asking for greater emphasis and recognition of freight transportation. Mr. Peña reaffirmed the importance of educating metropolitan planning organizations (MPOs) on landside access and encouraged ports to get involved in the MPO process.

During his speech, Mr. Peña told the audience that he was not unfamiliar with ports. He said one fact that does not show up on his biography is that he grew up in Brownsville, Texas, where his father had a cotton exporting

business.

AAPA President Erik Stromberg enthusiastically endorsed Peña comments. "We have never heard such a comprehensive and detailed exposition of U.S. port issues and concerns by a U.S. Secretary of Transportation," Mr. Stromberg said, "We applaud Secretary Peña's remarks and look forward to working with him on a host of issues, including insuring that ports have access to federal dollars for intermodal projects, and solving the national dredging crisis."

Founded in 1912, AAPA represents virtually all public port authorities and agencies in the United States, as well as port agencies in Canada, Latin America and the Caribbean.

Canadian Initiative for Increased Use of EDI

Transport Minister Jean Corbeil announced on behalf of the Government of Canada a new initiative to promote increased use of electronic data interchange (EDI) and other electronic commerce techniques in the Canadian transportation industry.

"The Total Electronic Commerce Service for Transportation (TECST) will make a significant contribution to Canadian competitiveness by promoting the expanded use of electronic commerce technologies in transportation. TECST will develop and harmonize related business practices and procedures to ensure the most effective use of these technologies," Mr. Corbeil said.

The initiative was developed as the result of a comprehensive study and industry consultations on the competitiveness of Canadian intermodal transportation systems in 1991.

It also follows the thrust of the transportation industry alliance, Advantage Canada, created in the fall of 1992.

"The TECST project capitalizes on an opportunity to increase the efficiency and productivity of the Canadian transportation industry through the development of compatible national EDI systems at Canadian ports and in other sectors of the transportation industry," the Minister said.

TECST, organized by CN North America, CP Rail System, Ports Canada, Canada Customs and Transport

Canada, is consistent with the federal government's commitment to partnerships in promoting a more competitive and productive economic environment.

The new initiative will coordinate the development of harmonized electronic commerce procedures for national transportation systems. It will also provide a forum for the industry to influence and advance North American and international developments in this area.

Port of Halifax Shows Promising First Quarter

First quarter statistical results for the Port of Halifax indicate a positive trend for Port cargo. Port traffic increased by 3% in the first three months of 1993 compared to the same period last year, from 3.3 million tonnes to 3.4 million tonnes. The Port's high valued container traffic has shown the greatest improvement, increasing by 19% for imports and 5% for exports.

Warehouses lining the waterfront have been at capacity throughout the first quarter. Labour-intensive breakbulk general cargo moved to date in 1993 includes inbound shipments of rubber and sulphides, and outbound shipments of newsprint, woodpulp, bagged flour, oil rig supplies, and project cargo.

Total bulk cargo, mainly petroleum products and grain, has remained steady for the first quarter. Bulk shipments of gypsum increased by 12% from 475,000 tonnes to 533,000 tonnes. In the cruise sector, the Port is gearing up for a strong cruise season; 47 cruise ships carrying 31,000 passengers are scheduled to call between April 28th and October 17th.

Several of the Port's customers made encouraging announcements in the first quarter. In January, Atlantic Container Line confirmed that they will consolidate their Canadian shipping business over Halifax upon the termination of a slot-charter agreement through Montreal. In March, Maersk announced a new vessel sharing arrangement with P&OCL and Sea-Land on the U.S. east coast which expands Maersk's port coverage to the eastern Mediterranean and Bombay. Also this year, ABC Containerline reported a change in their European distribution system resulting in an estimated three

additional port calls for Halifax in 1993.

In addition, in March, CN North America announced that construction of its new Halifax Intermodal Terminal will begin this spring. The terminal will improve the utilization of the Moncton-Halifax rail line, reducing intermodal's unit cost structure and providing for synergy between domestic and import/export container traffic.

The Port of Halifax and stakeholders have undertaken a number of initiatives to improve the Port's competitiveness. First quarter statistics indicate that these efforts are achieving results.

North Carolina Ports: Positive Growth Trend

With the 1993 fiscal year two-thirds complete, growth trends previously reported by the North Carolina State Ports Authority continue in the areas of container tonnage at the Wilmington Terminal and breakbulk tonnage at the Morehead City Terminal.

"We are pleased to report that container tonnage handled at the Wilmington Terminal shows a 25 percent increase over the same period last year," said P.A. Thomas, Chairman, North Carolina State Ports Authority Board of Directors. "This is in keeping with the growth shown throughout the fiscal year."

"Our increases in breakbulk tonnage in Morehead City once again can be credited to the new cargoes which have been exported throughout the year," Mr. Thomas continued. "We are showing a 210 percent increase in breakbulk tonnage for the fiscal year-to-date, primarily because of growth over the same time last year in steel billets and frozen poultry."

According to Mr. Thomas, both the Wilmington and Morehead City Terminals experienced growth for the period in forest products tonnage (excluding woodpulp) of 27 percent and 61 percent, respectively. At Wilmington, woodpulp tonnage in 10 percent greater than for the same period in Fiscal Year 1992.

"And containerized tobacco tonnage at Wilmington is up 122 percent over the previous fiscal year at this time," Mr. Thomas noted.

"We are heartened and encouraged by these positive growth trends at our North Carolina Ports," Mr. Thomas

continued, "and we note the contributions that these strengths are making to our bottom line."

"We also note at this point in our fiscal year that revenues, while running at the same level as revenues for the similar period in Fiscal Year 1992, are below what we had budgeted for the first eight months of Fiscal 1993," Mr. Thomas said.

"Several events beyond the control of the North Carolina State Ports Authority during the year have contributed to this situation, including the departure of two tenants at the Wilmington Terminal and a 600,000-ton decrease in phosphate shipments out of Morehead City," he explained.

"The State Ports Authority staff is taking actions to compensate for this adjustment in our revenue picture, and I am confident that the continued commercial successes I have previously mentioned will assist the North Carolina State Ports Authority maintain sound financial footing," Mr. Thomas concluded.

US-Flag Barge Service Links Savannah, Miami

Columbia Coastal Transport began a new container barge service between Savannah and Miami. The weekly service was inaugurated in May with the maiden voyage of the *Columbia Miami*, an American-flagged vessel.

The barge will load each Monday at the Georgia Ports Authority's Garden City Terminal and arrive at Miami's Lummus Island facility on Thursdays. The Turecamo tugboat *Turecamo Boys* will provide oceangoing power.

Recently completed by Gulf Coast Fabrication in Port Bienville, Miss., the barge *Columbia Miami* measures 250 feet in length by 80 feet wide, with a draft of 16 feet. Other container barges operated by the company include the *Columbia New York* and the *Columbia Boston*.

A privately-owned corporation, Columbia Coastal's majority owner is New York-based Turecamo Maritime. Began in 1987 as Columbia Container Barge, the company has provided service between the ports of New York and Boston continuously since that time. In 1990, Turecamo purchased their interest and the company was renamed Columbia Coastal Transport.

To serve the new trading area, Columbia Coastal has established an office in Savannah, with Edward Murray as port manager. Cooper/T. Smith will provide stevedoring services for the company.

"This new barge service provides our customers with a fast, convenient and competitive service to help penetrate the growing markets of South America and the Caribbean Basin," said GPA Executive Director George Nichols.

Port of Seattle Releases Int'l Trade Curriculum

The Port of Seattle recently released a new educational curriculum on international trade. This seventh through twelfth grade curriculum, entitled "International Trade Through the Port of Seattle" is available to teachers throughout Washington State.

The integrated study covers Port of Seattle business activities, economic issues, environmental efforts, history, public policy issues and trade related careers. Included in the 300 page package are lesson materials, slides, a video and teacher's resource information. These materials are applicable for the following courses: Washington State History, U.S. History, Economics, Current Problems, Science, Law, Marketing, and Careers.

The curriculum was developed in response to numerous requests from schools for specific, up to date information on international trade. To date, 650 teachers who teach 75,000 students have signed up for the materials.

This integrated study is part of the Port of Seattle's Sea Air School Education Program. Begun in 1986, the Sea Air School hosts 25,000 students each year. Educational activities include tours of Port facilities, international trade classes taught by Port staff, and lesson materials on trade.

To order the curriculum, send a \$30 check or money order to: Sea/Air School, Port of Seattle, P.O. Box 1209, Seattle, WA 98111. Include your name, school address, telephone number, subjects you teach, and the number of students you teach.

The total Port of Seattle "Sea/Air School Education Program" recently won first place in the 1992 Totem Awards, Public Relations Society of America.

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.

Forest Products Center At Wilmington Terminal

The new forest products center at the North Carolina State Ports Authority's Wilmington Terminal is under construction with February 1994 as the scheduled date of completion.

At their meeting in January in Morehead City, the North Carolina State Ports Authority Board of Directors approved the award of contracts for construction of the 108,000 square foot pre-engineered metal building. Clancey & Theys, Wilmington, N.C., is the general contractor. King Electric, Fayetteville, N.C., won the contract for the electrical work, while the plumbing contract went to LESRO Construction of Durham, N.C., and the mechanical contract went to R.L. Blanton, Castle Hayne, N.C.

The total cost of construction is \$3.6 million. The funds have been set aside in the N.C. State Ports Authority's cash reserve.

"We are very pleased with the cost of this newest warehouse," said P.A. Thomas, Chairman, North Carolina State Ports Authority Board of Directors.

"The bids came in well under what was budgeted for the project, and substantially below what the engineers estimated as well," Mr. Thomas said.

"The addition of the facility for forest products underscores our commitment to excel in handling this cargo," he added.

Specifications for the new forest products center were developed through in depth discussions with all of the forest product customers using the North Carolina ports, according to James J. Scott, Jr., Executive Director, North Carolina State Ports Authority.

"We talked with the shippers, freight forwarders, truckers, railroad, steve-

dores, shipping lines and receivers," Mr. Scott said.

In response to these customers' requirements, one of the major features of the structure is the jackbeam type of framing system which minimizes the number of columns necessary.

"There are seven interior columns in the entire building," Mr. Scott continued. "That's an accomplishment for something two and one-half acres in size, and it allows for more clear open space for storage and more storage flexibility."

Other special features have been included in the new facility to optimize handling and reduce damage.

High intensity lighting and skylights will improve visibility in operations. A lightly pigmented floor will also enhance visibility, as well as cleanliness. A high capacity exhaust ventilation system will reduce exhaust fumes and dust levels. And, tire cleaning grates at all truck entrances will remove rocks, pebbles and other road debris to cut down on the trash brought into the building.

The new forest products center is being built next to the existing 245,000 square foot forest products facility which has set records in tonnage quantities handled over the past three years.

For example, woodpulp is the leading export out of Wilmington and accounts for 40 percent of the total export tonnage. A record 593,379 tons moved out in Fiscal Year 1992, up 7 percent from the previous fiscal year.

"Breakbulk forest products including linerboard and newsprint increased 10 percent in Fiscal Year 1992 over the previous year," added Robert G. Jacobi, Director of Business development, North Carolina State Ports Authority.

"The forest products industry itself is forecasting an average annual growth rate of about five percent," Mr. Jacobi continued, "and our customer base has grown from 4 major customers in 1987 to 10 at the present time. Our growth in forest product tonnage should increase proportionally."

Added Chairman Thomas, "The North Carolina State Ports Authority is responding to the forest products industry's need for more room and another modern facility at our Wilmington Terminal.

When this forest products center is finished, it will certainly show that the

North Carolina ports are willing to be a true leader in handling forest products." *(Cargo)*

Tredegar's New Plant At Port of Tacoma

Tredegar Film Products has opened a major new plastics manufacturing plant in Tacoma, Washington, aimed at exporting its product from the Untied States to Pacific Rim markets. The new plant, which represents a \$10 million investment by Tredegar, is located at the Port Commerce Center, a 120-acre Port of Tacoma industrial park.

Tredegar Film Products, a division of Tredegar Industries Inc., produces polyethylene film at the new Tacoma plant. The film, which is used in the manufacture of disposable diapers and personal hygiene products, is shipped primarily through the Port of Tacoma to the Pacific Rim.

According to Anthony J. Rinaldi, president of Tredegar Film Products, the new Tacoma plant reflects his company's emphasis on international markets. "This is our first plant that's primarily serving foreign markets," Mr. Rinaldi said. "International growth is a key element of our strategy for the future."

Tredegar is the newest tenant at the Port Commerce Center, a private-pu-

blic development effort of the Port of Tacoma and Northwest Building Corporation. Prior to Tredegar's project, the Port Commerce Center had already attracted more than \$20 million in private development.

According to Jack Fabulich, president of the Port of Tacoma Commission, Tredegar's decision to locate at the Port Commerce Center strengthens Tacoma's reputation as a major manufacturing and distribution center. "The Port of Tacoma is proud to have Tredegar as a new tenant," Mr. Fabulich said. "They're a perfect example of the kind of modern, clean industry we're trying to bring to our area. Companies such as Tredegar bring important new jobs and new trade opportunities to our Port and to Washington State."

Tredegar currently employs about 40 people at its 85,000 square-foot Tacoma plant. The facility increases the total number of Tredegar Film Products plants to 10, including eight facilities in the United States, one in Sao Paulo, Brazil, and a plant in Kerkeade, the Netherlands.

Tredegar Film Products, manufacturer of VisQueen® films, is one of the largest U.S. suppliers of embossed and permeable films for disposable personal products. It also produces plastic films for industrial, agricultural and packaging applications. Tredegar and its films division are based in Richmond, Virginia.



Workers at Tredegar Film Products, Tom Wigington (left) and Allen Davis, work with a roll of plastic film which will be shipped to Japan for use in making disposable diapers. *(Port of Tacoma photo by Douglas Bond)*

Wando Construction Ahead of Schedule

By W. Don Welch
Executive Director

The final expansion phase of the Port of Charleston's Wando Terminal may come seven months earlier than originally planned.

The \$90 million construction project, which was initially scheduled for completion by the end of April 1995, now could be finished as early as September 1994.

Since the project's start-up, in September 1991, much of the peripheral work has been accomplished. A storm water detention system has been established at the site and the dredge disposal areas created in the early 1980's when the channel was established have been dried and stabilized.

Approximately 35 acres of new container support area has been completed, including concrete paving and all utilities.

Construction of the terminal's new entrance at Rathall Road, which includes paving the road, is also in pro-

gress.

Proposals for two new post-Panamax, 40-long-ton capacity container cranes were received during March. By the end of this month, the Ports Authority will take bids on the construction of 1,400 linear feet of berthing space, the attendant dredging, and the completion of about 40 acres of additional container support area.

The goods new to Port of Charleston and allied industry customers is that bringing the Wando Terminal to its maximum cargo-handling potential ahead of schedule ensures uninterrupted shipping services until the Port's next major terminal can be built.

The good news to the citizens of South Carolina, who can truthfully proclaim they own the best container seaport facility in the nation, is that the financing for the project came from the Ports Authority's sale of \$65,725,000 worth of revenue bonds and from its own internally-generated funds.

A major asset has been added with no obligation being incurred by the state or its taxpayers. (Port News)

Africa/Europe

The Port of Antwerp in 1992

Shipping movements and goods traffic

The exceptionally good results recorded in December enabled Antwerp to set a new record for cargo handling in 1992. The overall tonnage passing through the port came to 103,627,540 tonnes. This is 2.3 million tonnes more than last year and 1.6 million tonnes more than the previous record, which was set in 1990.

The number of seagoing ships calling in Antwerp slipped slightly to 16,620, down by 1.4%, although overall gross tonnage rose by 4.5% to 155,508,328 GRT, once again confirming the trend towards ever larger ships.

The total traffic volume may be divided into 62 million tonnes of incoming

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 440 746

Commercial Direction - Tel. 91.39.41.20

goods (a rise of 2.4%) and 41.6 million tonnes outgoing (up by 2.2%). Despite poor trading conditions general cargo did well by remaining virtually unchanged at 45.3 million tonnes. Incoming general cargo rose by 4.2%, mainly as a result of increased arrivals of forest products, fresh fruit and iron and steel. Unhappily outgoing general cargo fell by 3.2%, virtually cancelling out this gain. The causes were a fall in European steel exports and lower export quotas for agricultural products. Growth among the general cargo trades came in particular from cellulose and paper pulp (up 10%), wheeled equipment (up 8.4%) and fruit (up 2.4%).

Containers continued to do well in 1992. During the year Antwerp handled 19.6 million tonnes of containerized goods (up 3.6%) or 1.8 million TEUs.

Every aspect of the bulk goods trades showed growth, with increases in both dry and liquid bulk for both incoming and outgoing cargoes. Total bulk traffic came to 58.3 million tonnes (a rise of 4.3%), 42.7 million tonnes of which incoming and 15.6 million tonnes outgoing. There was a slight drop in incoming shipments of ores, a direct consequence of reduced world steel production. However, this fall was more than compensated by incoming shipments of coal, which rose by 7.2% to 9.1 million tonnes. Other goods which did well in 1992, included petroleum derivatives (up 6.7%), grain (up 5.7%) and crude oil (up 2.1%). There was also a striking increase in tank storage (up 14.5%) and a reversal in the white sand trade, which grew by 44.9% with incoming shipments exceeding outgoing for the first time in Antwerp's history.

Antifer Oil Terminal Proves A Must

The oil terminal at Le Havre-Antifer received its first vessel on April 13th 1976. Since then, over 300 million tonnes of crude oil, mainly from the Middle East via the Cape of Good Hope, have passed through the terminal on their way to the refineries in the Seine Valley. These 300 million tonnes are equivalent to four years' consumption of crude oil by the French refining industry.

The scale of the port's activity is

closely linked to its exceptional situation as a deepwater port right on the seashore, which enables it to accommodate tankers far larger than those in the 140,000dwt "Suez max" class. Antifer is the place for the VLCCs (Very Large Crude Carriers), ranging from 163,000 to 325,000 dwt, and the ULCCs (Ultra Large Crude Carriers), which carry over 325,000 tonnes. In 1991, for instance, 87 tankers called to discharge or lighten their cargoes, at Antifer in 1991 accounted for 52% of the total oil traffic in the port of Le Havre.

It is interesting to note that of every 5 litres of fuel sold in France, 1 litre was refined from oil discharged at Antifer. (*Port of Le Havre Flashes*)

Marseilles Dockers Approve Reform Deal

On the 15th of January, the dockers confirmed by 82% of balloted votes their acceptance of the agreement reached between dockers' union and port operators in Marseille-Fos.

Compared to the preliminary objective of reducing the number of dockers from 2030 to 1350, this final agreement leads to a staff reduction of around 50% to 1040 workers. This includes 700 people as permanent operators' workers, under a labour contract, plus 340 remaining in a 'pool' system.

The French government and the different partners are now setting up the financial aspect of this agreement, which is estimated at a total cost of US\$140 million in Marseille-Fos, and US\$176 million in Le Havre to be paid over a 7-year period.

1993 Will Be Year for Relaunching: Marseilles

It is certain that the world economic situation will remain depressed in spite of the probable recovery in the American economy, and that will not assist the latest ambitions of Marseilles.

Besides the efforts to increase bulk traffic and to encourage further industrial development, the port aims to regain its best traffic levels for general cargo with 10.6 million tonnes, and for containers at 500,000 TEUs, beginning by winning back parts of the European market.

All the port's efforts and those of

the port community will therefore be concentrated on ensuring that cargo handling reforms have the desired result of good working conditions. This will be accompanied by an aggressive commercial policy with the accent on the needs of the client.

The establishment of operators integrated within the terminals in a public-private partnership will be initiated in such a way that a client of the port needs to contact a single fully authorised intermediary. The success already registered in the oil and chemical sectors proves that this approach works.

The port has with immediate effect reorganised its operational management in Marseilles by product and has established a single channel of communication with its clients.

Union of Autonomous Ports in Profile

The Union of Autonomous Ports and maritime Chambers of Commerce and Industry (U.P.A.C.C.I.M. — Union des Ports Autonomes et des Chambers de Commerce et d'Industrie Maritimes), founded in 1920, has as its goal to defend the general interests which are common to all ports and to create a certain unity of views regarding all issues related to the responsibilities of autonomous ports, including Paris and Strasbourg, and of maritime Chambers of Commerce and Industry, as regards maritime activity and the local, regional and national economy.

The Union deals in particular with problems arising from the administration and the operation of maritime commerce and fishing industries, as well as their relationship with Public Authorities involving financial matters: budgetary credits, financial participation by territorial collectivities in work projects...

The Union also assures the responsibility of social negotiations for these industries at the national level.

Working jointly with public administrations and other organizations, in particular the Association for the Development of French Ports (A.D.G.P.F. — Association pour le Développement des Grands Ports Français) the Union is called upon to advise on related legislative and administrative measures

and if necessary, to take all possible steps to initiate them.

Combined in this fashion, the public Agencies responsible for the management of ports and harbour services contribute jointly to the safeguard and development of traffic in French seaports.

Members:

Autonomous Ports: Dunkerque, Le Havre, Rouen, Nantes-Saint-Nazaire,

Bordeaux, Marseille, Strasbourg, Paris, La Guadeloupe, Papeete

Maritime Chambers of Commerce and Industry: Dunkerque, Calais, Boulogne sur Mer, Le Tréport, Dippe, Fécamp, Le Havre, Rouen, Honfleur, Caen, Cherbourg, Granville, Saint-Malo, Saint-Brieuc, Brest, Quimper, Rennes, Lorient, Saint-Nazaire, Nantes, La Roche Sur Yon, La Rochelle, Rochefort, Bordeaux, Bayonne, Port-Vendres, Narbonne, Sète, Mars-

eille, Toulon, Nice, Bastia, Ajaccio, Paris, Pointe-à-Pitre, Fort-de-France, Cayenne, Saint-Denis de la Réunion

Cork: Green Light for £13 Million Investment

The recent announcement by the Minister of State at the Department of the Marine, Mr. Gerry O'Sullivan of government sanction, subject to E.C. approval, for the allocation of E.C. Cohesion Fund aid for three projects to be undertaken at the Port of Cork at a total estimated cost of £13 million has been warmly welcomed by Cork Harbour Commissioners.

The three projects, on which work will commence later this year and which are due for completion by the end of 1994, are as follows:

1. NEW TUG: The 35 tonne bollard pull, water tractor tug is required for the safe and efficient berthing of the steadily increasing number of large bulk carriers, car carriers, reefers and other large vessels using the port and particularly Ringaskiddy Deepwater Terminal, Ireland's largest public port facility.

2. RINGASKIDDY FERRY TERMINAL: The upgrading of the Ferry Terminal will cater for the dramatic expansion in ferry capacity and the introduction of larger jumbo ferries on services into Cork. The upgrading of the Terminal will involve the installation of a second double lane linkspan, extension of the existing passenger Terminal Building, provision of a new, adjustable foot passenger gangway and enlargement of existing car compounds. It is expected that the works will be substantially completed for the 1994 ferry season.

3. TIVOLI CONTAINER TERMINAL: Since the mid-eighties, the Port of Cork has been Ireland's fastest growing container port and the new investment will enable the port to keep pace with projected growth in traffic and with technological advances in the handling of larger and more modern ships and containers. To cater for deeper drafted vessels, the approach channel to the Tivoli Container Terminal will be dredged to 6.5m Chart Datum. Two new straddle carriers will be purchased, crane rail foundations will be extended and new container marshalling areas will be provided. It

New Gantry Crane At EUOKAI Terminal

Hamburg-based EUOKAI KGaA has once again expanded its service offering. Now that an additional gantry crane, the 3rd of post-panamax dimensions and the 8th in all, has started work at the deep-water terminal, EUOKAI's customers can be sure of an even faster and smoother handling service — for seaward and shore-side cargoes.

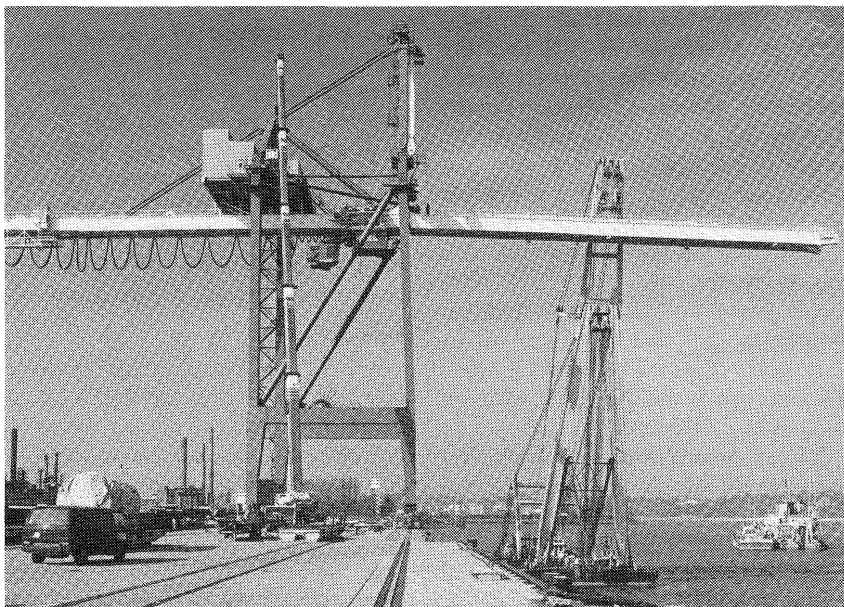
The Terminal's cargo-handling capacity has increased by some 150,000 TEUs p.a. With this DM 10 million investment, EUOKAI is pursuing its long-term strategy of steadily expanding and speeding up its cargo-handling capacity through the introduction of state-of-the-art technology.

EUOKAI is not only Germany's

leading private-sector cargo-handling operation but also one of the largest in Europe with an annual cargo-handling volume of 800,000 TEUs.

The 800 t gantry crane with its 80 t jib has a seaward reach of 48 m from the seaward rail, and a back reach of 23.5 m from the shore-side rail. The crane can lift loads of up to 68 t at a lifting height of 31 m. The crab moves at a speed of 120 m/min, the lifting gear at 45/110 m/min and the running gear at 45 m/min.

EUOKAI is currently served by 20 overseas container services with departures to the Far East, India, Australia, the Eastern Mediterranean, Canada, South America and West Africa. Besides all this, EUOKAI's everyday business also includes handling incoming and outgoing charter tonnage and all the feeder services calling in at the Port of Hamburg.



Assembling the jib at Gantry Crane 8 at the EUOKAI Container Terminal in Hamburg.

is envisaged that the dredging will be completed by Spring 1994 while the remaining elements will be in place by the end of 1994.

In making the announcement, Minister O'Sullivan, who paid a courtesy visit on chairman, Mr. Jim Cregan, chief executive, Mr. Pat Keenan and senior management of the port on 8 March, lauded the Commissioners on the success of recent investments and growth in port trade. "The increase in port traffic over the last twelve months is a clear indication that the £11 million invested by Cork-Harbour Commissioners over the past two years was justified," he said. (*Portlines*)

Record Transshipments In Port of Amsterdam

A new record was set in 1992 for the volume of goods handled in the port of Amsterdam. The annual figures of Amsterdam Port Management show that, despite the economic recession, over 33.1 million tons of goods were transshipped last year. This represents a rise of 2.1% over 1991.

The transshipment of so-called dry bulk goods (grains, cattle feed, oil seeds, sand, gravel and minerals) increased significantly in 1992 by 15.4%, and totalled almost 19.6 million tons.

Arrival and departure of containers rose 10.5% to 900,000 tons.

The volume of liquid bulk goods handled (such as oil and oil products) fell by 13.3%, but with a total transshipment of over 10.7 million tons it remains an important goods category at Amsterdam.

The so-called roll-on/roll-off traffic (e.g. cars and trailers), the transport of unit loads (large units) and the transshipment of the conventional general cargoes (sacks, bales) decreased in 1992. The roll-on-roll-off traffic came to a total 891,000 tons (-9.9%), unit loads to 352,000 tons (-37.3%) and general cargo to 664,000 tons (-7.4%).

Last year 4,884 sea going vessels with a total deadweight of 51.9 million tons sailed into Amsterdam. This was 277 fewer than in 1991, but total deadweight grew. The port of Amsterdam is receiving an increasing number of large vessels transporting bulk goods.

Another favourable result is the

growth in the number of businesses in the Amsterdam port area of Westpoort. In 1992 there were 20 hectares of new sites issued.

Prospects

In the coming year, despite economic headwinds, executive-director of Port Management, drs. Godfried van den Heuvel, expects transshipments of goods to stabilise. "In view of developments in the economy Amsterdam has done very well. We expect to perform about as well this year. With regard to the issue of business sites I anticipate a reasonable growth seeing the ongoing negotiations we have", says van den Heuvel. The project Amsterdam Westpoint has an especially important role to play. This year the first phase will begin in the creation of this international transport centre for combined transport.

Rotterdam Comes Up With Quality Mark Idea

The Rotterdam Municipal Port Management has developed a quality mark — with the provisional working title 'Green Award' — for ships in the Port of Rotterdam. 'Green Award' is a logical extension of the Port Management's policy to ensure that activities in the Port of Rotterdam are carried out on the basis of safety and environmental awareness, and to promote a quick turnover of shipping traffic. The Municipal Port Management proposes that the Municipality of Rotterdam should support 'Green Award' by offering a reduction in port dues for those who make extra investments in the quality of the ship and crew. One condition is that a number of parties in the port should demonstrate their involvement with this quality mark. The Rotterdam Municipal Port Management has submitted a proposal for 'Green Award' to the Rotterdam Council port committee. This proposal will be dealt with on Wednesday, 10 March.

'Green Award' will apply in the first instance to oil tankers with a cargo capacity of more than 50,000 tons, calling at Rotterdam at least once a year. The choice of this target group means that SBT-ships (segregated ballast-water tanks) can also be considered for the quality mark. The aim is to

achieve international recognition and to extend the quality mark to other types of vessel.

Inspection

A list of specifications has been drawn up for certification. These have been divided into basic specifications, management crew specifications and technical specifications. On this basis, ships will be assessed with respect to behaviour and training of the crew, and technical facilities. 'Green Award' places the emphasis on the management/crew specifications. Legal (statutory) specifications obviously form the basis condition. The Port State Control takes responsibility for control of this aspect. Extra investments take the form of certificates, documents and inspection report.

Stars

On the basis of these specifications, ships can be awarded one, two or three stars. These stars qualify for a 4, 8 and 12 per cent reduction respectively on Rotterdam port dues. Other possible advantages for the shipping companies are: a better company image, attraction of cargo, faster handling in the port and efficient inspections.

Bureau

The Municipal Port Management is planning to set up the Green Award Bureau to implement the certification. The aim is for the Bureau to be an independent body. In order to ensure this, a Committee of Appeal and a Committee of Experts will be appointed when setting up the Bureau. In the first instance the Bureau will concentrate its attention on Rotterdam and large oil tankers. Shipping companies who wish to be considered for 'Green Award' can apply for the certificate for a ship on a voluntary basis. The certificate is valid for a period of two years.

Rotterdam

In 1992, 293.2 million tons of cargo were transshipped in the Port of Rotterdam. 35 per cent of this consisted of crude oil. Last year 340 oil tankers with a capacity of more than 50,000 tons called at Rotterdam a total of 720 times.

The aim is for a decision to be taken concerning Green Award before the end of the year. This will most probably take place in the fourth quarter of 1993.

300,000 TEUs Handled In Lisbon in 1992

The port of Lisbon continues to report increased activity in the amount of goods that it handles, with special reference to containerized trade.

In just seven years since 1985, there has been an increase of some 85% in containerized cargo, involving an upswing of 91% in the TEUs.

Meanwhile, during the same period, the overall total cargo reported an upswing of more than 29% and the river traffic increased by 65%.

During the same seven years, both the tonnage of containerized cargo and the number of TEUs handled has increased at an average rate of 10% a year.

Turing to 1992, the containerized cargo itself rose by about 4% over 1991. Considering that the general cargo accounted for 3,656,111 tons, this means that the highest index of containerization was attained to date (76.5%).

Out of the total of 2,320,000 tons of containerized cargo corresponding to some 300,000 TEUs, about 1,148,416 tons corresponding to 126,398 TEUs were handled at St^a Apolónia Container Terminal; another 779,681 tons corresponding to 90,546 TEUs at the Liscont Terminal situated at Alcântara Dock; 285,107 tons corresponding to 47,213 TEUs at the Transinsular Terminal at Santos Dock and 106,290 tons corresponding to 29,760 TEUs at other quays.

There continues to be a significant increase in the number of containers loaded and unloaded for door to door handling, rising by 8.3% and 10.3% respectively.

Out of the total goods handled (17,761,100 tons, equivalent to an upswing of 712,000 tons), some 37% were solid bulks, 38.6% were liquid bulks and about 24.4% was general cargo. Consequently, the liquid bulks amounted to 5,775,700 tons, the solid bulks to 5,539,100 tons and general cargo to 3,656,311 tons, as stated above.

The main upswings in the bulks were reported in iron ore (+315 thousand tons; +100.5%), cereals (+242 thousand tons; +31.6%), and manufactured fertilizers (+57,621 tons; +41.5%).

In 1992, 163 passenger liners called at the port so that the number of pas-

sengers went up to about 85,000. Following the port of Lisbon's accession to the Cruise Europe Association, whose main goal is to boost this type of traffic to ports along the Atlantic Ocean, it is expected that in 1993 there will be a good chance of attracting other cruise operators.

Port of Lisbon Offers Customers New Service

Within the scope of the work done by the Commercial Department, the Authority of the Port of Lisbon has introduced a new service comprised of the regular distribution of press cuttings from the foreign press, in order to provide a better service for its customers.

This scheme forms part of the marketing policy which has been developed in order to promote the Port of Lisbon and the economic agents who work with it, by disseminating more information. A regular contact with the leading forms of the mass media stems from the exchange of publications and the regular issue of press releases has led to the dissemination of more information about the Port abroad.

Thus the Authority of the Port of Lisbon has been making a constant effort to keep abreast with the information available on international transport, shipping, intermodal shipment, community standards and other topics of interest to port operators.

The ready acceptance of this service by the economic agents represents a trump for the Authority of the Port of Lisbon and underscores the various efforts that have been made to draw attention to the port's potential abroad.

(Port of Lisbon News)

Cost Reduction at Port of Gothenburg

The Port of Gothenburg is Scandinavia's largest port and a profitable one as well. The net profit for the Port reached SwKr 122 million (US\$17 mio) in 1992; total operating income was SwKr 807 million (US\$110 mio).

Although owned entirely by the City of Gothenburg, the Port of Gothenburg AB (AB for Ltd) operates without subsidies from local, regional or na-

tional governments. The Port operates on its own generated income and on commercially acquired loans.

The considerable profit of 1992 followed a year with a SwKr 20 million (US\$2.7 mio) profit. In the late 80's, the Port had several years in the red. Since then, rationalization and motivation schemes have been implemented, creating smoother port operations with leaner resources. The most remarkable improvements have been accomplished in the Port's Skandia Harbour and Tor terminal. Here, new working schedules have made it possible to reduce overtime and extra labour, resulting in a cost reduction.

The workforce of the port has been reduced by nearly a third in the last five years, to the present 1,000. Despite this fact, a mere 30 employees have been made redundant; the rest of the decrease is related to retirements and to rationalization when vacancies have occurred.

Rationalization is not the only factor behind last year's profit, though. Sweden's inflation rate is among the lowest in Europe, and this fact is helping the Port of Gothenburg in a special way. In a sale/lease back deal in 1986, the Port sold its land, quays and buildings to SPP, a major Swedish pension fund, and hired the facilities instead. The hire-back fee is based on the actual inflation rate. The fee for hiring back the SwKr 1 billion's (US\$137 mio) worth of facilities actually fluctuates with SwKr 10 million (US\$1.37 mio) with every per cent's change in inflation rate.

So the Port of Gothenburg benefits from the low inflation rate in Sweden, but even if last year's result is cleared from the effects of inflation, the profit doubled from the preceding year.

The 1,000 employees of the Port of Gothenburg (650 of them Harbour workers) moved more cargo in 1992 than ever before. General cargo increased by eight percent to 9.1 million tons. In addition, 16 million tons of oil were discharged and loaded, which meant a lot for port statistics as well as port economy. The oil volumes were lower than the preceding year, though, giving a total tonnage at year's end of 25.65 million tons of cargo, a three-per cent decrease.

(The figures given are for the Port of Gothenburg group of companies. The

parent company, the Port of Gothenburg AB, has three affiliate companies, active in data operations and consulting, reinsurance, and import car treatment, respectively.)

ABPH Preliminary Results for 1992

Summary of Results

The overall result for 1992 was a loss before tax of £36.6m (1991: profit of £31.0m). This result includes total property provisions of £83.6m, following independent valuations by Healey & Baker of the Company's entire property development portfolio, on the basis of open market values as at December 1992.

Before property provisions, the pre-tax profit was £47.0m.

In order to demonstrate more clearly the relative importance of each specific business activity, the contributions to this profit from the Group's various business activities are now being analysed in greater detail than in previous years.

The ports and transport operations contributed £64.7m (1991: £70.8m), before severance costs of £4.0m (1991: £0.6m).

Income from port-related property investment contributed £20.1m (1991: £18.5m). Other property investment income increased to £9.1m (1991: £7.9m).

Property developments incurred a loss of £3.8m (1991: profit of £0.7m).

Interest charged to the profit and loss account was £39.1m (1991: £36.6m). Interest capitalised was only £1.2m (1991: £12.8m).

After property provisions, there was a post-tax loss per share of 14.3p (1991: earnings per share of 12.4p). Before property development provisions, earnings per share were 19.0p (1991: earnings per share of 23.1p).

Commenting on the Group's 1992 results, ABPH Chairman, Sir Keith Stuart, said:

"The comprehensive property revaluations incorporated in the 1992 Accounts are intended to 'clear the decks'. They have been specifically commissioned so as to remove, as far as is practicable, uncertainty about the value of the Group's property development portfolio." He added:

"As foreseen at the time of my In-

terim Statement in September, the recession in the UK economy has continued to depress some of the higher-earning trades through the ports with the result that throughput and profitability in the second half on the year were lower than in the same period of 1991. Nevertheless, given the depth and the persistence of the overall economic recession, our ports business has produced a resilient performance for 1992 as a whole."

Dividend

The directors believe that dividend policy should reflect the underlying strength of the business and, in particular, the continued good results from the ports. The directors are, therefore, recommending a final dividend of 5.25p per share (1991: 4.9p per share), making a total for 1992 of 8.5p per share (1991: 8.0p per share).

Balance Sheet

The Balance Sheet at 31 December 1992 incorporates valuations of the Group's land and properties including, for the first time, an up-to-date valuation of operational land at the ports. In previous years, the surplus on the valuation of this part of the Group's land holdings has been shown outside the Balance Sheet in a separate note. Following the abolition of the National Dock Labour Scheme and in view of the greatly enhanced quality of the Group's port operational income, this distinction in the treatment of the Group's land values is no longer regarded by the Company as being justified.

Shareholders' funds shown in the Balance Sheet as at 31 December 1992 were £580m (31 December 1991: £425m).

Net borrowings on the Balance Sheet increased by £17m to £349m at 31 December 1992 (31st December 1991: £332m) and represented a gearing level of 60% (1991: 55%).

The Group's share of off-Balance Sheet net borrowings was reduced from £26m to £15m.

Ports and Transport

Total tonnage handled in 1992 was 105m tonnes, compared with 106m tonnes in 1991. The tonnages of materials relating to the chemical and construction industries, such as fertilisers, cement and timber, were at re-

duced levels.

Port-related property income continues to grow at an encouraging rate.

Associated British Ports' larger ports performed particularly well in 1992, with another record level of tonnage at Immingham, the best throughput at Hull for 25 years, and a consecutive year of strong growth at Southampton.

"A feature of particular importance for the future is that our capital investment programme at the ports is on a rising trend, reflecting a most encouraging level of customer interest in new and expanded facilities," Sir Keith said, commenting on new developments at ABP's ports.

The most important of these projects are the development of the new riverside roll-on/roll-off terminal at Hull for North Sea Ferries, which will come into operation in November 1993, and the recently announced project at Immingham for the development of a major extension of the oil terminal to serve the Conoco and Lindsey oil refineries, which will come into operation in 1994.

At Southampton, capacity is being expanded to meet increased customer demands. The new Windward Terminal for Geest Industries' banana imports and general export trades has recently commenced operations. Capacity at Southampton Container Terminals has also been increased with the addition of new high-capacity cranes and other improvements. Southampton's important cruise business has been boosted as a result of the decision by P&O Cruises to locate all their UK cruise shipping operations at Southampton in 1993.

Two new-generation roll-on/roll-off ferries are being built for the Group's Red Funnel service to the Isle of Wight, the first of which is due to enter service in time for the 1994 season.

One of the other trades which is assuming increasing importance within the Single European Market is the movement of motor vehicles for import and export, as exemplified by the introduction of Toyota exports from Grimsby at the end of January 1993.

Property Investment

Commenting on the contribution of property investment income to Group results, Sir Keith said:

"Property investment income both from properties at our ports and else-

where is on a rising trend because the port estates are attracting additional commercial and industrial income as well as benefiting from reviews of historic rentals."

The most important new projects on port sites are at Cardiff Bay. Construction of the 150,000 sq ft office, pre-let to the Welsh Health Common Services Authority, is well under way and should be completed by the autumn of 1993. A second pre-let, on an adjacent site, has been signed with NCM Credit Insurance Limited for a new 119,000 sq ft office.

Outside the ports, good progress has been made in gaining new lettings in Grosvenor Square Properties' (GSP) investment properties. In addition to the leasing of the whole of St Martin's Lane office building in London WC2, Trinity Court at Rickmansworth is almost fully let.

The rental park at Sefton in Liverpool is fully let and at Cwmbran only two units remain unlet. Almost 90% of the total floor space in the retail portfolio is now income-producing. Since the beginning of 1992, 160,500 sq ft of space in non-port investment properties have been let.

Property Development

The Group's property development programme outside the ports is now virtually complete and all the Group's property developments have been valued by Healey & Baker on an open market value basis. GSP had also in previous years acquired a number of development sites which were put "on hold" pending an upturn in the property market. The values of these sites have now been written-down in the Balance Sheet to current open market values as assessed by Healey & Baker. In addition, the property development provisions for 1992 include a total write-off of an investment in a property joint venture at Watford. The remaining sizeable joint venture is at the Buchanan Centre in Glasgow. It is expected that this development will proceed in due course, given the high level of tenant interest, but the valuation in the Balance Sheet has been written-down to open market value for the undeveloped site. A joint venture in the United States has also been written-down to open market value.

Commenting on the provisions and write-downs, Sir Keith said:

"The effect of the substantial provisions and write-downs arising from the valuations carried out at the end of 1992 has been to depress the financial results for that year, but the directors are confident that the property values included in the 1992 Balance Sheet, based on independent advice, provide a prudent and secure base for our property business in future years."

Since the beginning of 1992, 146,000 sq ft of office space in the Group's property development portfolio have been let. For example, at Denham, leases have been achieved on 40% of the space and Greenwood House in Bracknell is fully let. There is encouraging interest in several of the Group's other properties.

Prospects

On future prospects, Sir Keith commented:

"There is a steadily rising income from our investment properties and the recent fall in interest rates has cut the costs of the Company's borrowings. These can be further reduced by the sale of completed property developments as and when the property market improves.

"The resilience of our ports business has been clearly demonstrated in 1992, and the developments and expansion schemes now in hand at the ports not only provide a strong underpinning of the ports business for the future but also create the potential for future growth."

Asia/Oceania

Half Yearly Figures Positive: Brisbane

The Port of Brisbane Authority remains set for yet another sound financial year following the release of half yearly figures for 1992/93.

Operating profit for the six months to December 1992 totalled \$10,037,000 on operating revenue of \$26,903,000. Total net assets of the Authority stood at \$162,586,000.

This encouraging result follows the retirement in December of all PBA debt, leaving the organisation debt free for the first time in its 15 year history.

PBA Chairman, Mr Ian Brusasco

welcomed the positive performance figures, achieved during a time of economic hardship, both locally and internationally.

Solid Financial Base

"The healthy state of the Authority's financial base has given us a stable platform to proceed with the *Key Port Brisbane Strategic Plan to 2005* for development of the Fisherman Islands," Mr Brusasco said.

"Recent State Cabinet endorsement of our plan gives us the go-ahead for projects like cargo terminal reclamation, plus a rail intermodal terminal and container park development."

"Despite reductions in the bulk trades, the exciting news is the continued growth in container trade, up 10.9% to 107,215 TEUs over the same period last year. Imports rose 10.75% to just over 52,000 TEUs, while exports increased 11% to almost 55,000 TEUs," said Mr Brusasco.

"Particularly encouraging is the lift in containerised exports of manufactured goods and transport equipment, while empty import container numbers have increased in preparation for the new export season of meat, hides and skins, seeds, chickpeas, cotton and wool."

Container vessels calls dropped 4% to December 1992, indicating more efficient handling rates and larger exchanges per ship.

Improved Handling Rates

Mr Brusasco commended Brisbane stevedores for the continued improvement in the port's container handling capabilities during 1992/93.

"Brisbane's success depends on the commitment of its service providers to the fast, safe and efficient movement of cargo and ships through our port," Mr Brusasco said.

"A strong customer orientation and responsiveness to shipping deadlines and demands has helped Brisbane achieve such positive results in the competitive container trade," he said.

Total Trade Down

Total trade for the six months to December 1992 dropped 11.2% over the previous year to 7,380,270 tonnes.

Weakness in bulk commodity exports continued due to sensitivity to overseas economic conditions. Major exports

affected were grain, down 50.6%, coal 26.2% and refined oil 20.6%.

(Brisbane Portrait)

New Port of Brisbane Control Centre Open

All shipping movements in the Port of Brisbane and Moreton Bay are now monitored from one central office following the recent opening of a \$2.5 million computerised port control centre at Whyte Island.

Minister for Transport, Hon David Hamill, officially opened the facility adjacent to the Port of Brisbane Authority's operations base and the port's tug base (Queensland Tug and Salvage Co Pty Ltd).

The centre replaces signal stations at Caloundra and Lytton Hill, allowing the activities of those stations to relocate to new premises provided by the PBA.

The new facility will perform two vital service functions: track all vessels using radar and other electronic aids, and provide a focal point for safe navigational requirements.

All shipping entering and leaving port can now be tracked by the new system using remote radar scanners installed at Caloundra and Redcliffe.

CEA Technologies, working in conjunction with the Department of Transport, designed and developed the vessel tracking system, using funds provided by the Queensland government and the Commonwealth Industry Research and Development Scheme.

Brisbane Port Control Centre also houses a new electronic shipping information system providing a booking service including provision of tugs and pilots. This will enable all shipping movements within the port to be scheduled and monitored, ensuring full navigational safety.

Co-operation between state and federal governments, the Port of Brisbane Authority and the maritime industry has given the port a high technology facility, further enhancing its reputation and improving its commercial viability. *(Brisbane Portrait)*

Gladstone Expansion According to Plan

The Authority's strategic plan for

the Port of Gladstone's future has been approved by State Cabinet.

The plan allows for prospective development through to 2042 and includes provisions for a spending of \$400 million between 1992 and 2002.

GPA General Manager explains "This expenditure will occur if growth and demand match those predicted."

Already the predictions for Clinton Coal Facility are occurring with a \$58 million expansion programme underway.

The Facility will be capable of a yearly throughput of 30 million tonnes by 1994, and eventually, can be expanded to 45 million tonnes.

The first tonnages from Gordonstone mine were exported through Clinton in December.

A further storage area, Stockpile No. 11 has been commissioned to cater for this extra tonnage. This stockpile is the first in a new configuration to be sited adjacent to the initial ten stockpiles. The new area which will eventually contain 8 stockpiles, will double the storage capacity of the facility to 5 million tonnes.

Stockpile No. 12 is scheduled for completion in March this year. It will cater for the extended capacity expected from Central Queensland mines.

Throughput capacity over Clinton Wharf will be extended to 30 million tonnes per annum with the addition of a second shiploader onto the two-berth wharf. The shiploader is expected to be operative in the first quarter of 1994 and will increase the ship loading rate to 8,000 tonnes per hour.

The construction of the shiploader has commenced and the complete duplication of shiploader conveyors is also underway. *(Port-Talk)*

Automation Steps For Container Terminal

By Audrey Mok
Public Relations Dept.
Port of Singapore Authority

The latest in automation technology will help enhance operating systems at PSA's proposed container terminal at Pasir Panjang. One such technology to be introduced is the Automated Guided Vehicle (AGV) System which will replace the present man-driven prime movers for transportation of

containers in the port.

Consultancy services worth nearly \$2 million will be engaged to make sure that the new systems meet PSA's requirements.

On 21 Jan 93, PSA awarded Dutch company, Industrial Contractors Holland (IC/h) Logistics a contract amounting to S\$1,278,600 to conduct a "Definition of Requirements" Study for the AGV system. The study, covering a period of 18 months, looks into the specific operational and technical requirements critical to the operation of an AGV system in the port's environment. This study will recommend specifications for the purchase of prototype AGVs, which will soon be tested at PSA's Brani Terminal.

The AGV system will reap substantial returns in manpower savings and higher productivity rates. It also represents PSA's constant lookout for new technologies to maintain its leading edge in the world league of ports.

Also awarded recently are contracts worth about half a million dollars for hardware and software systems used in computer simulation. Computer-simulation has evolved as a cost-effective and time suppressed method in assessing alternatives while developing new infrastructure and operating systems. A contract worth \$317,000 was awarded to Auto Simulation Inc (ASI) to jointly build a simulation model for an AGV system with PSA. To enhance its simulation capabilities, PSA has also purchased an IRIS Indigo Graphics Workstation from Silicon Graphics and a simulation software package, Auto-mod II Plus, from ASI, worth a total of \$223,000. These contracts will enable PSA to simulate different container handling systems and layouts in order to optimise its limited resources.

While operational needs are being looked into in the development of this new terminal, the needs of the community have also been addressed with equal concern. PSA will be commissioning a traffic study to assess the impact of future port traffic on the roads in its vicinity. By inviting experts to review the traffic system, PSA, together with the Public Works Department (PWD), will be able to improve the existing road network system to provide for smooth traffic flow in the vicinity.

Developing the proposed container terminal at Pasir Panjang will indeed be a challenge for PSA as it fulfills its

commitment in balancing the nation's economic development with the community's well being and quality of life. (Port View)

PSA Awards Contracts For Quay, Gantry Cranes

To keep abreast with the rapid growth in container traffic handled by Singapore, PSA is investing in more terminal equipment for its container gateways which handled 7.56 million TEUs in 1992. PSA has awarded four contracts worth \$328 million to Samsung Co Ltd and Lucky-Goldstar International Corporation for the Supply of various types of container handling cranes at its Tanjong Pagar (TPT), Keppel (KT) and Brani Terminals (BT).

The contracts were signed by Mr Goon Kok Loon, Deputy Executive Director, PSA and Mr Choi Hoon, Vice President of Samsung Heavy Industries Co Ltd on behalf of Samsung Co Ltd and Mr Lee Seung-Il, Executive Director, Lucky-Goldstar International Corp., at PSA Building.

Samsung Co Ltd has been awarded three contracts worth \$228 million to supply 8 container handling quay cranes for BT, 18 Rail Mounted Gantry (RMG) Cranes for TPT, KT and BT and 53 units of Rubber-Tyred Gantry (RTG) Cranes for TPT and KT between the period of Dec 93 and Aug 95.

A contract worth \$100 million has been awarded to Lucky-Goldstar International Corporation to supply 14 quay cranes manufactured by Hyundai Heavy Industries for TPT, KT and BT. Delivery of the Hyundai cranes is expected between Feb 94 and Jun 94.

All 22 quay cranes will be fully completed and tested at the manufacturer's yard before they are delivered to PSA. Presently, PSA has 60 existing cranes at TPT, KT and BT and another 10 units on order for BT. With the delivery of these cranes by end of 1994, PSA will have a total of 92 cranes to serve port users.

Samsung's 18 units of RMG cranes will be the first electric RMG cranes that PSA will be purchasing. They will stack containers one over eight high and 10 rows wide with two lanes for prime movers at each cantilevered end. Their stacking capability is higher and wider and they are highly adaptable for automation. These RMG cranes

are environmentally friendly as they are quieter and do not emit smoke.

The 53 units of 35-tonne lifting capacity RTG cranes which Samsung Co Ltd will supply, will be commissioned between Dec 93 and Sep 94. When fully commissioned there will be a total of 330 RTG cranes at TPT, KT and BT.

PSA will spend \$600 million over the next 2 years to purchase state-of-the-art container handling technology for better capability. Together with its current terminal expansion programmes, the Port will be able to handle up to 13 million TEUs by 1994.

Technical Information

The new quay cranes will have advanced features that have been developed to keep PSA at the forefront in port technology:

- Machinery house walls designed to suppress noise generated by the crane machineries, therefore making the cranes more environmentally friendly.
- Electronic anti-sway systems to help operators in positioning of containers speedily and accurately.
- Computer aided operations system to reduce operator fatigue and increase productivity.
- Computerised crane management system to monitor the performance of the crane and to diagnose faults.
- A man-power saving feature developed by PSA for the automatic lubrication of wire-ropes and bearings.

The RMG cranes feature:

- Machinery house walls designed to suppress noise from the crane machineries, therefore reducing the noise generated and making the cranes environmentally friendly.
- Computer aided operations system to reduce operator fatigue and increase productivity.
- Computerised crane management system to monitor the performance of the crane and to diagnose faults.

The RTG cranes have some special features:

- Automatic positioning indication system — to capture and indicate the location coordinates of the container when being placed or

picked up.

- Computerised crane management system — to monitor the performance of the cranes and to diagnose faults.
- CCTVs — for the operators to have a clear view of the gantry path for enhanced safety in the yard.
- Man-power saving features such as automatic lubrication of wire-ropes and bearings.
- The engine-alternator enclosures are specially designed to suppress noise and hence making the cranes environmentally friendly.

First Female CPW, CMO at Singapore

By Matilda Chan
Manpower Planning
Port of Singapore Authority

Many of you might not know that Audrey and Serene have joined PSA as the first female Container Port Worker (CPW) and Container Machine Operator (CMO)! Both of them commenced duties in August 1992, and here's what they have to say about their work, their colleagues and being the sole females in their respective jobs!

Serene (CMO): "I work in Brani Terminal, and find that the nature of the job is well-suited for women, as the cabin is air-conditioned, and little physical strength is demanded, except in two areas — opening the panel to check the engine oil, and adjusting the height of the RTG (rubber tyred-gantry crane) chair. I do not find shift work inconvenient as it suits me quite well, and with some planning, shift work actually allows me to spend more time with my family. My fellow colleagues have been most helpful and have treated me well. I hope more ladies will join PSA as CMOs so that we can keep each other company."

Audrey (CPW): "Life as a CPW is not terribly stressful, and my colleagues have been very understanding and patient. I do mostly yard-shifting, and work the normal 3-shift roster, like all the other CPWs. But the toilet facilities are not quite suitable for females, and it took some getting used to. The job suits me fine, as I've always been quite rugged and prefer the outdoor life! My supervisors have taken the trouble to help me settle in, and have even

allotted the staff number PE888 ('8' stands for good luck in Chinese), probably in the hope that will, in some way, make some positive contribution to CLD! I can't wait for more ladies to sign up as CPWs."

So, if you know of any ladies who meet the qualifications of both the CMOs and CPWs, why not tell them about Serene and Audrey, and encourage them to be part of our varied and dedicated workforce! (*Port View*)

MAINS: End to Info Duplication

By Ko Bee Choo
Cargo Systems Dept.
Port of Singapore Authority

Are you finding the current shipping documentation troublesome? Do you have to repeat the same old information over and over again to different parties? If your answer is yes, have you tried MAINS?

MAINS is a system that ingrates documentation in the maritime community. Known also as the Maritime Information System, it promises an end to information duplication. It incorporates the requirements of all parties in the maritime community into a single database. Base on a single point of reference, cargo and shipping information are built up incrementally by various parties and data that are commonly required are shared. The user needs to provide the cargo or shipping details only once and the information will be stored in the MAINS database for use by parties who need them.

As an enhancement to PORTNET, MAINS streamlines and rationalizes information flow. It eliminates many commonly used paper documents and results in many benefits.

To ensure that MAINS becomes a totally community system, initiated and designed by the maritime community to meet its own needs, representatives from the nine major sectors of the maritime community were asked to come together to design this integrated system, for more than two years. These committee members comprised:

- container and conventional shipping lines represented by the Singapore National Shipping As-

sociation.

- forwarders, hauliers and consolidators, represented by the Singapore Freight Forwarders' Association.
- transporters, represented by the Singapore Lorry Owners' Association.
- traders and Chambers of Commerce represented by the Trade Development Board.
- import and export controlling Agencies, who are also represented by the Trade Development Board.
- Customs and Excise, for control of dutiable goods
- Singapore Network Services, developer of the TradeNet, the national EDI network
- Jurong Port
- PSA, for all port operations. PSA is also the party who leads the working committee in the system design and develops the system.

With MAINS, Singapore will be the first country to have an electronic system that integrates the maritime and trading community and consolidates shipping documentation in this manner.

In implementing this streamlined documentation process, total cost savings for the entire maritime community is estimated at more than \$4 million a year. But the real value comes from the unlimited potential that can be realised from a community working together harmoniously with a shared interest.

For Shipping Lines:

Depending on its size and mode of operation, a shipping line can benefit substantially in cost savings. Other improvements include:

- an elimination of the laborious task of permits sorting, matching, collation and despatch to save on valuable resources. It is estimated that about \$1 million per year can be saved in this area.
- The facility for information sharing will make redundant the current practice of manual input of the draft Bills of Lading details. About \$300,000 can be saved here.
- Sharing of operational data and the electronic interaction with Customs and TDB eliminates printing, reprinting and storage of hardcopy manifests, saving

another \$250,000.

- On-line facilities provide timely information for transshipment movements, reduces paper documentation and reaps a saving of about \$700,000.
- Access to port operational information eliminates the need for getting the Ship Master's endorsement on Customs permits.
- Standardisation of the voyage number rationalizes business practice and eliminates unnecessary conversion.

For Consolidators, Forwarders

Benefits to consolidators and forwarders include:

- Faster processing at "Express" Lane at PSA Container Gate with pre-clearance from Customs.
- Elimination of the tedious task of permits sorting, matching, collation and despatch.
- Electronic submission of House Manifest eliminates the current manual process and does away with hardcopy submission.
- Elimination of the need to get the Ship Master's endorsement on Customs permits.

For Shippers

Shippers will benefit from faster processing of export documentation when the same information submitted in the TDB/Customs Declaration is used for Port documentation and for cutting of draft Bills of Lading to shipping lines. MAINS will also provide a link to Jurong Port via PORTNET to facilitate documentation for Jurong Port operations.

For the Maritime Community

MAINS, together with PORTNET and TRADENET can reduce the process of exporting a consignment from 35 to 16 steps. The time taken for each step is also significantly reduced. This would undoubtedly increase productivity for the nation as a whole, giving Singapore an advantage over our competitors.

MAINS will be fully implemented in three phases. Phase 1, the Vessel Schedule Information Database has been implemented since Jul 91. Phase 2, facilitating the export and transshipment business will be implemented in 1993 and Phase 3, facilitating the import business is planned for 1994.

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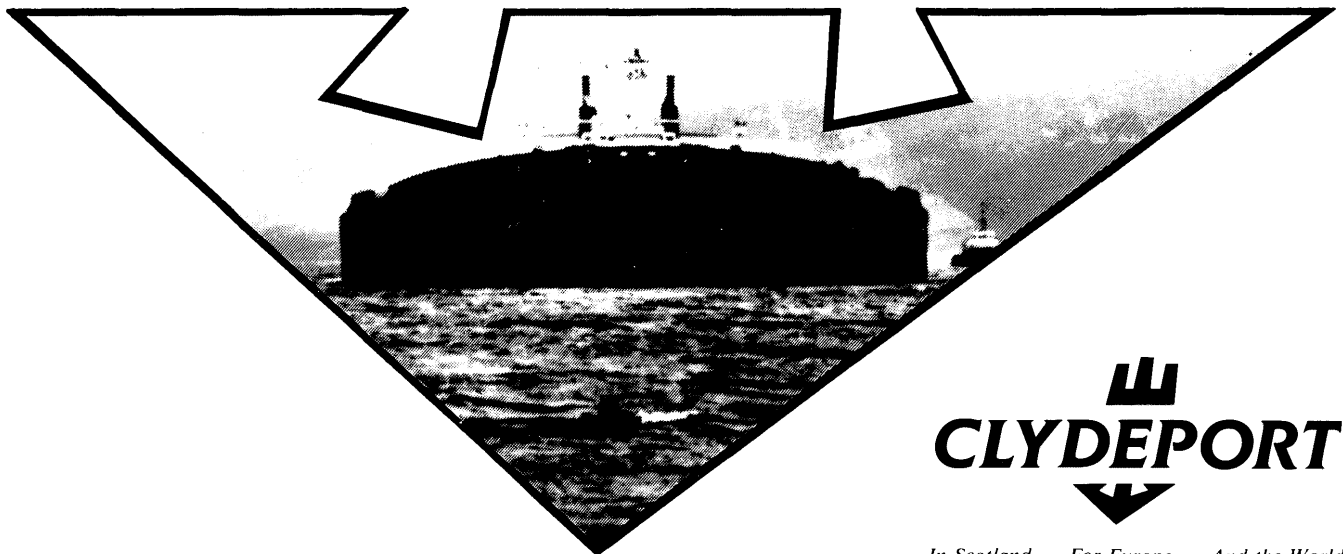
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*MARKETING AND BUSINESS DEVELOPMENT DEPARTMENT, CLYDEPORT LTD., 16 ROBERTSON STREET, GLASGOW G2 8DS, SCOTLAND
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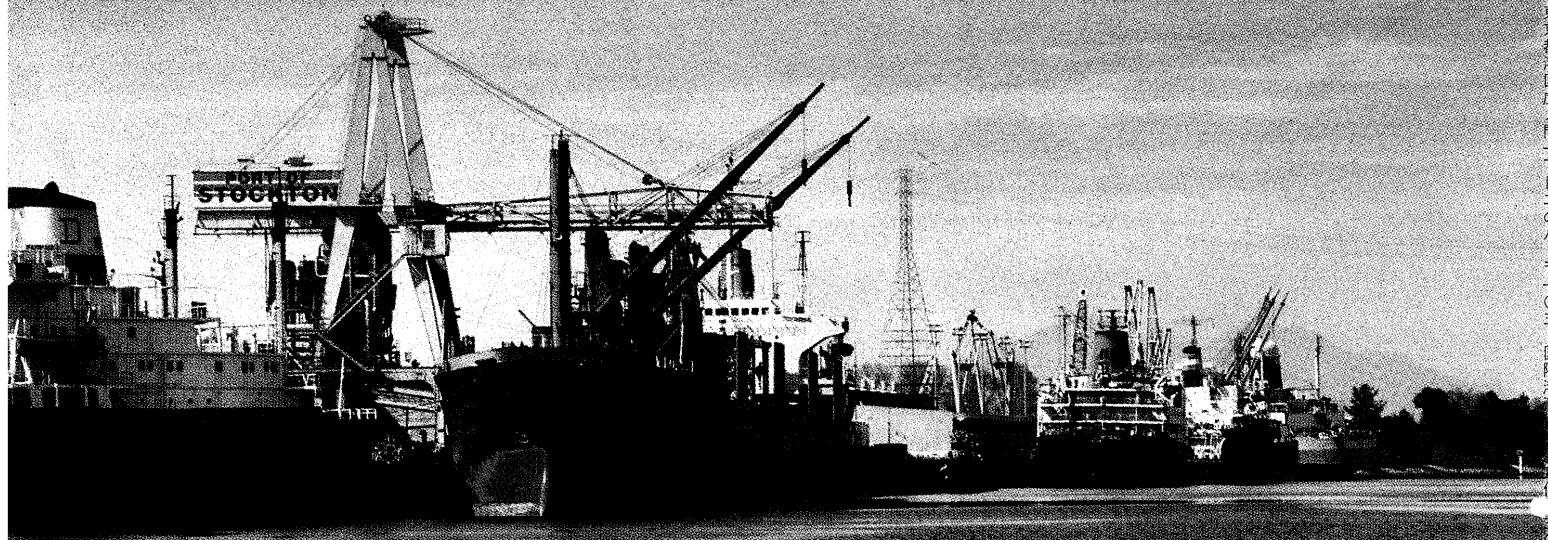
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For Further Information Contact:
Port Director
Alexander Krygsman
2201 West Washington Street
Stockton, CA 95203

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