

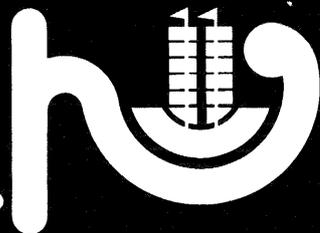
Ports & Harbors

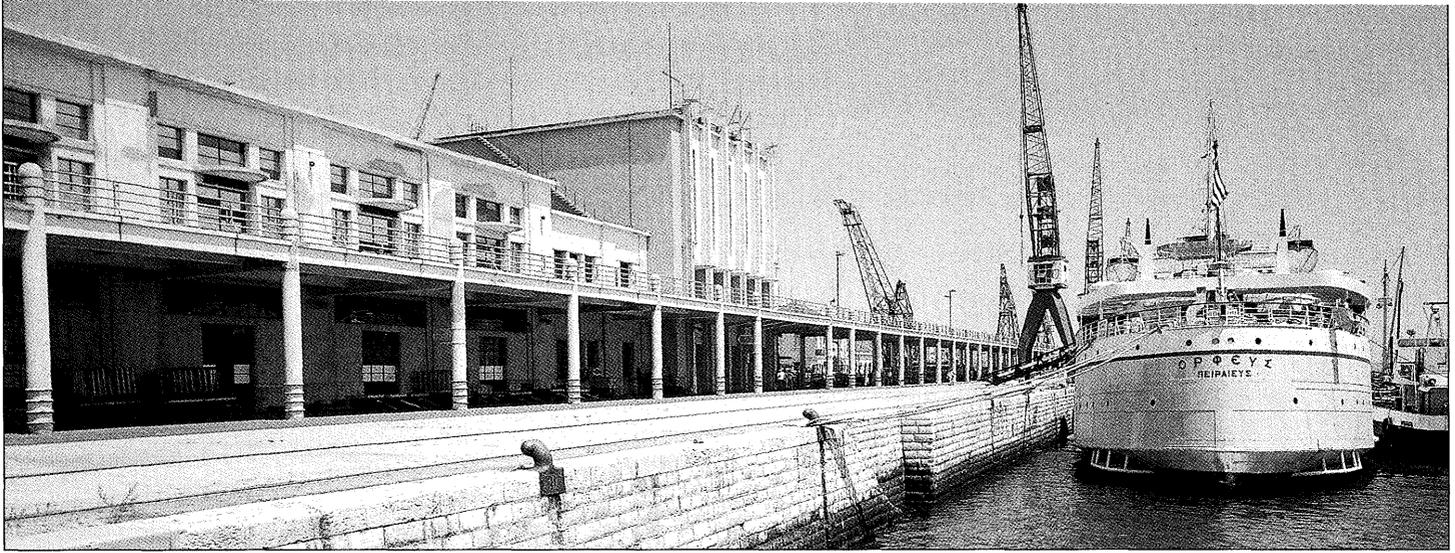
The Publisher The International Association of Ports and Harbors

March
1995
Vol.40 No. 2



PORT OF HAKATA





The main passenger terminal in Lisbon (Rocha do Conde de Óbidos)

IMPROVEMENT IN THE COMPETITIVITY AND EFFICIENCY OF THE PORT OF LISBON



Third passenger terminal will be here, just in the City Center

A more rational use of the existing equipment and certain building, to say nothing of improving the road and rail approaches to the Port of Lisbon (which are expected to cost some Esc.: 15 000 000 000\$00) will make the port more attractive commercially, thus paving the way for additional recourse to its services and, consequently, the offer of more competitive charges for international sea-going traffic.

A new passenger terminal is due to operate throughout 1995 at Santa Apolónia facilities, while the existing Santa Apolónia Container Terminal (TCSA) is to 18 ha (app.) with a 1,300 m long wharf and draught of 8,5 m (app.)

We are adapting an existing warehouse at Jardim do Tabaco to become the third passenger terminal in Lisbon, besides Rocha and Alcântara.

Rocha is the existing main terminal, Alcântara has mixed functions and is used solely when Rocha is fully occupied and there are extra vessels in the port or if some vessels have a deeper draught.

Jardim do Tabaco will provide a new terminal, 10 minutes away from the airport and in the city center, in the vicinity of the most typical quarter in town - Alfama - which was a former Moorish area, near Lisbon's castle.



AUTHORITY OF THE PORT OF LISBON

Rua da Junqueira, 94 - 1349 Lisboa Codex
Tel.: 361 10 24 - Fax: 361 10 19

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Bintulu Port



IAPH ANNOUNCEMENTS AND NEWS

More about the Great Hanshin Quake: IAPH Tokyo liaises with Quake-hit Kobe and Osaka in supplying information to world ports

Since the killer quake hit the Hanshin region (western Japan) in the early morning of January 17, 1995, the IAPH Head Office team headed by Secretary General Kusaka has been preoccupied with the task of providing an information service to the various people in and outside Japan who have faxed or telephoned the Tokyo Head Office for information on the damage situation.

In particular, Mr. Kondoh has committed himself to gathering news and information from the relevant authorities, including the Ministry of Transport (MOT), Japan, and has compiled and distributed news on the daily situation among the member ports or press people who have been in urgent need of the the most up-to-dated information.

Following the first such reports, which were featured in the previous issue of this journal as Flash News, we report later in this issue on the situation as of January 24, a week after the quake. (See the Asia section of WORLD PORT NEWS column.)

According to the the National Police Agency, as of the late evening of January 24, the death toll from the January 17th quake, dubbed the Great Hanshin Earthquake by the media, was 5,063 in Hyogo Prefecture and 13 in Osaka Prefecture with 95 still unaccounted for and 26,300 injured.

Some 310,000 people whose homes were destroyed are still taking shelter at 1,100 locations, such as schools and local public buildings in Kobe and other cities. The survivors will need 50,000 houses and apartments to live in, but only 32,000 units will be available initially, including 15,000 prefabricated houses under construction and public housing offered by other local governments.

According to the Japan Times, an English language daily, the Japan Federation of Economic Organizations (Keidanren) forecasts that the cost of the damage caused by the earthquake will exceed ¥8 trillion and that the recovery of the domestic economy may be seriously hindered.

The same newspaper reports the MOT's finding that the facilities at Kobe Port alone sustained ¥500 billion in damage from the quake. Damage to facilities run by the national or city governments appears likely to amount to about ¥400 billion, with about ¥100 billion in damage to

facilities run by Kobe Port Terminal Corporation, a public corporation funded by the two municipal governments of Kobe and Osaka.

The MOT also found that, at the Port of Kobe, only 33 of about 150 public berths are usable for loading and unloading, and all 22 of those for international container shipping are out of operation.

Our office has, of course, served as a relay center for passing on to the ports of Kobe and Osaka all the messages from IAPH members expressing their sympathy.

On January 30, the Tokyo Head Office members made contributions from their own pockets to the Quake Relief Fund through the Port of Kobe's Tokyo Office.

Mr. Masaaki Eguchi, Director General, Port of Kobe, acknowledges the receipt of such sentiments as expressed by the various IAPH members and expresses his appreciation through this journal, as reproduced below.

Dear IAPH Colleagues:

I would like to express my sincere appreciation for the kind consideration you have extended to us.

As you are aware, our port facilities were severely damaged by the recent strong earthquake. We have been making every effort to determine the degree of damage incurred and to identify places where reconstruction work is most urgently needed.

We intend to restore the functions of our port in the shortest possible time so that we may resume our contribution to the promotion of world trade.

Once again, thank you for your kind attention. I wish you good health and prosperity.

Sincerely yours,
Mr. Masaaki Eguchi
Director General
Port and Harbor Bureau
Kobe City Government

Membership Survey Report Circulated To IAPH Members

On January 25, 1995, the Tokyo Head Office distributed a copy of the final report on the results of the Membership Survey 1994 to all IAPH members. The survey was conducted earlier last year at the initiative of President Lunetta. The purpose of the survey was to find out IAPH members' perceptions of the major issues and challenges facing ports, their evaluation of IAPH activities and recommendations for enhancing the benefits derived from participation in this Association grouping port authorities from all over the world.

The Head Office analyzed the results of the survey and presented an interim report to the Exco meeting held in Copenhagen last June, and an executive summary was introduced in the September 1994 issue of this journal.

By the time of the Officers' meeting held in Miami last November, the Head Office had compiled the final report, which was approved by the Officers for distribution to all members.

The report consists of: Part One — a 9-page executive summary, Part Two — a 31-page report of analyses of the results and an appendix containing various tables and lists — for example, a ranking of the issues as identified by the respondents or of the priorities assigned in the survey.

Secretary General Kusaka once again expresses his deep appreciation to all those who have responded to the survey and for their valuable input. In the meantime, he comments that the survey report will be taken by IAPH members as useful data in confirming the value of being a member of IAPH, as assessed by the Association's general membership, and that of the agenda for our organization to be tackled not only for enhanced benefit of the current IAPH members but also for the future of our port industry, as seen from a global perspective.

New Appointment: Committee on Legal Protection



B. Vergobbi



R. Rezenthel

Mr. Bruno Vergobbi, General Manager, Port of Dunkirk Authority, France, has been appointed by President Lunetta to serve on the IAPH Committee on Legal Protection (CLP). Mr. Valls, Chairman of the CLP from Bordeaux, has indicated in his recommendation letter that Mr. Vergobbi's efforts will be supported by Mr. R. Rezenthel, a lawyer from the Port of Dunkirk in the CLP activities. Chairman Valls' recommendation of the team from Dunkirk has been fully endorsed by Mr. Jean Smagghe, IAPH Second Vice-President representing the Africa-Europe region.

Miami contributes a special feature on the Summit of the Americas

The IAPH Head Office has recently received from the office of President Lunetta in Miami an article reporting on the Summit of the Americas, and one on the Customs/Trade/Finance Symposium & Exhibition held in Miami last November. We have pleasure in featuring later in this issue the article and photographs showing the Summit meeting, for which the Port of Miami played the major role as co-sponsoring organization, and providing the summit participants, including 5,000 press people who gathered in Miami from all over the world, with logistic services.

IAPH BURSARY SCHEME 1995

Object

The object of the Scheme is to provide financial assistance towards the cost of sending selected applicants from IAPH member ports in developing countries on approved training course overseas that are available in ports or port institutes which are members of or affiliated to IAPH.

The Bursary Award

Subject to the availability of funds, the maximum of 10 bursaries for each program year, not exceeding US\$3,500 each, may be awarded to such applicants as duly approved and endorsed by the Chief Executive Officer of his/her home port.

Conditions for Entry

1. The applicant should not be older than 45 years of age and must have been employed at either middle or senior management level at an IAPH member port or port organization for at least three years.
2. The application must be submitted in accordance with

the suggested format, accompanied by a brief description of how the proposed training program would benefit the applicant and his/her port and by evidence that the applicant has been provisionally accepted by the proposed training course. To ensure the applicant is duly endorsed by his/her port, the application is accepted on an organizational basis, not on an individual basis, which will therefore have to be submitted by the port's chief executive officer on behalf of the applicant.

3. In estimating the costs to be incurred for the proposed training, the course/tuition fees, accommodation and subsistence should be quoted in US dollar, explicitly excluding airfares or other forms of primary travelling costs. If the estimated total cost exceeds the limit of US\$3,500, the port chief executive must submit a written confirmation or statement that the balance shall be borne by the applicant's organization.

4. The application must be submitted at least 60 days before the commencement of the proposed training program. In this context, the applicant should be made aware of the time required for making necessary arrangements for obtaining

visas, etc.

5. The decision on awarding a bursary or not rests with the Chairman of the Committee on Ruman Resources. As soon as such a decision is made, the applicant will be informed of the result by the IAPH Secretary General through the chief executive officer of his/her host port. At the same time, the IAPH Secretary General will take the necessary steps to disburse the approved funds from the Special Port Development Technical Assistance Fund, remittance of which is to be made directly to the training institute involved, not directly to the recipient.

6. For the purpose of making this financial assistance program available to as many applicants as possible, those

who have already been awarded a bursary in the past will, in principle, not be considered. For the same reason, the number of bursaries to be awarded to any member port will not be more than one for each two-year period.

7. After completion of the training course, either the recipient himself or an officer-in-charge at the receiving port institute will be required to account for expenditures and to reimburse any monies not spent out of the approved bursary, if that should be the case. The recipient must submit to the Secretary General of IAPH a report on his/her participation in the training within one month of the end of the course for publication in the magazine "Ports and Harbors."

A Suggested Form of Application For the IAPH Bursary Scheme 1995

I, the undersigned, hereby submit for consideration by the Chairman of the IAPH Human Resources Committee an application for

Mr./Ms.

Name of Applicant

Job Title

Name of Port

who is an employee of this organization, together with supporting information and data on the applicant, in accordance with the items stipulated below:-

- (1) Full name and date of birth of the applicant
- (2) Brief employment history with the port
- (3) Educational qualifications (please indicate whether you are fluent in English, French or Spanish.)
- (4) Professional/technical qualifications
- (5) Previous overseas courses attended, if any
- (6) Course for which application is being made (specify nature of the course, duration, and location of host port/institution)
- (7) Amount of bursary for which this application is being made (particulars of expenses should be given in US dollars)

Course fees _____

Accommodation _____

Other particulars _____

Total US\$ _____

Note 1: A breakdown of the bursary amount as under item (7) has to be made in accordance with the information provided by the training course organizers.

Note 2: State any other source from which funding assistance is being sought or have already been granted, if any, for instance, governmental, inter-governmental and int'l lending institutions (e.g., UNCTAD, World Bank, etc.)

Please send the application to:-

The Chairman, IAPH Committee on Human Resources
c/o the Secretary General, IAPH

Kotohira-Kaikan Bldg., 1-2-8 Toranomom, Minato-ku, Tokyo 105, Japan

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

IAPH-affiliated Port Training Institutions

(* involved with the IAPH Bursary Scheme in the period of 1976 to 1994)

Europe/African region (10)

Name of Institute	IAPH affiliation	Contact Address
* IPER (Institute Portuaire du Havre), France	Port of Le Havre (IAPH Regular Member)	Course Co-ordinator IPER 9, Rue Emile Zola 76087 Le Havre Cedex Fax: 35-41-2579
* TEMPO (Technical & Managerial Port Assistance Office) the Netherlands	Port of Rotterdam (IAPH Regular Member)	Rotterdam Municipal Port Management, TEMPO P.O. Box 6622 3002 AP Rotterdam Fax: 31-10-4778240
* IFEP (Institut de Formation & D'Echanges Portuaires), France	Port of Marseilles (IAPH Regular Member)	IFEP Port Autonome de Marseille 23, place de la Joliette B.P. 1965 13226 Marseille Cedex 02 Fax: 33-91-39-45-00
Freeport Training Centre	Malta Freeport Corporation (IAPH Regular Member)	Head Freeport Training Centre Malta Freeport Corp. Ltd. Freeport Centre Port of Marsaxlokk Kalafrana — BBG 05 MALTA Tel: (356)650200 Fax: (356)684814
* IHE (Int'l Institute for Infrastructure Hydraulics Environment) the Netherlands	Associate Member	IHE P.O. Box 3015 2601 DA Delft Fax: 31-15-122921
* Dept of Maritime Studies & Int'l Transport, U.K.	Associate Member	Course Director Dept of maritime Studies & Int'l Transport University of Wales College Cardiff P.O. Box 907 Cardiff CF1 3YP Fax: 222-874301
Antwerp Port Engineering & Consulting v.z.w.	Associate Member	Antwerp Port Engineering & Consulting v.z.w. Van Schoonbakeplein, 6 B-2000 Antwerp, Belgium Fax: 32-3-226-4899
International Port Development	Port of Aarhus (IAPH Regular Member)	Int'l Port Development Port of Aarhus P.O. Box 130 DK-8100 Aarhus C Denmark Fax: 86 12 76 62
Delft Univ, of Technology the Netherlands	Associate Member	Ir. K. d'Angremond Professor of Coastal

To Sail Further In Your Career, Let Singapore Be Your Next Port-of-Call.

With a training tradition of over 4 decades, the Singapore Port Institute (SPI) – Port of Singapore Authority's (PSA) training arm – offers over 200 courses annually. To date, some 90,000 personnel from the local port and shipping industry, and from 58 countries have benefited from them. For 1995, SPI will

be offering 13 courses on port and shipping disciplines. Conducted by professionals from PSA, Singapore Polytechnic and the National University of Singapore, these courses can help to enhance your career potential. So before you set sail for the high seas, why not call on Port of Singapore today.

Course	Dates	Duration	Fee(\$\$)*
1. Drive Technology	17-28 Apr	2 weeks	\$2,000
2. Strategic Human Resource Management in the Port Industry	2-6 May	1 week	\$1,150
3. Management of a Warehousing and Distribution Centre	22-26 May	1 week	\$1,150
4. Prevention of Marine Pollution from Ships – MARPOL 73/78	29 May - 2 Jun	1 week	\$1,150
5. Port Management and Operations	5-16 Jun	2 weeks	\$2,000
6. Management of Container Operations	3-14 Jul	2 weeks	\$2,000
7. Management and Operations of a Break-bulk Terminal	24 Jul - 4 Aug	2 weeks	\$2,000
8. Management of Port Security	2-13 Oct	2 weeks	\$2,000
9. Handling, Transportation and Storage of Dangerous Goods	13-24 Nov	2 weeks	\$2,000
10. Quay Crane Simulation Training	On request	1 week	\$5,000
11. Bridge Teamwork and Shiphandling Simulation	On request	1 week	\$4,000
12. Practical Pilotage Attachment & Shiphandling Simulation Training for Trainee Harbour Pilots and Ships' Masters	On request	2 weeks	\$11,500
13. Practical Pilotage Attachment and Shiphandling Simulation Training for Licensed Harbour Pilots	On request	1 week	\$7,500

* Fee excludes Goods and Services Tax (GST). Local Singapore participants will be required to pay 3% GST on fee. Non-company sponsored overseas participants will also be required to pay GST.

For course details and application forms, please contact the Training Manager, Singapore Port Institute:
Telex PSATRG RS28676; Telephone Nos: (65) 321-1825 / 321-1826; Telefax: (65) 276-9450



PORT OF SINGAPORE AUTHORITY

Engineering
Delft University of
Technology
Faculty of Civil
Engineering
P.O. Box 5048
2600 GA Delft
Fax: 015-785124

IMTA (Int'l Maritime Transport
Academy), the Netherlands

Associate Member

Mr. J. Roos, Chairman
International Maritime
Transport Academy
PO Box 137
1780 AC Den Helder
Fax: 02230-16520

American Region (3)

Name of Institute

* IPPPM (Int'l Program
for Port Planning &
Management), U.S.A.

IAPH affiliation

Port of New Orleans
(IAPH Regular Member)

Contact Address

Director
University of New Orleans
New Orleans
Louisiana 70148
Fax: 504-286-6272

* World Trade Institute
U.S.A.

Port Authority of
New York & New Jersey
(IAPH Regular Member)

World Trade Institute
One World Trade Center
New York, N.Y. 10048

MIT (Massachusetts
Institute of Technology)
U.S.A.

Associate Member

Ms. Carol Robinson
Ocean Engineering
Librarian
M.I.T. Libraries
James Madison
Barker Engineering Library
Room 10-500
Cambridge, Mass. 02139
Fax: 617-258-5623

Asian Region (2)

Name of Institute

* Singapore Port Institute
Republic of Singapore

IAPH affiliation

Port of Singapore
Authority
(IAPH Regular Member)

Contact Address

Training Manager
Singapore Port Institute
SPI Building
2, Maritime Square
Singapore 0409
Fax: 65-274-0721

NIPM (National Institute
of Port Management)
India

Associate Member

Mr. R. Gopal
Director
East Coast Road
Uthandi, Madras 600 096
India

Kobe Withdraws as Candidate for Host of 1999 IAPH Conference

The Secretary General has recently received a letter dated January 27, 1995 from Mr. Kazutoshi Sasayama, Mayor of Kobe, confirming that it is now impossible for

Kobe to remain as a candidate for the host of the 1999 Conference due to the tragic earthquake which hit the city in the early morning of January 17.

Under the circumstances, the Board of Directors will select the 1999 conference host from among the following candidates in Seattle in June this year.

The candidates for the host of the 21st IAPH Conference (as of January 30, 1995) are: Port of Osaka (Japan), The Port Authority of Thailand (Bangkok, Thailand), Port Klang (Malaysia) and Port of Yokohama (Japan).



19TH IAPH WORLD PORTS CONFERENCE

Hosted by the Ports of Seattle and Tacoma • Westin Hotel, Seattle, Washington, U.S.A. • June 10-16, 1995

Where in the world will you be in June 1995?

The host ports have recently circulated a color leaflet outlining the arrangements for the 19th World Ports Conference of IAPH to the Association's members and potential participants. The promotional poster is partly reproduced hereunder.

NEW CHALLENGES NEW PARTNERSHIPS

Westin Hotel, Seattle, Washington USA

June 10-16, 1995

Co-Sponsored by the Ports of Seattle and Tacoma

As a leader in the international port industry, you should plan on being in the Seattle-Tacoma area for the 19th World Ports Conference of the International Association of Ports and Harbors (IAPH).

DATES: The Conference will be held June 10-16 at the Westin Hotel, Seattle, Washington USA. Co-sponsored by the Port of Seattle and the Port of Tacoma, the Conference is expected to attract over 800 people worldwide, representing ports in 87 countries and economies.

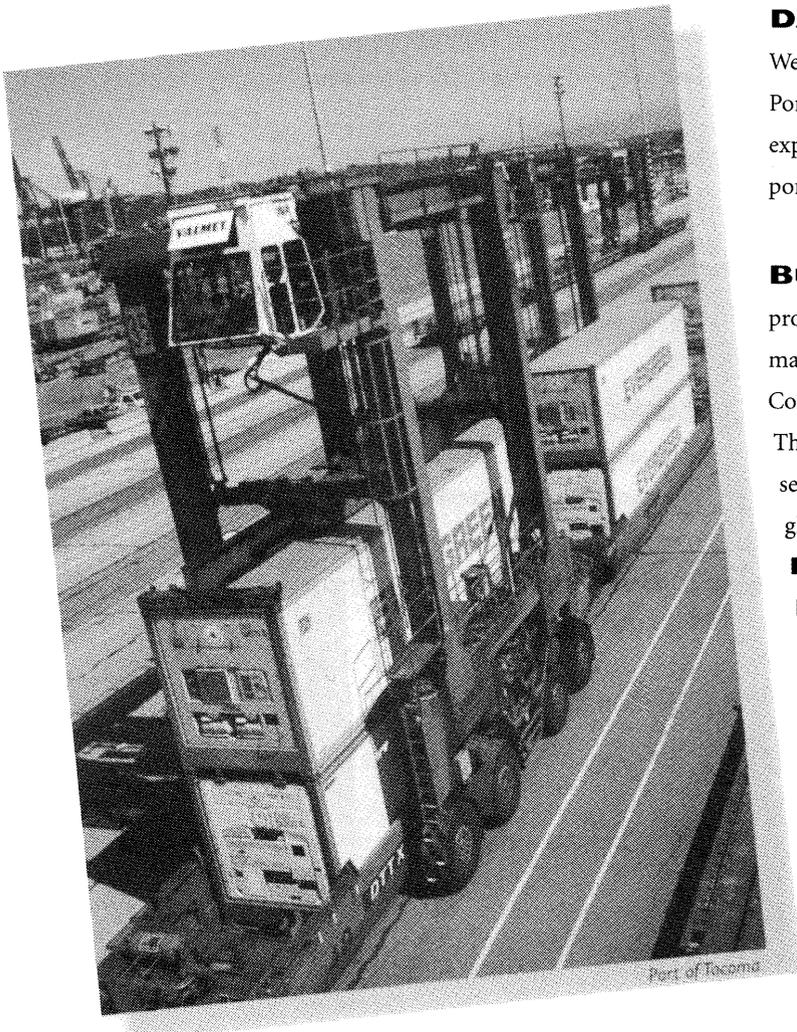
BUSINESS PROGRAM: A very special business program is being planned for this Conference, which will mark the 40th Anniversary of IAPH. The theme for this Conference is "New Challenges—New Partnerships."

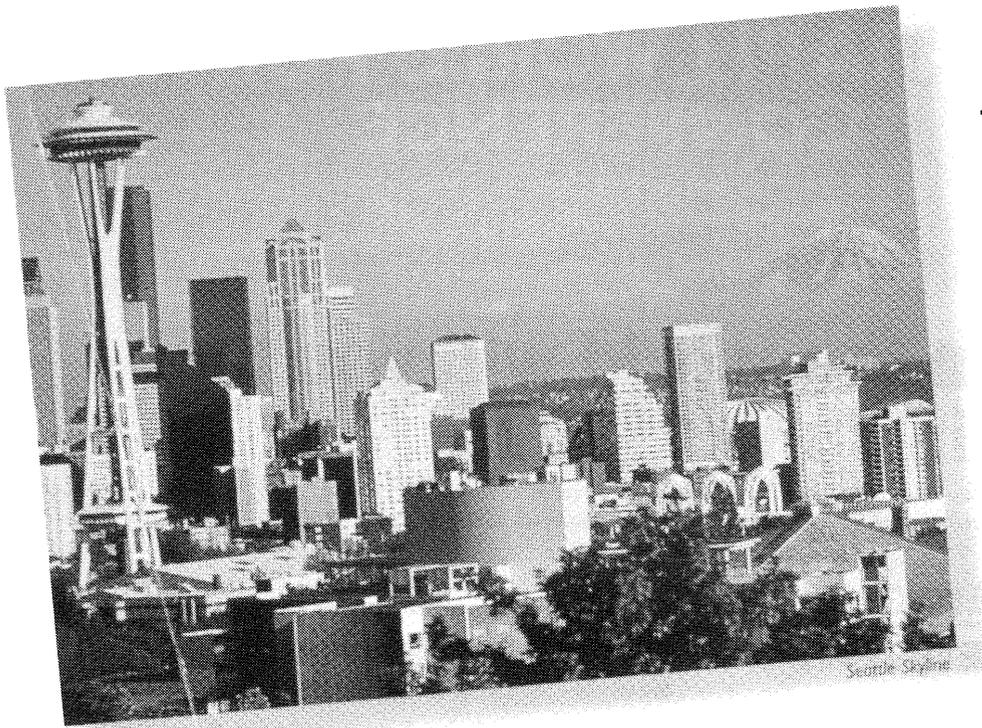
The week will feature thought-provoking business sessions for delegates, covering such global topics as:

- Intermodalism
- Economic updates
- Emerging markets
- Environmental challenges
- NAFTA and GATT
- Port dredging

EVENING SOCIAL EVENTS:

The Conference will start on Sunday, June 11, with a special opening reception at the Pacific Science Center, an interactive and entertaining science and technology museum located at the site of the 1962 Seattle World's





TRADE SHOW:

A trade show will be held in conjunction with the Conference. Located at the Westin, the trade show will offer an excellent opportunity for IAPH delegates to visit with leading vendors in a variety of port-related industries, and take advantage of the latest information and technology that exists in the port industry. The cost for exhibiting is \$1,500 US.

ACCOMPANYING GUEST PROGRAM:

IAPH Conference participants and their guests will have a range of opportunities to explore the Seattle-Tacoma area and take advantage of the beauty and majesty of the entire Pacific Northwest region—noted as one of the best places to live, visit, and do international business.

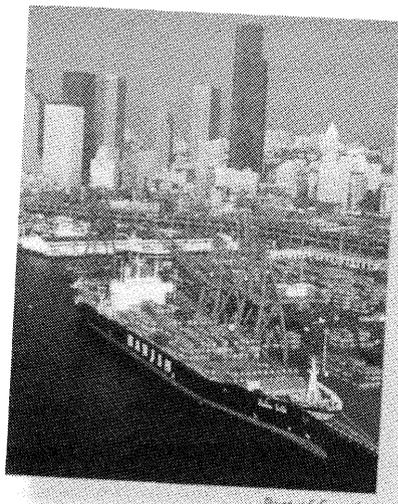
Fair. This is also where you will find the world famous Space Needle, which offers breathtaking views of the area from its 610-foot (186-meter) revolving restaurant and viewing platform.

Other evening social functions will include a trip to Tillicum Village on Blake Island, that will feature a special alder-smoked salmon dinner and traditional Northwest Native American entertainment. Friday night will feature a gala dinner at the popular Boeing Museum of Flight.

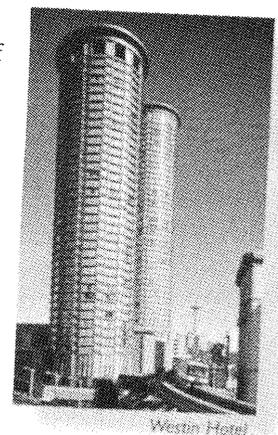
Highlights of the accompanying guest program will include a trip to Mount Rainier, Washington state's most famous tourist spot, and tours of the Boeing Everett Plant, home of the B-777. Other accompanying guest tour activities will include the area's best shops, art galleries, and wineries.

TECHNICAL TOURS: On Wednesday, June 14, IAPH delegates and guests will observe the latest developments at the

ports of Seattle and Tacoma during a half-day waterside technical tour. The tours will end up in Tacoma for a special country-western style "Chowdown" featuring the finest Pacific Northwest seafood.



CONFERENCE HOTEL: The Seattle Westin Hotel is the official site for the Conference. The hotel is ideally situated in the middle of downtown Seattle, conveniently located in the heart of the city's shops, restaurants, and art galleries. A special rate of \$157 US per room, per night for a standard single or double occupancy room will be available to Conference registrants.





CONFERENCE REGISTRATION: The following registration rates will apply to the Conference, with a special incentive to register early. Registration fees include an accompanying guest:

■ **IAPH MEMBERS:** The registration fee for the Conference is \$1,000 US for IAPH members who register prior to April 10, 1995. After that, the registration cost is \$1,200 US.

■ **NON-MEMBERS:** The registration fee for non-members is \$1,500 US when registered prior to April 10. After that, the registration cost is \$1,650 US.

POST-CONFERENCE TOURS: A variety of options will be offered to Conference attendees who want to extend their stay in the Pacific Northwest for business or pleasure. Tour options include:

■ **VICTORIA, BRITISH COLUMBIA:** Enjoy this quaint Canadian city with its unique blend of history and charm, all in the traditional British character.

■ **ALASKA:** Explore the wilderness and natural beauty of Alaska on an eight-day cruise, which will include visits to Juneau, Skagway, and Sitka.

■ **MOUNT ST. HELENS:** Discover the destruction and rebirth of a magnificent landscape that experienced a major volcanic

eruption in 1980. Then visit Tacoma to explore its zoo and other visitor attractions.

If these tours don't fit into your plans, you may want to stay in the Seattle-Tacoma area for a few extra days on your own, exploring the area's many attractions at your own pace.

REGISTRATION MATERIALS: *Official registration packets will be mailed to you in February.* In addition, a periodic newsletter will be sent to you with the latest information and updates on the Conference business program, accompanying guest program, as well as additional background on the Seattle-Tacoma area.

FOR MORE INFORMATION: If you would like additional information on the Conference or trade show, or would like to add someone to our Conference mailing list to make sure they receive the registration material and additional information, please call, fax, or write:



IAPH Conference Headquarters
Port of Seattle
P. O. Box 1209
Seattle, WA USA 98111
Tel (206) 728-3728
Fax (206) 728-3413

Host Ports welcome exhibitors at a trade show

Towards the end of last year, a letter from the Organizing Committee for the 19th World Ports Conference of IAPH, jointly signed by Mr. Rod Koon, Committee Co-Chairperson from Tacoma, and Ms. Margo Spellman, Committee Co-Chairperson from Seattle, was sent to potential exhibitors inviting them to participate in the event.

The Trade Show Package Elements which were included in the letter from the designated coordinator, Washington State International Trade Fair, are reproduced hereunder.

Show Location: Fifth Avenue Room
Westin Hotel
1900 5th Ave.
Seattle, WA 98101 U.S.A.

Booth Price: USD \$1,500

Booth Dimensions: 10 feet wide and 6 feet deep (3 meters x 2 meters)

Booth Elements:

- *Company Name Sign
- *One Chair
- *One 6 Foot Draped & Skirted Table (White draping)
- *Power
- *Adjustable spotlights
- *Set Up and Dismantle of Hard-wall Stand
- *Hardwall Display Stand
- *Carpeted Floor

Display Stand: The exhibition booth system provided is called Formus and is based on a shell scheme. Formus is used at most European exhibitions and provides exhibitors with

a professional looking display. Graphics may be adhered to the hard wall surface using velcro. See the booth drawing below for further clarification.

Allocation of Space: Allocation of space will be made on a first come basis upon our receipt of your booth fee and contract.

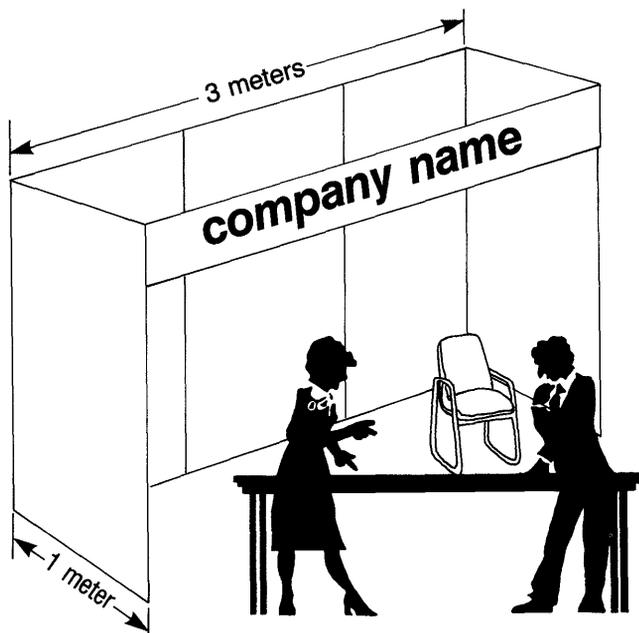
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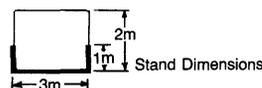
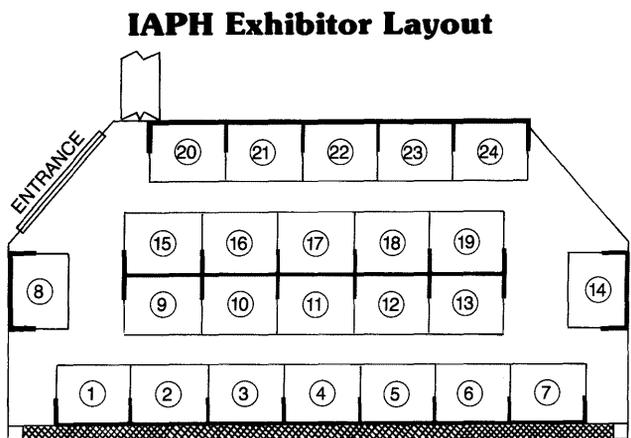
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Actual booth size is 10' wide x 6' deep (3 meters x 2 meters). This drawing shows the size of the hard wall portion of the booth which is approximately 10' wide x 3' deep (3 meters x 1 meter). See the exhibitor floor plan for clarification of the booth layout.



KEY:
 ——— hard wall system
 ——— floor space for exhibit in front of hard wall system

64th Session of the Maritime Safety Committee (MSC 64)

By A.J. Smith
IAPH European Representative
UK

IAPH was represented at MSC 64 which was held in London from 5 to 9 December 1994.

A heavy agenda was dominated by IMO's concern to deal urgently with matters relating to recent maritime disasters. General agreement was reached on the appointment of a Panel of Experts to review and recommend on the safety of ro-ro ships. As respects the revision of the Standards of Training and Watchkeeping (STW) Convention all possible steps were taken to bring the draft texts of the revised Convention and Code to the point where they could be issued as basic documents for the Conference to be held from 26 June to 7 July 1995.

IAPH will also want to monitor and contribute to developments dealing with the safety of ships carrying solid bulk cargoes which will feature on the agenda of MSC 65.

A number of agenda items had a more direct relevance to port-related activities. These included: -

Tonnage Measurement and Port Dues

IAPH will want to convey its position on an Intertanko proposal to compensate so-called environmentally friendly chemical tankers for their commitment in that respect by a reduction of port charges to a meeting of IMO's Marine Environment Protection Committee in September 1995.

Ship/Port Interface (SPI)

It was decided to defer consideration of IMO's position on SPI matters until the next MSC 65 meeting in May 1995. Previously agreed work commitments including those of IAPH will continue to be met.

Dangerous Cargoes in Port Areas

MSC 65 adopted the revised IMO Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas on which IAPH contributed a significant effort. IAPH is now considering how best to ensure the early circulation of the revised Recommendations to members.

Piracy and Violence against Ships and their Crews

IAPH members should be concerned to note a trend towards the commission of violent acts against ships' crews in port areas and should reflect on the nature of the security provisions which are available for the protection of seafarers in port areas.

Stowaways

Stowaways are an increasing and invariably costly problem for ships, ports and national governments. IAPH

will want to support and contribute to IMO's efforts to ameliorate the problem from a safety and operational standpoint.

Financial Implications of Consultative Status

The increasing number of non-governmental organizations (NGOs) in consultative status clearly add to IMO's financial burden. The cost of the administrative back-up services which their participation at IMO meetings makes necessary gives rise to the question whether NGOs should now pay an annual fee for these services. IAPH will want to consider the question as a matter of principle.

Date of Next Meeting

MSC 65 will be held from 9 to 17 May 1995.

World Customs Organization Working Party Meeting On the Kyoto Convention 5-7 December 1994, Brussels

Report by Ian Flanders
Port of London Authority

Mr. Flanders attended the meeting on behalf of Mr. David Jeffery (Chief Executive, Port of London), Chairman of the IAPH Committee Trade Facilitation and Liaison Officer with CCC (WCO).

1. The Kyoto Convention

This International Convention was adopted on 18 May 1973 at the Council Sessions held in Kyoto, Japan.

The aims of the Convention are the simplification and harmonisation of Customs procedures.

The Convention is in 2 parts. Firstly, a body of 19 Articles setting out the general provisions which are essential for the implementation of the instrument dealing with scope, structure, administration, accession and amendments. The second section comprises 31 Annexes each of which deals with a separate Customs procedure.

Each Annex consists of a summarising introduction, a set of definitions of the main Customs terms and the provisions themselves. The provisions set out the rules governing implementation of the procedure and either take the form of 'Standards' or 'Recommended Practices'. Annexes on similar subjects are grouped into 'Chapters', of

which there are currently 9.

2. Background to Review

It has been suggested previously that a review of the Kyoto Convention or extension of work beyond the Convention would be available. There was a declaration at the 73rd/74th Sessions of the Customs Co-operation Council that 'the Council should immediately undertake a comprehensive, structured co-ordinated initiative in the area of simplification, standardisation and harmonisation of Customs procedures'. Further, it was decided that 'the development of guidelines or harmonised procedural frameworks should be pursued in addition to existing standards.' This was because of the existing number, complexity and variety of Customs procedures.

The PTC (Permanent Technical Committee) had been directed to undertake the work within its plan for the 1990s. The PTC charged a special Working Party with the preparation of guidelines expanding on the provisions of one Annex (B1). The results did not meet with approval and the decision was that a global approach should be adopted. A feasibility study was prepared — this was approved in 1993 with a questionnaire concerning Annex B1 being addressed to members.

3. Recent Progress

At the May 1994 PTC Session the Netherlands delegate stated that minimal progress on harmonisation and simplification had been made in recent years but that significant changes in procedures (largely due to computers) had been made. The Netherlands proposed a new Convention of a more binding nature based on a two-level approach. The first level would consist of the absolute minimum standard for principles of modern Customs legislation. The second level could provide a set of provisions representing the most modern procedures available.

The May 1994 PTC decided to create a new Working Party to effect preparatory work with proposals to be presented to the Policy Commission at the December 1994 session. Actual work would start in early 1995 with a 2-3 year timescale being proposed.

It was suggested that three basic elements required examination: -

- * The Body of the Convention
- * The Annexes
- * Supplementary guidelines or implementation manuals

4. Approach to the Revision

Documents from the WCO PTC Secretariat and the Netherlands delegation formed the basis of discussion to guide the plans for the Working Party. The major issue considered by the group, put forward by the Dutch delegation, was whether to pursue the gradual harmonisation of Customs procedures by adapting the Kyoto Convention or to create a new legal instrument to simplify and harmonise Customs legislations. Some delegates supported the concept of preparing a new Convention as a means of achieving full harmonisation of Customs procedures but the Working Group believed the development of guidelines for implementing simplified procedures was the most appropriate course of action at this time. This approach would move the process forward. Such guidelines and any suggested adjustments resulting from their preparation could make

the Kyoto Convention a more effective and living instrument while at the same time forming the basis of a modern convention which could be considered some time in the future.

5. Summary of the decisions

- * Retain the Body of the Convention in its present form.
- * Review the Annexes and offer proposals to bring the existing provisions up to date, delete those that are not relevant, add provisions to reflect new procedures and delete or merge Annexes dealing with similar procedures.
- * Develop detailed Guidelines on Customs procedures as decided by the Working Group

6. Start of Work

Representatives of a number of member administrations volunteered to draft guidelines but not all the chapters were covered. The Secretariat are to write to the 6 Regional Representatives and Members requesting active participation in the review process. Observers from the trade organisations indicated willingness to participate. The Secretariat indicated the deadline for submission of draft guidelines as being end of January 1995 to allow distribution of papers to Members and Observers in time for them to comment prior to preparation of working documents for the PTC Working Party in May 1995.

The conclusions of the Working Group were to be communicated to the Policy Commission at its December session in Beijing. (20 December 1994)

Visitors to Head Office

On 31 January, **Dr. Hans-Ludwig Beth**, Speaker of the Board, Port of Hamburg Marketing and Public Relations, **Mr. M. Takizawa** and **Mr. T. Imai** from the Port of Hamburg's Tokyo office, visited the Head Office, where they were welcomed by **Mr. R. Kondoh** and **Ms. K. Takeda**. Dr. Beth was visiting Tokyo to observe the changeover of Hamburg's representative from **Mr. Masanobu Takizawa** to **Mr. Takehisa Imai** and to hold a press conference announcing the changes in the Port's Tokyo Office, while promoting Hamburg among Japanese shipowners and other business partners.



Seated from left: Imai, Beth and Takizawa
Standing: Kimiko Takeda and R. Kondoh

Membership Notes:

New Members

Changes

Port Qasim Authority [Regular] (Pakistan)

Mailing Addressee: M. Nawaz Tiwana
Chairman

Chairman: M. Nawaz Tiwana

Member (Coordination):

Khawaja Abdul Waheed

Member (Finance): Syed Muzaffar Ali Shah Jilani

Member (Planning & Development):

Mr. Abdul Sattar Dero

Member (Technical): Brig. Salahuddin SI(M)

Member (Administration):

Mr. Tauqir Ahmed

Member (Operations):

Capt. Shahid Iqbal

General Manager (Operations):

Capt. Mohsin Ali Khan

Administracao do Porto de Lisboa [Regular] (Portugal)

Address: Rua da Junqueira, 94, 1349 Lisboa
Codex

Tel: 351-1-361 1024/5

Fax: 351-1-361 1019

Autoridad Portuaria de Valencia [Regular] (Spain)

Tel: 34-6-3 939500

Fax: 34-6-3 939599

Port Authority of Thailand [Regular] (Thailand)

Mailing Addressee: Mr. Anuparb Sunananta
Director General

Abu Dhabi Seaport Authority (Port Zayed)

[Regular] (U.A.E.)

Telex: 22731 PORTEX EM

Tel: (2) 730600/730051

Fax: (2) 731023/730432

Chairman: His Highness Sheikh Saeed Bin
Zayed Al Nahyan

Under Secretary: His Excellency Mr. Hasan Mousa
Al Qamzi

Director: Mr. Mubarak Al Bu-Ainain

Deputy Director: Mr. Hamad Aly Saif Al Darmaky

Director of Finance & Administrative Affairs:

Mr. Mubarak Al Najim

Director of Marketing & Public Relations Dept.:

Mr. Shamsul Qamar

Harbour Master: Capt. Saeed Darwish Al Remaithy

Container Terminal Manager:

Mr. Rashid Hilal Al Busaeedi

Traffic Manager: Mr. Salem S. Al Mehairbi

Dundee Port Authority [Regular] (U.K.)

Tel: (01382) 224121

Fax: (01382) 200834

Port of Los Angeles [Regular] (U.S.A.)

Board of Harbor Commissioners

President: Mr. Frank M. Sanchez, PH.D.

Vice President: Ms. Lee M. Anderson

Commissioner: Ms. Carol L. Rowen

Commissioner: Mr. Johnathan Y. Thomas

Commissioner: Mr. Leland Wong

Management Staff

Marketing Director: Mr. Albert Fierstine

Obituary

Mr. Yonekichi Yanagisawa, Founder Honorary Member

Mr. Yonekichi Yanagisawa, a Founder Honorary Member of IAPH, passed away at 91 on January 31, 1995 at his home in Tokyo. Mr. Yanagisawa, a former Commandant of the Maritime Safety Agency (1951-1953), assisted the late Mr. Gaku Matsumoto, a founding father of IAPH, in the formation of our Association. He later served the IAPH Foundation as a board member until he left the organization a few years ago.



Yonekichi
Yanagisawa

Mr. Yanagisawa played a significant role in the development of ports and harbors not only in Japan but also internationally, serving on various government councils and associations, including the Japan Port and Harbor Association. His funeral was held at the "Tsukiji Honganji Wadabori Byosho" temple in Tokyo on February 3, 1995 attended by some 500 mourners. From IAPH, Secretary General Kusaka and other senior staff were present.

Shipping and Trade News
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Report on the Combined Meetings of Committee on Port Safety and Environment and Committee on Marine Operations

Hong Kong, November 29, 1994

Introduction

The combined meetings of the Committee on Port Safety and Environment and the Committee on Marine Operations were held from 09:00 to 17:00 on November 29 in the VIP Room on the 24th floor of the Harbour Building, Hong Kong Marine Department. They were attended by:

Mr. P.J. Keenan, Chief Executive, Cork Harbour Commissioners, Ireland (Co-ordinator for IAPH Technical Committees for Port Affairs)

Mr. P. van der Kluit, Policy Adviser and Executive Secretary, Directorate of Shipping, Port of Rotterdam, the Netherlands (Chairman, Port Safety and Environment Committee)

Capt. J.J. Watson, Chief Executive, Dundee Port Authority, U.K. (Chairman, Marine Operations Committee)

Mr. T. Iijima, Vice President, Yokkaichi Port Authority, Japan

Mr. Alh. Abou B. Jallow, Director of Operations, Gambia Ports Authority, the Gambia

Mr. A.C. Pyrke, Director of Marine, Marine Department, Hong Kong

Capt. Ian Baird, General Manager, Port Hedland Port Authority, Australia

Mr. J. Perrot, Personnel Manager, Port Autonome du Havre, France

Capt. J.E. Quansah, Ag. Port Director, Takoradi Port, Ghana Ports and Harbors Authority, Ghana

Mr. A.J. Smith, IAPH European Representative, London, U.K.

Mr. H. Nagai, IAPH Secretariat, Tokyo, Japan

Mr. Keenan, as co-ordinator for IAPH Technical Committees for Port Affairs, opened the meeting by thanking all those present for coming all the way to Hong Kong to attend the meeting. He expressed his appreciation and gratitude to Mr. Pyrke, Hong Kong Marine Department,



From left to right: Capt. J.E. Quansah, A. Port Director, Takoradi Port, Ghana Ports and Harbors Authority, Ghana, Mr. A.J. Smith, IAPH European Representative, London, U.K., Mr. Alh. Abou B. Jallow, Director of Operations, Gambia Ports Authority, the Gambia, Mr. T. Iijima, Vice President, Yokkaichi Port Authority, Japan, Mr. J. Perrot, Personnel Manager, Port Autonome du havre, France, Capt. J.J. Watson, Chief Executive, Dundee Port Authority, U.K., Capt. Ian Baird, General Manager, Port Hedland Port Authority, Australia, Mr. A.C. Pyrke, Director of Marine, Marine Department, Hong Kong and Mr. P. van der Kluit, Policy Adviser and Executive Secretary, Directorate of Shipping, Port of Rotterdam, the Netherlands

for providing the venue, and then asked Mr. van der Kluit to proceed with the discussion.

Mr. van der Kluit, Chairman of the Port Safety and Environment Committee, began by explaining the agenda and stressed that priorities must be decided as to what agenda items should be discussed now and what should be left out for correspondence later.

It was decided accordingly that the review of the IAPH Guidelines on Port Safety and Environmental Protection placed on the agenda be transferred to the following day for the combined meetings with the Committee on Port Planning and Construction that were also being held in Hong Kong at the same time.

Mr. van der Kluit mentioned that, as there are nowadays issues of common interest and concern to several IAPH Technical Committees, it would be an idea to establish a working group consisting of members from different committees to address a specific subject, without disturbing the present structure of the IAPH Technical Committees, as and when there arises a need to establish a common IAPH view on a given subject and to avoid overlapping activities.

1. General Report on Proceedings at meeting of IMO's Ship/Port Interface Group (SPI) in October 1994

Mr. van der Kluit then invited Mr. Smith, IAPH Liaison with IMO, to report on his attendance of the 3rd Session of the SPI meeting from 24 to 28 October 1994 at IMO Headquarters, London, under the chairmanship of Capt. H.J. Roos (Germany). The report written by Mr. Smith was published in full in the January/February 1995 combined issue of Ports and Harbors.

Mr. Smith briefly mentioned that IAPH/IMO Interface Group had been established to deal more effectively with SPI, in accordance with a decision made by the IAPH Executive Committee in Copenhagen in June 1994, and that

it was within the framework of that Group that IAPH had submitted 5 discussion papers in September 1994 to SPI for its consideration for the purposes of making IAPH's views widely known at IMO and of monitoring closely SPI's reactions to the IAPH.

2. Submissions brought forward in SPI by IAPH

As a consequence, IMO has found the IAPH submissions on the following subjects to be practical.

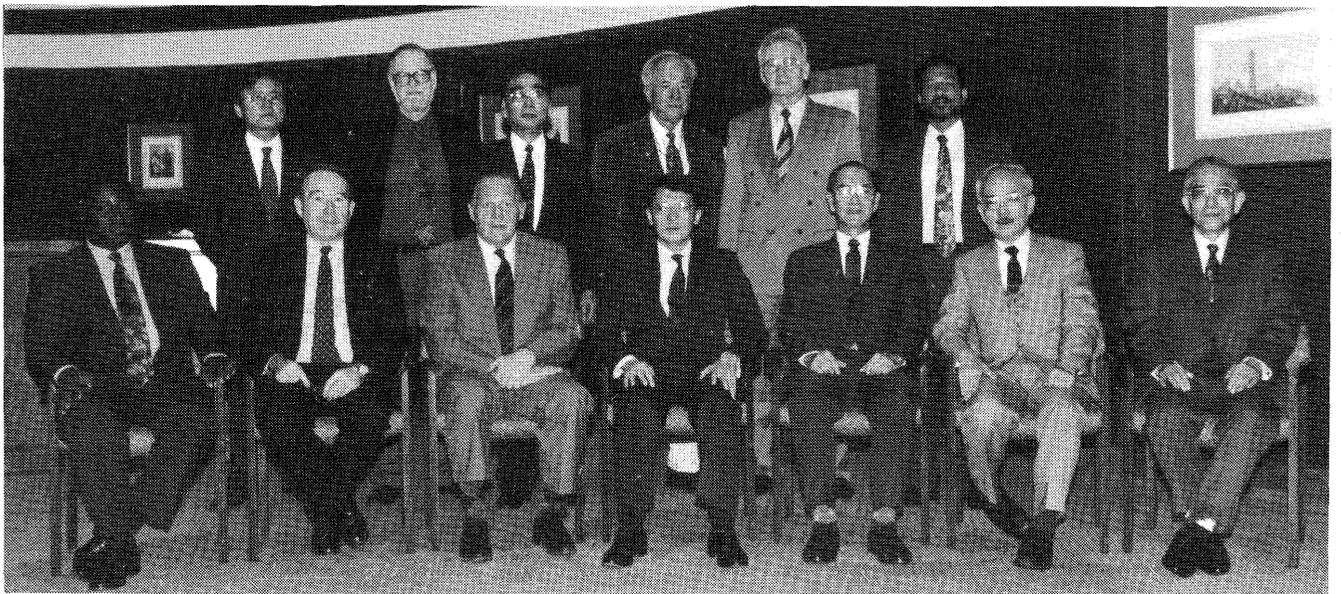
- 1) Financial and Organisational Aspects of Reception Facilities at Ports;
- 2) Consideration regarding Education and Training of Personnel Charged with the Handling of Dangerous Substances as General Cargo in Ports;
- 3) Risk Analysis and Contingency Planning;
- 4) Problem Ships in Ports; and
- 5) Use of Electronic Data Interchange (EDI) for Ship/Port Interface.

As a result of extensive discussions by those present primarily on the foregoing 5 IAPH submissions, it was generally agreed that IAPH continue to exert its influence on IMO, which tends to be ship-oriented, rather than port-oriented, and for that purpose IAPH must formulate and put a port view as the collective voice of its member ports worldwide.

In this background, a host of specific suggestions and pertinent decisions were made, as follows:

2.1 Reception Facilities

Firstly, noting the fact that IMO is currently considering a proposal to establish a global fund to provide and finance reception facilities in ports and is now in the process of developing a financing scheme for such facilities, it was agreed



1st row (from left to right): Mr. A. Priso, Dy. General Manager, Cameroon National Ports Authority, Cameroon, Mr. Tim J. Frawley, Director, Jardine Transport Services Ltd., Hong Kong, Mr. L. Visser, Director Infrastructure, DHV Environment & Infrastructure, the Netherlands, Mr. Gordon K.C. Siu, JP, Secretary for Economic Services, Mr. Philip Ng, Director of Engineering, Port of Singapore Authority, Singapore, Mr. R. Kondoh, Dy. Secretary General, Tokyo, Japan, Mr. M. Ohno, President, Japan Port Consultants, Japan

2nd row (from left to right): Mr. T. Sato, Manager, Planning Department, Port of Hakata, Japan, Mr. R.H. Parry, Dy. Secretary, Port Development Board, Hong Kong, Mr. T. Ishibashi, Dy. Executive Director, Port of Hakata, Japan, Mr. J. Lappolla, Dy. Executive Director/Director of Engineering, Canaveral Port Authority, U.S.A., Mr. P. Weidemeyer, Board Member, Port of Hamburg, Germany, Mr. Balakrishnan, Actg. Assistant General Manager (Corporate), Klang Port Authority, Malaysia

that IAPH participate directly in a Correspondence Group led by Norway at SPI to develop such a scheme incorporating the following 14 principles:

- 1) compliance with the polluter pays principle;
- 2) that all relevant costs, including final disposal of wastes and investment costs be covered;
- 3) provision of incentives to ports to receive and arrange for the disposal of waste;
- 4) provision of incentives and avoidance of disincentives for ships to discharge wastes in the facilities;
- 5) avoidance of tourism of wastes due to competition between ports;
- 6) ensuring that the waste received is finally disposed of in an environmentally sound manner and in accordance with international conventions and local requirements;
- 7) conclusions in of a waste management strategy which includes waste management both on board and ashore and which encompasses waste minimisation and recycling where possible;
- 8) practicability;
- 9) providing for the needs of ships normally calling into the port;
- 10) stimulating co-operation between ports and countries concerning reception and disposal of waste;
- 11) encouraging the appointment of single co-ordinating/planning bodies by the competent authorities so as to achieve a concentration of responsibility as near the areas of operations as possible;
- 12) enabling monitoring of the type and amount of waste to take place;
- 13) providing for the promulgation of legally binding requirements relating to the implementation of such a scheme; and
- 14) in accordance with the requirements of MARPOL 73/78.

Furthermore, it was agreed that IAPH also participate in a Working Group meeting to be held, as a follow-up to the Correspondence Group, during the gathering of IMO's Marine Environmental Protection Committee (MEPC) in September 1995, which will consider the outcome of findings by the Correspondence Group.

Within the IAPH context, it was proposed that IAPH establish its position paper on the above 14 principles for eventual submission to Norway, the lead country of the Correspondence Group, toward the middle of April 1995.

Mr. Smith, in this connection, stated that since IMO now requires position papers from non-governmental organizations including IAPH to be submitted three months prior to being tabled for discussion at IMO, IAPH must certainly observe this time requirement.

To come up with a formula acceptable to IAPH member ports in the process of drafting the IAPH position paper, Mr. van der Kluit, Chairman of the Committee on Port Safety and Environment, agreed to contact selected people within IAPH port circle who are well versed in the subject for their comments and to compile them into a report.

Mr. Smith mentioned that he would refer such a report, when completed, to Mr. Jean Smaghe, the Chairman of IAPH/IMO Interface Group, for his overall guidance and final approval, so that IAPH may effectively formulate its strategy on reception facilities.

It was also suggested that an IAPH Working Group on Reception Facilities of established, composed of representatives from various IAPH Technical Committees concerned with this subject.

2.2 Risk Analysis and Contingency Planning

Mr. Smith reported that an IAPH paper on Contingency Planning and Risk Analysis was seen by SPI as a useful basis for an examination by a Correspondence Group to be led by IAPH, of material available on the subject so as to establish what additional work might be necessary.

As this subject is closely related to the wider picture of port safety/security, more specifically to the police and fire services, arrangements for which differ from one port to another and from one country to another, there were a number of relevant comments expressed and questions raised as to how IAPH wishes to contribute to the future work program of SPI.

Mr. Smith, however, steered the discussion to an agreed view that a basic principle applies here, not local port situations, and suggested that IAPH assist IMO in producing some guidance on emergency/contingency planning.

It was therefore agreed that IAPH investigate and determine if there is sufficient material available from its member ports, specifically if or not IAPH member ports have their own contingency planning in a written form, eg. guidelines and manuals. Mr. van der Kluit agreed to support this effort of IAPH by contacting those well familiar with this subject within IAPH port circles, as well as other interested parties such as INTERTANKO, BIMCO, ICS, etc. to see if they have such material affecting ports.

2.3 Problem Ships in Ports

The discussion on the subject focused on the various experiences by those present of dealing with abandoned, detained or disabled ships within their port areas, for instance, the channel blockages by abandoned ships, suggesting different approaches taken by port authorities in treating such problem ships.

Concern was also raised over aging ships, especially bulk carriers uninsured or unclassified, operating now throughout the world, to which Mr. Smith responded that SPI had agreed at its previous 3rd Session to ask IMO's Legal Committee to consider the feasibility of an appropriate insurance scheme, including compulsory insurance for such bulkers.

There was also concern raised in the context of "Port State Control" (PSC) where port authorities currently do not and cannot access PSC information, specifically information on the arrival of sub-standard ships in port waters and the detention of such ships by PSC inspectors. Considering that such information is vital to port authorities in receiving lines and that the concept of PSC, which originated in Europe, is spreading rapidly to other parts of the world, it was unanimously agreed that IAPH continue to ask IMO to make the PSC information available including in particular, The International Ship Information Database, to port authorities.

It was also proposed and agreed, along similar lines that IAPH make efforts to educate its member ports at large on Port State Control, as in some countries port authorities are not necessarily the PSC Authority, and that IAPH member ports be lobbying their national governments in the process.

Mr. Smith stated that IAPH had made it clear to SPI

that, in a safe haven context, first priority would always be the safeguarding the lives of crew members and that IAPH had offered to draft guidelines on the procedures which might be adopted by port authorities in authorising the entry of a disabled ship to a port or other designated safe haven.

2.4 Education and Training of Personnel Charged with the Handling of Dangerous Substances As General Cargo in Ports

Mr. Smith brought the attention of those present to a section of his Report mentioned above, indicating that IAPH had offered to lead a Correspondence Group to develop an inventory of educational and training courses in cargo handling covering different levels of target groups for submission to be made to the next SPI meeting.

This initiative by IAPH was welcomed by all those present, as IAPH has substantial knowledge and expertise available from its member ports, and as it would also help IAPH identify overlapping areas covered by IMO, ILO and UNCTAD, etc. on this subject.

2.5 Use of Electronic Data Interchange (EDI) for Ship/Port Interface

There was not any substantial discussion nor any concern raised on this subject.

3. Air Pollution from Ships

Mr. van der Kluit submitted a discussion paper on "Air Pollution From Ships, Including Fuel Oil Quality" to the meeting as the basis of discussion, which was duly accepted, and made a presentation as summarized below:

3.1 Developments at IMO

IMO's Marine Environment Protection Committee (MEPC) intends to prepare a new Annex to MARPOL 73/78 (Annex 6) to deal with the prevention of air pollution from ships. During MEPC36 held at IMO, London, from 31 October to 4 November, 1994 (Report on MEPC 36 by Mr. Smith which was published in the January/February 1995 issue of Ports and Harbors), it was decided that a correspondence group be established to prepare the draft new annex, based on position papers available, so that the draft text should if possible be finalized by a Working Group scheduled to meet during MEPC37, September 1995 for adoption during the 1996-1997 biennium.

3.2 Implications of the New Annex to IAPH

Mr. van der Kluit explained that among a number of key and controversial issues that are to be resolved for inclusion in the draft new annex, there seems to exist two issues that are of prime importance from an IAPH standpoint:

Global capping of the sulphur content of fuel oil; and
Criteria and procedures for the designation of special areas.

According to Mr. van der Kluit, in view of a number of attempts made by several states backed by the oil industry and shipowners to arrive at a globally applicable 3.5 to 4.0 percent as the maximum permissible sulphur content of fuel oil — which have, however, been a failure — it seems likely that 4.5 or 5 percent may be established by MEPC as a remedial solution to satisfy all those involved.

The consequence of this high percentage would necessitate the establishment of so-called special areas, implying that shipping must use fuel with a low sulphur content (1.0 to 1.5 percent) and distorting the competitive position of

ports located near a special area with those which are not.

To complicate matters further is the fact that the European Commission has stated that it would issue and initiate its own sulphur regulation, if IMO is not successful in agreeing on an acceptable solution (3.5 to 4.0 percent) before 1995.

3.3 Suggested Line of Approach by IAPH

It was agreed that IAPH should develop documentation for presentation to IMO against the background of an apparently increasing politicisation of IMO. Mr. Smith also indicated the necessity for IAPH to evaluate economically any proposal made by IMO, as cost effectiveness is an important criteria in the two issues.

Against this background, it was agreed that an IAPH position paper on air pollution from ships be drafted and submitted to MEPC37 by the end of May 1995, incorporating the following three key points:

- 1) acceptance of the fact that a relatively high sulphur percentage is likely to be agreed on (4.5 percent), except for special areas, provided that the sulphur content is updated continuously, namely reduced;
- 2) clarification that ports are not supportive of special areas, as they would distort the competitive position of ports; and
- 3) confirmation that consideration is being taken of a concern by the oil industry over the heavy investment additionally required for modification of their installations.

It was further decided that IAPH should accordingly take part in the Working Group entrusted with the development of the draft annex which will meet during MEPC37 in September 1995, and that IAPH seek as wide a support for IAPH proposals as possible from other interested parties. As far as the latter is concerned, it was suggested that there exists a need on the part of IAPH member ports to lobby their respective national governments to support the ports' view on this subject.

4. Unwanted Aquatic Organisms in Ballast Water

Capt. Baird of Port Hedland, Australia, took the opportunity to bring the attention of those present to the issue of ballast water and requested that IAPH take a firm and concerted action on a global scale.

As background information, Capt. Baird made a brief presentation on how the marine environment in Australia had been seriously affected by the transfer of unwanted marine organism in ballast water and on how ports in Australia had addressed the issue collectively.

As referred to in the foregoing report on MEPC36 by Mr. Smith, IMO's MEPC36 has accepted that the Guidelines for Preventing the Introduction of Unwanted Aquatic Organisms and Pathogens from Ship's Ballast Water and Sediment Discharges adopted by IMO Assembly Resolution A 774(18) do not provide a complete solution to the problem and that there is need for further research on the subject and for the development of improved ballast water management and treatment options.

In view of a decision made by MEPC36 that an Annex to MARPOL73/78 be developed by a MEPC Working

(Continued on Page 20)

Report on the Combined Meetings of Committee on Port Safety and Environment, Committee on Marine Operations, and Committee on Port Planning and Construction

Hong Kong, November 30, 1994

Introduction

The combined meetings of the three IAPH Committees on Port Safety and Environment, Marine Operations, and Port Planning and Construction were held from 09:00 to 12:00 on November 30 at the Hong Kong Club in Hong Kong, and attended by:

Co-ordinator for IAPH Technical Committees for Port Affairs

Mr. P.J. Keenan, Chief Executive, Cork Harbour Commissioners, Ireland

Port Safety and Environment Committee

Mr. P. van der Kluit, Policy Adviser and Executive Secretary, Directorate of Shipping, Port of Rotterdam, the Netherlands (Chairman)

Mr. Alh. Abou B. Jallow, Director of Operations, Gambia Ports Authority, the Gambia

Capt. J.E. Quansah, Ag. Port Director, Takoradi Port, Ghana Ports and Harbors Authority, Ghana

Mr. J. Perrot, Personnel Manager, Port Autonome du Havre, France

Marine Operations Committee

Capt. J.J. Watson, Chief Executive, Dundee Port Authority, U.K. (Chairman)

Mr. A.C. Pyrke, Director of Marine, Marine Department, Hong Kong

Capt. Ian Baird, General Manager, Port Hedland Port Authority, Australia

Port Planning & Construction Committee

Mr. Philip Ng, Director of Engineering, Port of Singapore Authority, Singapore (Chairman)

Mr. L. Visser, Director Infrastructure, DHV Environment & Infrastructure, the Netherlands (Vice Chairman)

Mr. T. Frawley, Director, Jardine Transport Services Ltd. Hong Kong

Mr. R.H. Parry, Dy. Secretary, Port Development Board, Hong Kong

Mr. A. Priso, Dy. General Manager, Cameroon National Ports Authority, Cameroon

Mr. J. Lappolla, Dy. Executive Director/Director of Engineering, Canaveral Port Authority, U.S.A.

Mr. M. Ohno, President, Japan Port Consultants, Japan

Mr. T. Ishibashi, Dy. Executive Director, Port of Hakata, Japan

Mr. T. Sato, Manager, Planning Department, Port of Hakata, Japan

Mr. Balakrishnan, Actg. Assistant General Manager (Corporate), Klang Port Authority, Malaysia

Mr. P. Weidemeyer, Board Member, Port of Hamburg, Germany

IAPH Secretariat

Mr. A.J. Smith, IAPH European Representative, London, U.K.

Mr. R. Kondoh, Dy. Secretary General, Tokyo, Japan

Mr. H. Nagai, Asst. Under Secretary, Tokyo, Japan

Mr. Keenan as co-ordinator for IAPH Technical Committees for Port Affairs opened the meeting by welcoming all those present, presented regrets from Mr. Robert Cooper, IAPH 1st Vice President, in charge of co-ordinating

(Continued from Page 19)

Group, currently consisting of representatives from the International Chamber of Shipping, International Association of Classification Societies, Oil Companies International Forum, and Friends of the Earth, it was proposed and agreed that IAPH also participate directly in this process, namely the Working Group to meet during MEPC37 in September 1995.

In this connection, it was also suggested that this subject be placed on the agenda for the combined meetings to be held on the following day of three IAPH Technical Committees meeting at this time in Hong Kong, so that IAPH

may formulate a strategy on the subject.

5. Other

While there were other related topics and subject areas brought up at the meeting, it seemed that a common sentiment underlining them all was the fact that IAPH is required, now more than ever, to take concerted action by involving all its members, not unilateral ones, if it wishes to be influential in international fora including IMO.

6. Closing

There being no other matter raised for discussion, Chairmen Watson and van der Kluit thanked Mr. Pyrke for making all the arrangements for holding the combined meetings in Hong Kong, and the meeting was closed at 17:00.

5 IAPH Committees for Port Affairs, including three meeting now in Hong Kong, for not attending, and thanked Mr. Pyrke and Mr. Frawley for their assistance in providing venues for the meetings.

Mr. Keenan mentioned that it was of significance that 3 IAPH Technical Committees were meeting at the same time and at the same venue to address issues of common interest and concern and that this occasion would certainly provide a good example of a joint effort by several committees concerned to work out a specific problem.

Thereupon, Mr. Keenan then invited the three Chairmen, one by one, to present the results of the discussions of their respective committee meetings from the previous day. However, as Capt. Baird had to leave earlier than previously scheduled, Mr. Keenan invited him to present on the issue of Ballast Water first in a row.

1. Ballast Water

Capt. Baird, amongst many aspects of Ballast Water discussed on the previous day, made the point that IAPH should directly participate in a Working Group of IMO's Marine Environment and Protection Committee (MEPC) entrusted with the development of an annex to MARPOL73/78 as a formal IAPH representation, saying ballast water management strategy would form the foundation of the MARPOL Annex.

As a result of extensive discussion, it was agreed and decided that formal IAPH representation be established in the MEPC Working Group and that IAPH establish a Correspondence Group led by Capt. Baird to form a basic paper (IAPH strategy) on the subject for submission to the

Working Group at MEPC37, September 1995.

Given the complex scientific terms involved and the level of scientific knowledge and expertise required to deal with the issue, it was suggested that the Correspondence Group define, in the first place, what was really at stake from an IAPH standpoint and present such a comprehensive port view to IMO accordingly.

In consequence, Capt. Baird agreed to make a specific presentation on the subject, including a short slide presentation, to the Seattle/Tacoma Conference in June 1995, provided that the Conference organizers were agreeable.

Mr. Keenan accepted that he would get in touch with Mr. Cooper, 1st Vice President, regarding Capt. Baird's presentation at the Conference, so that the matter might be finalized as soon as practicable, and then invited Mr. Ng to present an outline of his committee meeting from the previous day.

2. Port Planning and Construction Committee

Chairman Ng said that his committee had quite a fruitful and specific discussion on the following papers already prepared or being prepared by the respective committee members, in accordance with its Terms of Reference.

1) "Quality Assurance"

Two papers titled "An Introduction to ISO 900" (Mr. T. Frawley, Hong Kong) and "ISO 9002 Accreditation - Port of Tauranga" (Mr. N. Wixcey) had been submitted and found to be very good. As a consequence, it was decided that they be presented to the Seattle/Tacoma Conference.



1st row (from left to right): Mr. A.J. Smith, IAPH European Representative, London, U.K., Mr. L. Visser, Director Infrastructure, DHV Environment & Infrastructure, the Netherlands, Mr. Philip Ng, Director of Engineering, Port of Singapore Authority, Singapore, Mr. P.J. Keenan, Chief Executive, Cork Harbour Commissioners, Ireland, Capt. J.J. Watson, Chief Executive, Dundee Port Authority, U.K. and Mr. P. van der Kluit, Policy Adviser and Executive Secretary, Directorate of Shipping, Port of Rotterdam, the Netherlands

2nd row (from left to right): Capt. J.E. Quansah, Ag. Port Director, Takoradi Port, Ghana Ports and Harbors Authority, Ghana, Mr. J. Perrot, Personnel Manager, Port Autonome du Havre, France, Mr. A.C. Pyrke, Director of Marine, Marine Department, Hong Kong, Mr. T. Sato, Manager, Planning Department, Port of Hakata, Japan, Mr. M. Ohno, President, Japan Port Consultants, Japan, Mr. T. Ishibashi, Dy. Executive Director, Port of Hakata, Japan, Mr. R. Kondoh, Dy. Secretary General, Tokyo, Japan, Mr. P. Weidemeyer, Board Member, Port of Hamburg, Germany, Mr. T. Frawley, Director, Jardine Transport Services Ltd. Hong Kong, Mr. J. Lappolla, Dy. Executive Director/Director of Engineering, Canaveral Port Authority, U.S.A., Mr. A. Priso, Dy. General Manager, Cameroon National Ports Authority, Cameroon, Mr. R.H. Parry, Dy. Secretary, Port Development Board, Hong Kong and Mr. Balakrishnan, Actg. Assistant General Manager (Corporate), Klang Port Authority, Malaysia

2) "Coastal Erosion"

The paper continues to be monitored and finalized by Mr. J. Lappolla, Canaveral.

3) "Reference Documents"

This paper will be further updated and reviewed by Mr. L. Visser, Vice Chair, with inputs and assistance from the IAPH Secretariat.

4) "Port Services"

The paper had originally been drafted by Mr. P. Palu, Baltic Ports Organization (BPO). However, as he resigned just recently, it was decided that it be taken over by Mr. R. Parry, Hong Kong, for finalization.

5) "Maintenance of Port Facilities"

The paper deals with the philosophy, challenges and strategies of port infrastructure maintenance. (Mr. P. Ng, Chair)

6) "Port Capacity Calculation"

The paper is intended to develop a model for computing port capacity, with case studies of ports employing such a model to be included. (Mr. V. Balakrishnan, Klang)

7) "Port-City Relations/Public Access to Port Areas"

Three papers are in the process of being drafted, namely case studies from New Zealand (Mr. J. Halling), Cameroon (Mr. A. Priso) and Singapore (Mr. P. Ng). In addition, Mr. Ishibashi agreed to prepare a paper on the Port of Hakata as a case study from Japan.

In the end, Chairman Ng indicated that his Committee's Terms of Reference needed to be reviewed to coordinate the current subject areas dealt with and to incorporate new ones.

3. Committee on Marine Operations

Chairman Watson said that one area had been highlighted at the previous day's meeting of his committee held jointly with the Committee on the Port Safety and Environment, that was, to influence IMO.

In his view, IAPH had been doing a good job in its representation at IMO. Considering that other non-governmental organizations sent a large number of delegates to relevant IMO meetings, he said he was especially grateful to Mr. Smith and Mr. van der Kluit for what they had done with a relatively small number of support personnel.

1) VTS Guidelines

Referring to Vessel Traffic Services (VTS), Chairman Watson mentioned that VTS Guidelines should be as simple as possible, as a case study of a big port could not be automatically applied to a small port. He also said that, as VTS equipment was substantial, it should be noted that it might be costly to developing ports.

2) Routing of Ships

Chairman Watson said that we at ports did not get involved in this subject, as it embraced political implications.

4. Port Safety and Environment Committee

Chairman van der Kluit mentioned that, while IMO was important, it was nowadays becoming politicized, and indicated a need for IAPH to take a political approach

towards IMO as well.

Mr. van der Kluit then gave a brief summary of the relevant discussions and decisions made on the previous day, with particular reference to the on-going process at IMO of preparing a new Annex to MARPOL 73/78 (Annex 6) to deal with the prevention of air pollution from ships.

He made the point again, as he had done the previous day, that IAPH should formulate a position paper on the subject, including the issue of a globally permissible sulphur content of fuel oil, and should directly participate in a Working Group of IMO's Marine Environmental Protection Committee (MEPC37) entrusted with the development of the draft annex.

As a consequence, Mr. van der Kluit's presentation was warmly accepted and duly endorsed by those present.

5. Review of IAPH Guidelines on Port Safety and Environmental Protection

Mr. Keenan thanked the three Chairmen for their presentations and proceeded with the review of IAPH Guidelines by saying that the main purpose would be to identify overlapping subject areas covered by IAPH Technical Committees.

While there were various comments expressed on the subject, there was a general agreement that, since the contents were out of date, they should be updated as soon as practicable. However, as to the method and process of updating the Guidelines, there was not an agreement due to the following two opposing views:

One view was that there existed the need to take a totally new approach to the revision of the Guidelines, for instance having new Guidelines created by each IAPH Technical Committee or producing a separate paper on a given subject from time to time, while the other favored sticking to the present format, as the present Guidelines were still very useful. Proponents of the former view also suggested that the Guidelines be rewritten in simpler terms.

However, there seemed to exist a shared wish that port managers' views be reflected more explicitly in the Guidelines, as it was the case that the profound port expertise available from IAPH member ports have not necessarily been utilized and had remained untapped.

As a result of extensive discussion on the IAPH Guidelines, it was agreed that a more detailed schedule be worked out and coordinated between the IAPH Secretariat and the Chairmen of the Technical Committees, before the process of updating could actually be undertaken.

Mr. Keenan closed the discussion on this subject by saying that he would raise it with Vice President R. Cooper to decide what should be done.

6. IMO Ship/Port Interface Group

Mr. Keenan invited Mr. Smith, the IAPH European Representative, to present his views on IMO Ship/Port Interface Group in relation to the IAPH Technical Committees.

Mr. Smith then gave a brief background of how the IAPH/IMO Interface Group had been established, referring to a decision taken by the Executive Committee that had met in Copenhagen, Denmark, in May 1994, and stressed that the objective of the Group headed by Mr. J. Smaghe, 2nd IAPH Vice President, was to establish an overview of what issues were likely to impact on port operations.

Mr. Smith made the point that IAPH should be proactive rather than reactive in dealing with IMO, with particular

reference to the five IAPH position papers that have recently been submitted by the IAPH Group to the IMO Ship/Port Interface Group, which had been found to be practical by IMO.

Mr. Pyrke mentioned that it would be very important to know what is going on in politics and the implications for ports by referring to the Donaldson Report, indicating the resultant necessity to review the current IAPH efforts in dealing with IMO and to introduce a new approach to IMO.

There was also a discussion on the subject of the reduction of port dues for SBT tankers to the effect that, as the port infrastructure for handling such tankers was more expensive, there was the need to look into this issue more carefully, including the related issue of port charging structure.

7. IAPH Reference Documents

Mr. L. Visser, Vice Chairman of the Port Planning and Construction Committee, raised the question of whether or not the various documents produced by the IAPH Technical Committee had been effectively utilized by the membership.

He then proposed that IAPH produce an "IAPH Reference Document", every two years at the time of the biennial conference, listing the most recent material published by IAPH and the topics dealt with therein, so that the members might locate the exact information required.

As was the case with the revision of the IAPH Guidelines on Port Safety and Environmental Protection, it was agreed that the document be prepared from the perspective of a port manager and that details be worked out between Mr. Visser and other technical committees with the suggestions of the Secretariat.

8. The Organization of Seminars in Developing Ports

Mr. van der Kluit gave a brief background on how the idea of organizing seminars on a regional basis on selected subjects for IAPH members, especially in developing countries, had emerged during the IAPH Executive Committee meeting in Copenhagen, Denmark in May 1994. He also referred to the report on the recently conducted IAPH Membership Survey, in which a similar suggestion was made in connection with long-term IAPH initiatives to be pursued.

Mr. Jallow of Gambia mentioned that the African members had voiced such a need repeatedly over past years and requested that IAPH consider it once again.

Mr. Kondoh said in response that, while IAPH was aware of the existence of such a requirement from developing member ports, IAPH funds were not sufficient to put the idea into practice. He referred to IAPH budget constraints caused mainly by the recent appreciation of the Japanese yen against major world currencies.

He also pointed out that IAPH financial and technical assistance programs, namely, the Bursary and Award Schemes, had already been in place for a number of years, under the administration of the Human Resources Committee chaired by Mr. Goon of Singapore, and that those two schemes, though quite modest in size, were funded by voluntary contributions from members.

Mr. Smith also suggested that IAPH explore the possibility of seeking other sources of funds, for instance from the World Bank or UNCTAD, which seem to have sufficient funds intended for this specific purpose.

As a consequence, the idea of organizing seminars was generally supported and Mr. van der Kluit agreed to discuss this matter further with Mr. Goon and to prepare a proposal to be submitted to the forthcoming IAPH Conference in Seattle/Tacoma in June 1995.

9. Occupational Safety and Health in Ports

There was a discussion on Occupational Safety and Health in Ports, based on the presentations by Mr. van der Kluit and Mr. Visser, who had drafted contribution papers on the subject and submitted them to the Port Planning and Construction Committee.

Overall, it was acknowledged that the way to address this issue varied extensively, depending upon local circumstances and laws, and thus suggested for one thing that IAPH should reactivate its liaison with the International Labor Organization (ILO), which was in the forefront of addressing issues associated with the safety and health of workers in various industrial sectors.

10. Port Security

Due to the lack of time available, the discussion on Port Security was brief and chiefly focused on such problems as stowaways, drug smuggling and maritime fraud at ports, with particular reference to how cooperation between IAPH and the World Customs Organization could be further enhanced to enable the two organizations to tackle those issues together more effectively.

Mr. Smith, for instance, suggested that some kind of guidance ought to be established on safe stowage at ports and, in this context, requested Mr. Ng, Chairman of Port Planning and Construction, to review the section of Port Security in the IAPH Guidelines, to which Mr. Ng agreed.

11. Other

As indicated above, a wide range of topics and subject areas were raised and discussed at the meeting in Hong Kong on November 30, with the relevant comments and views expressed by those present, from which, it was observed, a couple of the following shared views seemed to have emerged.

Firstly, the need to influence IMO was repeatedly voiced by many participants. During the course of the relevant discussions, it was pointed out that there now arose a large number of complex subjects and issues to be addressed by IAPH as a result of IMO deliberations. However, given the diversity of local and national situations involved, it was repeatedly suggested that IAPH make clear what specific subjects it wished to cover at IMO for the collective interest of IAPH member ports and accordingly establish its position and strategy on a subject-to-subject basis.

Secondly, the value of joint meetings was highlighted, as many issues covered by the Technical Committee had no doubt become interlocked and intertwined. It was accordingly proposed that the possibility of joint Technical Committee meetings be further promoted, with a view to organizing them in Seattle/Tacoma in June 1995.

Mr. Keenan agreed to recommend this proposal to Vice President Cooper for an appropriate decision to be made.

With no other matter raised, Mr. Keenan thanked all those present for their active participation in and contribution to the meetings in Hong Kong, expressed his sincere thanks to Mr. Pyrke and Mr. Frawley for making the meetings in Hong Kong possible, and closed the meeting at 12:00.

OPEN FORUM

— Report from the Port of Miami —

Summit of the Americas: Start of a Beautiful Friendship?

*“My dear Mr. Rick, hasn't anyone told you that isolation
is not practical in today's world?”*

— Actor Sydney Greenstreet to Humphrey Bogart in a scene from “Casablanca” —

Early last December, countries of the Western Hemisphere — many emerging at last from decades of trade protectionism — moved decisively to join the rest of the world in the growing game of global economics. At the Summit of the Americas in Miami, leaders of the hemisphere's 34 democracies committed to an ambitious program that will create a Free Trade Area of the Americas (FTAA), a region encompassing a \$13-trillion market of 850 million people, the largest free-trade zone in the world. As a first step toward this goal, the leaders of Mexico, Canada and the United States formally invited Chile — the new model for Latin market economies — to begin talks to join the North American Free Trade Agreement (NAFTA), which will serve as the model for the FTAA.

Time will tell whether the Summit of the Americas will deliver on its promises or go down in history as the hemisphere's most extravagant photo opportunity. The participants set a 10-year deadline to draw up the plan for the free-trade zone, but left unanswered the question of when the plan would take hold. There was little doubt, however, of their desire to integrate before 2010, the earliest target date set by the Asia-Pacific Economic Cooperation (APEC) — a trade forum of 18 Pacific Rim nations, including Chile, the United States and Mexico — to fashion its own free-trade zone. Eventually, APEC will comprise a colossal market of 2.2 billion consumers, dwarfing the European

Community and NAFTA countries combined.

But for now, the focus is on the immediate future. Following a detailed timetable over the next 18 months, hemispheric leaders and trade experts will confer on a variety of key trade issues, including export subsidies, customs procedures, product dumping, investments, services, and intellectual property. They will also take up the crucial matter of bringing consistency to the hemisphere's five regional free-trade accords: NAFTA (Canada, Mexico and the United States, with Chile invited); Mercosur (Brazil, Argentina, Paraguay and Uruguay); the Andean Group (Venezuela, Colombia, Bolivia, Ecuador and Peru); the Central American Common Market; and the Caribbean Community.

Viewed for what it hopes to accomplish commercially, the Free Trade Area of the Americas plan cannot match the landmark expansion of the General Agreement on Tariffs and Trade hammered out by European and U.S. officials. Nevertheless, the message emerging from the summit is that GATT may have reached its zenith as the instrument guiding trade cooperation around the world. At the summit's closing ceremony, the leaders of Western Hemisphere made clear that the future hinges more on forming stronger bonds with one another than with trading partners elsewhere in the world.

Still, it will take far more than a feeling of shared destiny to consummate the relationship between the Americas. The



Entrance to Summit Media Center on the Port of Miami. More than 5,000 journalists took advantage of the state of the art facility during the Summit.



All the democracies of the Western Hemisphere were represented during the Summit.

Western Hemisphere nations must overcome far bigger disparities in the relative size and health of their economies than occur between the economies of the European Union or the Asian tigers. And despite impressive gains of late, Latin America struggles on with severe problems: the world's most skewed income distribution, one of its lowest savings rates, rising unemployment despite economic growth, high illiteracy, and inadequate infrastructure. Clearly, any hope of sustaining development and ensuring stability in Latin countries depends on a sea change in social as well as economic conditions, a reality sure to hamper upcoming negotiations and try the patience of both the haves and have-nots in the two Americas.

The first test of post-summit solidarity will come early this year when President Bill Clinton seeks approval from the U.S. Congress to negotiate Chile's entry into NAFTA. To conclude the trade pact, Mr. Clinton will need to win fast-track negotiating authority, under which Congress can vote yes or no on an agreement arranged by the president, but cannot amend it. The new Republican majority in Congress may balk at giving Mr. Clinton such power, however, in which case accession talks will likely bog down in partisan politics. Chile will then look elsewhere — probably to Mercosur — for a major trade partner to hook up with its booming economy. Such a turnabout would deal a blow to the summit participants' stated hope of forging stronger north-south relationships, and delay progress toward the overall goal of a hemispheric common market.

Delay but not end it. Barring an improbable reversal of onrushing global trends, the Western Hemisphere is headed down a path leading more or less straight to economic integration. Of the hemisphere's 35 nations, all but Cuba — which was not invited to the summit — now boast some form of democratic government. The unprecedented concentration of democracy has been a potent catalyst for economic development and free trade. Throughout Latin America, a fervent free-market orientation is supplanting failed protectionist and socialist economic models of less than a decade ago. With liberalized markets stretching from Alaska to Tierra del Fuego, the Western Hemisphere has become the world's second fastest growing region, after Asia. By 2003, economists predict, it will be the biggest market on the planet.

Nowhere are the changes more obvious — and more welcome — than in the hemisphere's southern reaches. Gone, or going, are the inward-looking autocratic policies that



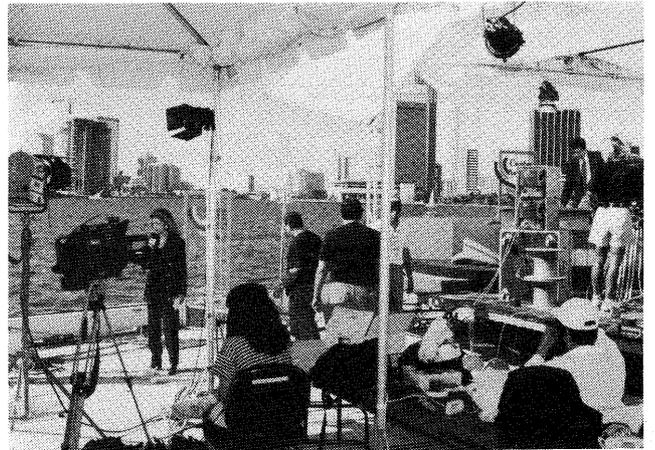
State-of-the-art communications equipment — including 4,500 miles of the fiberoptics — made it easy for reporters to file their stories.

characterized the region for a generation: steep import tariffs, severely restrictive licensing, and production mainly for domestic markets. In their place are enlightened policies that have removed barriers to capital flow, opened up financial markets, lifted interest-rate controls, and slashed tariffs by more than half, from a regional average of 26 percent to 12 percent.

Latin American and Caribbean countries have responded to this opening of their economies with an energetic spurt of growth. Over the past three years, real GDP across the region advanced at an average rate of 3.5 percent, exceptionally healthy by recent world standards. Economists project a slightly improved GDP, 3.6 percent, for the region overall this year. The most revved-up economies — those of Chile, Argentina, Costa Rica and Peru — are expected to go on expanding at a heady 6 percent a year or more.

All of which has not been lost on foreign investors, who have been flooding South and Central America and the Caribbean with billions of dollars in capital. Last year they channeled more than \$70 billion in foreign money directly into these markets, much of it to fund privatization of state-owned industry. With the debt crisis of the 1980s all but a memory, and several economies on a roll, there is plenty of room for growth in Latin and Caribbean financial markets. Privatizations still lead the list of possibilities; many are under way and many more have yet to begin. Corporate equities rank high as well. Brazil's stock market, for one, is considerably undercapitalized given the size of Brazil's economy. Infrastructure projects also hold promise. By World Bank estimates, a backlog of some \$60 billion worth of improvements is stacked up in the region. With such abundant opportunities awaiting investors, foreign money will continue pouring into this part of the Americas, provided stability prevails.

To see that it does, Latin and Caribbean nations have been putting their economic houses in order. A top priority for all has been to hobble runaway inflation. By setting their government books aright and tightening fiscal policies, they have slowed price increases to a relative crawl. In 1994 the weighted average for inflation in Latin America, excluding Brazil, ran about 12 percent, down from a torrid 400 percent in the late 1980s. Panama, Mexico, Bolivia and Argentina all reported inflation in single digits last year. As for Brazil's streaking inflation, it finally may be yielding to remedial measures. Through the first half of 1994, prices in Brazil rose at an annual rate of about 1,000 percent. Then last July



Miami's downtown skyline as seen from the Port was the backdrop throughout the Summit as television reports were broadcast throughout the world.

Brasilia rolled out a stabilization plan and a new currency. After the switch from the cruzeiro to the real, inflation settled down to an annual rate of under 40 percent by autumn, still high enough to remain cause for concern but a good sign that Brazil, the hemisphere's second biggest market, is on the right track.

It will have to be if it hopes to negotiate from a position of strength with the resurgent economies of the United States and Canada. Both countries emerged from the recession of the early 1990s leaner and competitively meaner than ever. Canada's projected jump in GDP, 3.8 percent, tops growth forecasts for the world's major markets this year. And the giant U.S. economy is showing itself to be especially nimble and regenerative for the times. In 1994 — after a painful but long overdue restructuring — U.S. manufacturers reclaimed the productivity title from Japan and more than made up market share lost in the late 1980s. So strong were signs of a vigorous U.S. rebound last year that a cautious — some say skittish — Federal Reserve Bank imposed a series of interest-rate hikes to modulate growth in hopes of prolonging it.

For all the combined influence that democracy and stronger economies inside the Western Hemisphere had on creating a climate for the summit, the main impetus, in fact, came from outside. Successful efforts by European and Pacific Rim countries to cement trade relationships, both formal and de facto, within their geographical spheres of influence has put tremendous pressure on Western Hemisphere nations to form their own unified free-trade zone. Without it, they can scarcely expect to compete in a global economy destined to be dominated by three or four super trading blocs. Already, a complex web of 24 free-trade agreements crisscrosses the hemisphere, and the addition of new pacts or expansions of existing ones are in the offing. Mindful of the coalescing European and Asian trade blocs, and fearing that a proliferation of agreements within their own region will only frustrate efforts to integrate, the summit countries unanimously approved the plan to forge a grand free-trade agreement spanning both the Americas.

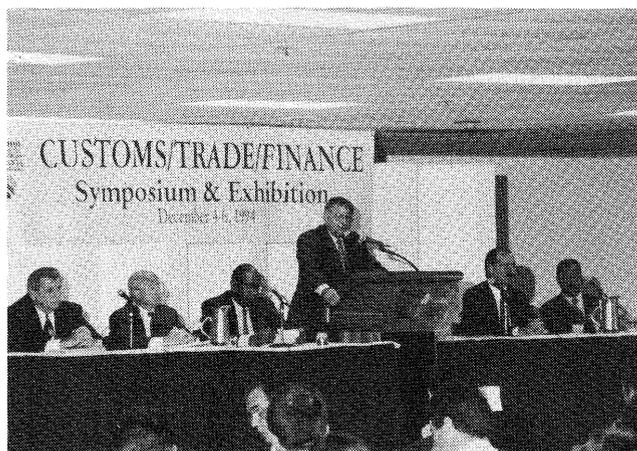
But not without a diplomatic skirmish first. During the run-up to the summit, tensions ran high between Brazil and the United States — the latest in a series of trade spats between the two regional giants. The United States, which accounts for three-quarters of the hemisphere's wealth, views Brazil as a huge and potentially rich market finally embracing open trade and market economics, but not yet worthy of equal

partner status. Brazil, on the other hand, considers itself a major player on the world stage and the self-appointed guardian against U.S. economic hegemony in South America. As the dominant power on the southern continent and the biggest member of Mercosur, it wants convergence with, not annexation to, a NAFTA-based pact.

In meetings to set the summit agenda, Brazilian officials expressed concern that such a pact would dilute the work of Mercosur and other accords between Latin and Caribbean nations. It also objected strenuously to U.S. attempts to link labor and the environment to trade at the summit. Latin and Caribbean nations generally perceive such links as a ruse that wealthy countries can conveniently employ to block imports from poor countries. But a late round of shuttle diplomacy between Brasilia and Washington ironed out differences and achieved compromise just days before the summit. The White House agreed to soften its stance on labor and environmental issues at the summit itself, hoping instead to persuade Latin nations to incorporate them into future negotiations.

Whether the United States will have the clout to do so remains to be seen. Washington wants Latin countries, Chile excepted, to join NAFTA as groups, not individuals. But the longer this takes, the less influence the U.S. will have in the integration process. With trade among Latin American nations skyrocketing — it more than tripled from \$7 billion in 1983 to \$26 billion in 1994 — they aren't exactly tripping over themselves to join NAFTA. And if the U.S. fails to fold Chile into NAFTA, Chile probably will join Mercosur as a full member, thus setting into place the final piece of a vast trade mosaic stretching across South America's Southern Cone. On January 1 Mercosur abolished internal duties on most products, and will eventually drop its common external tariff to an average of 14 percent, down from a high of 35 percent when the group formed in 1991. If Mercosur eventually goes on to merge with the Andean Pact, as expected, the resulting group will wield substantial power in future hemispheric trade talks.

But assuming for now that the U.S. does succeed in bringing Chile into NAFTA, the question becomes: Who's next? On a 0-to-5 scale developed by The Institute for International Economics to rate the readiness of the hemisphere's nations for free trade, Trinidad and Tobago tied Chile for first place with an average score of 4.4, followed by Barbados (4.1), Venezuela (3.9), Mexico (3.7), Argentina (2.6), and Brazil (2.3). When Argentina and Brazil are lumped



The Head of U.S. Customs (2nd from left) was on hand to address the 1,200 registrants regarding future prospects for a streamlined process.



Nearly 200 exhibitors had the opportunity to display their products and services, and exchange trade leads throughout the 3 days of the Symposium.

with Paraguay and Uruguay as the Mercosur group, however, the overall score is 3.1. The Andean Group fares better at 3.4, while the Caricom group of 13 English-speaking Caribbean island nations scored 3.7, based largely on the strength of its relatively well developed tourism industry.

Whatever their order of entry into an expanded NAFTA, the 34 nations of the Western Hemisphere have momentum on their side. Even before the plan to stage a summit was announced in Mexico City in December 1993, there was strong consensus among regional heads of state that the Americas had arrived at a defining moment in its history. Few would dispute that. The real issue is what is to be done at this critical juncture. Certainly the Summit of the Americas is a good start toward building an era of lasting regional cooperation and prosperity. But without the resolve of its participants to see its initiatives through, the 1994 summit will accomplish little more than the last hemispheric summit in Punta del Este, Uruguay, in 1967. At that conference, leaders of 19 nations pledged to create a Latin American common market by 1970, and to make it operational by 1985. That promise, of course, proved empty. What followed instead was two decades of economic protectionism and isolationism that often strained relations between north and south. The current leaders of the hemisphere say they are determined not to let that bit of history repeat itself. This time, the two Americas seem to have decided to make the best of their mutual need and to move on together. And that could be the start of a beautiful friendship.

Trade, Diplomacy and media Mix at Port of Miami During Summit

For a glimpse of the future of Western Hemisphere trade, curiosity seekers would have done well to bypass the official venues of December's Summit of the Americas and its attendant pageantry and occasional pomp, and to head, instead, to a cavernous exhibition center near Miami's international airport. There, at a trade symposium and business expo co-sponsored by the Port of Miami three days before the summit, more than 1,000 business people and trade officials from around the Americas and beyond wasted neither time nor oratory in forging new trade ties. Without fanfare and quite naturally, they quickly got down to the matter at hand: unfettered commerce under democratic



The day before the Summit began, the Port of Miami and Port of Montevideo, Uruguay signed a "Puertos Amigos" agreement of cooperation. At the podium are Miami Port Director Carmen Lunetta, and Eduardo Alvarez Massa of the Port of Montevideo. The President of Uruguay, Alberto Lacalle, looks on (immediately right of the podium).

auspices.

The trade symposium, which attracted more than 1,200 registrants, nearly 200 exhibitors, and customs officials from 34 nations, featured the U.S. Customs Commissioner and other high-ranking trade and government officials as speakers. "The Port of Miami was pleased to have been one of the organizers of this event," said its Director, Carmen Lunetta. "There is now great demand to make the Symposium an annual event—which is our intention. Participants told us there is a definite need to streamline customs procedures, and this is the only event of its type anywhere in the hemisphere that meets the need."

The Symposium & Exhibition was but one of three summit-related events the Port of Miami supported with staff and resources during the week of the historic conclave. Besides helping stage the trade symposium, the Port also converted a passenger terminal to serve as the summit's official international media center, and hosted President Luis Alberto Lacalle of Uruguay at a ceremony establishing sister port ties between Miami and Montevideo — all the while carrying on business as usual as the world-leading cruise port and container seaport serving Latin America. Not bad for a week's work.

For several weeks before the summit, the Port marshalled its resources to transform Terminal 12 into one of the largest working, state-of-the-art media centers in U.S. history. Occupying the corner of the Port closest to downtown Miami, the terminal-cum-media-center offered the city's skyline as a stunning backdrop for TV broadcasts of summit news to the world. In the controlled chaos of preparations leading up to the summit, workers from the Port and elsewhere readied the terminal's existing space, adding an 22,000 square feet under an adjoining air-conditioned tent, to receive some 4,500 journalists covering the summit.

For phone and other communications, technicians strung more than 4,500 miles of new fiberoptics cabling to and fro, enough to inscribe a circle around most of the Hemisphere, with Miami at its center. Within just a few days, the terminal filled with facilities and trappings suitable for a full-scale media center: a briefing theater, video editing facilities, satellite up-links, computer data banks, summit-exclusive cable TV, technical support and food service. Meanwhile, outside the terminal, construction crews erected a 4-story parking garage, constructed or resurfaced more than a mile of road, and planted hundreds of palm trees on port property.



More than a dozen tents and 40-some trailers were positioned outside of Terminal 12 to augment the services available in the Media Center.

A BRIEF OVERVIEW OF LEGAL ISSUES IN RESPECT OF PORT ADMINISTRATION

By Captain Peter Heathcote*
Regional Maritime Legal Advisor
Forum Secretariat, Suva, Fiji

Acknowledgement: We express our deep appreciation to the Canadian International Development Agency (CIDA) for the permission afforded IAPH to publish this article in this journal. — IAPH Head Office

This article has been extracted from the paper presented by the author to the 20th Annual Meeting of the South Pacific Ports Association, held in Napier, New Zealand.

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

Structure and Organization

Most ports will have an existing structure and organization. However, if the port was established many years ago, or if technological advances, or economic and commercial changes have taken place since the port was founded, it may be wise to determine if the original structure and organization continue to be appropriate. Models may include a central port authority responsible for all major ports; several independent port entities; quasi-autonomous organizations or private sector enterprises.

In some countries, ports are organized and constituted on a national basis: In others, ports are established on an individual basis. The former is usually a function of a national ports policy and the latter as a stimulus to individual economic performance in the market-place. Many developing countries have found that a national ports structure allowed for an orchestrated approach to port development and an instrument of economic development and necessary infrastructure. However, many of these nations are now finding that bureaucratic organization and administration, often coupled with government meddling or outright interference is not conducive to efficient, effective and economic port operation. There is a move to market-oriented goals and adoption of private sector business concepts.

In order to change government policy from development of port infrastructure to fostering efficient business units providing a reasonable return on assets, there will need to be fundamental changes in the constitution and legislative régime in respect of ports/harbours. This might involve "corporatizing" the organizational infrastructure; separating monolithic organizations into "profit-centre" units; allowing competition between ports, or at least encouraging specialization or market segmentation; providing freedom to

develop rate structures and market initiatives; and demanding financial accountability of the board of directors and senior management. Following this logic to the extreme would mean the privatization of the entity, but the return to the government owner would be much greater if the corporation was first put on a sound, or preferably, profitable footing, rather than selling off just the assets at "Fire Sale" prices. Once a port had been returned to profitability the assets could be sold to the private sector, not just on the basis of depreciated cost, but on the basis of fair market value providing a desirable rate of return on investment. Not only would this provide governments with a one-time injection of cash, a private sector organization would pay corporate taxes, and would go to debt or equity markets for finance for future development. While it would no longer constitute a (dubious) asset on the government books, it would never again require financial resuscitation at the government's and eventually taxpayer's expense.

Operations

The principal functions of a port include:

- (i) the provision of safe harbour and approaches, well marked channels, water of sufficient depth for the expected traffic, safe anchorage areas and possibly marine pilotage and vessel traffic management services;
- (ii) the provision of berths, wharves, docks of sufficient dimensions strength and depth of water to allow vessels of the intended size to safely lay alongside in all expected weather conditions, and to provide sufficient cranes, aprons, rail-lines, sheds, container marshalling yards for the expeditious handling of cargo and to ensure efficient ship turnaround times;
- (iii) the provision of facilities for the efficient through-put of cargoes including stevedoring, tallying, customs inspection, cargo documentation, LCL consolidation, container handling/stuffing/repair/storage, feeder service, and passenger handling;
- (iv) the provision of intermodal facilities for onward handling by road, rail, or sea;
- (v) the provision of port of refuge from weather or distressed vessels or safe anchorage for vessels awaiting cargo or orders, or for ships requiring repairs or maintenance, or for the re-supply of provisions and stores;
- (vi) the reception of wastes from ships, including oily water, slops, packing material, dunnage, unused or unwanted chemical residues, sewage and garbage and the provision of bunkers, lubes and fresh water.

One of the primary functions of a port has been the loading and unloading of cargo from a vessel. Until a few years ago, this was accomplished by a labour-intensive process involving removing goods from a warehouse,

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- (a) maritime legislation/regulation in shipping, ship registration, marine insurance, carriage of goods, ship safety, pollution prevention, limitation of liability and compensation;
- (b) development of draft legislation for consideration by Forum Island Countries;
- (c) establishment of training program in maritime law, based on identified country needs;
- (d) implications of accession to international maritime law conventions.

transporting under the hook of a union-purchase rig, lifting on board and arranging for proper stowage, taking into account ventilation, shifting, contamination, crushing and port sequence. Today, the majority of general cargo is moved by container, truck or trailer, either on cellular or ro-ro vessels. This change in mode has led to massive changes in port layout, infrastructure, *modus operandi*, labour requirements, security and documentation. Whilst containers represent an almost homogeneous cargo, the nature of the contents is not always known, nor is the condition the cargo or adequacy of its stowage recognisable from the exterior. This has important ramifications in respect of the duties and liabilities of terminal operators. Other cargoes, such as bulk liquids, oils and chemicals or other noxious substances, as well as solids in bulk such as sugar, limestone, gypsum, ore and coal all have their special problems, and should be covered in operating by-laws, which must cover the myriad of potential dangerous or hazardous situations, and must be promulgated to all port users.

Legislative Framework

Ports, because of their very nature, comprise coastline or foreshore and part of the territorial sea within their designated boundaries. These areas are usually within the domain of the State, so legislation will often be necessary to specifically allocate the property and water rights in the designated area to the port authority.

There is no customary international law that requires a State to allow all foreign vessels access to its ports, although the *Geneva Convention on the International Regime of Maritime Ports, 1923* was intended to eliminate discrimination among vessels of other Contracting States in respect of port access. However, nothing obliges a State to open its ports to vessels which are unsafe or unseaworthy; poses a danger to health or to the environment; or is engaged in illicit or illegal trades. The ability of a "port" State to take action in respect of a "flag" State vessel is legitimised with the coming into force of the Law of the Sea Convention in November 1994 and "port-State control" is generally a well accepted principal in customary international law. A number of international maritime conventions already give coastal

and port States some authority to take certain action in respect of foreign ships, including the following:

International convention for the Safety of Life at Sea, 1974 and the *International Convention for the Safety of Life at Sea, Protocol, 1978* which stipulates the various certificates that have to be carried on certain vessels.

The International Convention for the Prevention of Collisions at Sea and the Collision Regulations 1972 which provide "rules of the road" for ships within sight of each other and in restricted visibility, as well as prescribing lights and shapes to be carried;

International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978, as amended (MARPOL 73/78) — Annexes I — V. which says that a State may deny access to a foreign ship if it does not comply with the provisions of the convention.

International Convention on Load Lines 1966, governs the loading of vessels.

International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW 1978) which prescribes the certificates of competency to be carried by a vessel's officers and crew.

Subordinate Legislation and By-Laws

If the primary legislation does not speak to the role and mission of the port authority, the subordinate legislation or by-laws should. There should be some enduring record of the purpose for which the authority was established and some indication of how it should fulfill this mission. If the authority is a quasi-government organization, it will be necessary to give directors and management some indication of the policy of government in this area. In a private organization a statement of mission, and indeed authority to act in certain business endeavours is contained in Articles of Association or Memorandum incorporating the company. The primary legislation will usually provide for the establishment of the authority and outline its broad powers, but the subordinate legislation and by-laws should identify the key roles, such as the Board, Chairman, Directors, procedure at meetings, senior management functions and their broad responsibility/functions/duties. Areas that would be usefully covered by regulation or by-laws include:

- Duties and Responsibilities of Board Members;
- Conflict of Interest Provisions;
- Fiscal Control including, finance, borrowing, asset protection;
- Authority for Contracts, Signing Authority, Payments Control, Corporate Seal, etc.;
- Tendering Policy;
- Budgets and financial reporting — Annual Reports;
- Rule and By-law authority.

Two areas where boards of quasi-governmental organizations usually find trouble is in respect of (i) Conflict of Interest problems and (ii) Tendering Policy. The first can be avoided by either appointing persons who could have no potential conflict of interest, but this would often be dysfunctional in that it would prevent knowledgeable or experienced persons from serving on the board. A preferable alternative would be to require each director to declare any possible conflict of interest, or potential personal or corporate benefit, and if the remainder of the board deemed there was indeed a potential for a conflict of interest, that member should absent himself from the meeting during debate on

that particular agenda item. Tendering policy is always a contentious issue with unsuccessful tenderers often accusing the board of favouritism or bias. Tendering should be scrupulously fair, not only for the purpose of attracting the best possible goods and services at the best possible price, but also leading by example. If there is the slightest inference that the Board is not acting with the utmost good faith in its dealings with contractors, that message is soon going to filter down to all levels of management, and many employees will believe that their own interests are paramount to those of the organization.

Administration

Rather than appearing in subordinate legislation, administrative procedures should be contained in by-laws or Rules, although care should be taken not to have too many layers of rules and regulation. These rules should probably cover internal administration rather than port operations, which should be separate and published for the benefit of port users. Administration rules would probably cover subjects such as the acquisition of material, the contracting out for goods and services below a certain level of financial commitment, or which are acquired on a regular basis, or for which board approval has been granted.

Also included in administrative policies would be a comprehensive human resources policy including hiring, employment, discipline and termination procedures. Job descriptions, job evaluation, remuneration (including salary, benefits, leave entitlement and pensions), career progression and skills upgrading might also be considered depending on the size and complexity of positions within the workforce.

Administration should provide for the collection of fees, dues and other revenues and the proper accounting for them. Receipts, purchase orders and other forms and documents having potential value should be sequentially numbered and accounted for. Normal security procedures should be instituted for the handling of cash. Inventory should be periodically accounted for, verified by persons other than those usually responsible for its safekeeping.

Other issues covered by administration rules might include who in the organization is to be the spokesperson; hours of attendance of employees; public holidays; the protection of company property; use of port vehicles; and other administrative practices common to any large organization.

Legislation or regulation should take into consideration the responsibility, policies and procedures for financing major infrastructure projects; tariffs for port charges, stevedoring, pilotage and other services and the method of collection and accounting. Such legislation or regulation should also take into account the responsibility of the port authority to other bodies, departments and ministries; and the relationship with other agencies whose property may be adjacent to or whose responsibilities and operations may be complementary to, or impact on, port operations, such as Customs and Excise, Health, Agriculture, Police and Fire Services.

Stevedoring Operations and Contracting Out

In many cases, the port authority does not supply the pool of labour, but contracts out this service to independent contractors who hire the labour necessary to carry out the task of loading or unloading the ship. This situation will require the preparation of tendering documents, contracts specifying duties and obligations of the parties, especially

addressing the question of liability for damage to cargo and third party property, and accidents resulting in injury or loss of life to port workers.

In the case of smaller ports in the region, the port authority might in fact provide the labour force, in which case, consideration should be given to standard employment contracts; establishing rules of work, discipline, remuneration and similar human resource issues. Again, appropriate measures should be taken in respect of worker safety, provision for compensation and insurance coverage. Exculpatory clauses should be included in contracts with shipping companies, agents, shippers and consignees to absolve the port authority and its workers from liability for loss or damage to goods in transit.

In a few cases, especially in small ports, the shipowner himself, or his captain, may engage local workers or have the ship's crew load and discharge cargo. In this case, the major concern is that this activity does not impede other port activities, so that rules must be established for the orderly storage of inward and outbound cargoes on the wharf.

One of the potential problem areas is in the stevedore's use of port equipment such as cranes, fork-lifts, flat-bed chassis, and the liability for damage and repair and the responsibility for maintenance and replacement. These issues must be covered in any master agreement with stevedoring companies.

Labour conflict and disruption is not unknown on the waterfront, and industrial action by employees or casual labour can disrupt port operations. Resolution of these disputes will often have to follow procedures laid down in collective agreements, but in the case of illegal action resort to legal action such as injunction may be necessary.

Regulations and/or by-laws should be promulgated that govern the right of access of road carriers to the property; parking; storage of cargo and its removal within certain time limits; the handling of dangerous goods; disposal of waste material including dunnage, packing etc. The regulations in respect of port charges should be drafted with many of these policy and contractual issues in mind.

Contingency Planning

All manner of things can go wrong, and will go wrong from time to time, within a port. It is the nature of the enterprise. Ministers, Officials, Directors and Management will sleep well if they know that the proper practices and procedures are in place for safe operations and the prevention of accidents, and rest even more easily if they know there is a well-planned, workable and tested contingency plan in place in the event of any possible type of emergency or disaster. The periodic testing of a plan's effectiveness is essential.

Disasters can come in many forms including incidents involving ships such as collision, stranding, foundering or just plain sinking, capsize, fire, striking wharves or navigation aids; and other accidents when loading or discharging, such as collapse of cranes, parting of running rigging or slings and strops, collapse of containers or wharves due to overloading; or accidents not involving ships such as spillage or seepage of dangerous or hazardous goods, fires resulting from spontaneous combustion or arson, or damage to property and infrastructure from natural phenomena such as flood, cyclone, tidal wave, volcanic eruption.

The results from such occurrences can include destruction of property, personal injury or loss of life, release of toxic substances, marine pollution or impediments to port

operations. Response, containment and rectification of these situations often requires the resources of other agencies and the deployment of special personnel and equipment.

Legislation should provide for these eventualities, but the heart of the matter will be contained in a contingency plan. Responses are best planned in the cool light of day rather than at the height of an emergency. A contingency plan should be developed by the people who are going to use it and rely on it. Although other contingency plans can be used as a guide, a plan for another organization cannot be utilised for another. It has to be organization- or location-specific.

A contingency plan will typically identify who will be in overall charge of the operation, as well as organizations and individuals on whom he should rely or who should be advised. Often a call-back system is instituted whereby one person calls another who is responsible for calling two more, and so on, so that the first person on the scene does not have to waste time calling all the people on the list. Disasters and emergency situations should be classified and the appropriate response for each worked out in advance. An effective media policy is essential, otherwise the incident will escalate and get out of hand.

Pollution

Efforts to prevent pollution are generally agreed to be more effective than efforts to clean up the aftermath of a pollution incident. In other words, "An ounce of prevention...". The major threat of marine pollution is from tankers and chemical carriers spilling cargo during transfer operations. However, pollution can occur as a result of strandings and collisions etc., as well as during vessel bunkering and transferring fuel between internal tanks. Pollution of port waters can also occur from the indiscriminate dumping of sewage, garbage and other unwanted substance from ships in port.

Usually marine pollution laws are found in general national legislation, rather than in specific port legislation, but this Marine Pollution Act or equivalent can be supplemented by regulations, by-laws or port rules.

If tankers and chemical carriers are loading and discharging, some provision should be made for the reception of oily water, sludge and garbage. If the vessel has a holding tank, this will need to be pumped out. Regulations should spell out the procedures to be followed in respect of pumping oil on board or ashore and vessels should be required to have containment equipment and clean up material. Vessels should be required to have a contingency plan in case of oil spills. The port should also have an oil spill contingency plan and the appropriate equipment.

Vessels proceeding inbound should be required to produce the appropriate documentation in respect of approved construction, carriage of necessary and mandatory equipment and proof of financial responsibility and/or insurance coverage. State parties to various international maritime conventions such as MARPOL 73/78, Civil Liability Convention and Fund Conventions will require vessels to produce documentation, including certificates, Oil Record Books and the like.

Most pollution from oil spills can be prevented by insisting that transfer operations be conducted by competent and well trained persons. This can be achieved by having regulations that persons involved in the transfer operation have the appropriate training and qualifications and that shore personnel are totally familiar with their own plant

and facilities. In fact, good liaison with the local plant or refinery and key personnel can go a long way to prevent accidents, as well as periodic monitoring to ensure that the proper procedures are being followed at all times. These can be regularised by incorporating them into by-laws. Port operators should be familiar with a number of international conventions.

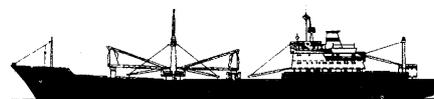
Electronic Data Interchange and Confidentiality

Electronic Data Interchange has not yet arrived in most island nations of the South Pacific, although there are initiatives afoot for a pilot project for the region. There is a dearth of information on cargo tonnages, container units moved, port through-put etc., throughout the region. There are no reliable statistics available which indicate what volume of trade moves into, from or within the region. Shipping companies have their own data in a form which they find most useful, for billing, scheduling, tracing and future asset acquisition, but there is no uniformity and this type of data is usually commercially confidential.

Many ports are not fully aware of their throughputs when inter-island trade or transshipments are taken into consideration. Customs data is often fairly reliable, although it is usually a function of value rather than volume. Information systems which will collect data for more expeditious billing and revenue collection; ship scheduling; container tracking, monitoring of dangerous goods and documentation of cargo for manifests etc., can only improve the efficiency, effectiveness and economy of all ports within the region.

There are internationally accepted standards for EDI and the concept has been pursued for many years with questionable success. Some say that institutions such as shipping companies, banks, importers and exporters are ultra-conservative in their commercial methodology and are resistant to technological change. Bills of Lading other than in paper format are understood to be unacceptable to banks and trading houses. Care must be taken in moving to an all-electronic format for trade, commerce and shipping to avoid fraud, by making documents evidencing title to goods and obligations to pay incapable of being altered or dealt with in an unauthorized manner. It may be possible to create documentation with an indelible electronic "water-mark" or other unique identifier such as the laser logos embedded in bank-notes today. As with electronic data security and anti-virus computer software, it may be a question of trying to keep ahead of those who would attempt to break the code.

Nevertheless, the advantages of EDI far outweigh the potential drawbacks. Efforts should be made to implement a regional EDI system, suited to individual country and port needs, from which summary data can be down-loaded to a central statistical base. In this manner, the costs of development can be minimised and the advantages of a uniform system maximised. The advantages would be immediate improvement in scheduling, utilisation of equipment, reduction in paperwork, improved cash flow, better statistics, increased profits. The legal implications must be considered along with the technical. It will be a challenge.



International Maritime Information

WORLD PORT NEWS

ILO Seminar on Seafarers' Welfare in Tokyo

Attended by some sixty government officials, representatives of seafarers' trade unions of various maritime countries, ILO officials and observers, the ILO's Seminar on Seafarers' Welfare was held at the Mariners' Court Hotel, Tokyo, from 25 to 27 October 1994. It was organised by the International Committee on Seafarers. IAPH was represented by Mr. R. Kondoh.

One of the main purposes of the Seminar was to discuss and propose solutions to some of the major problems of seafarers, such as their security both at sea and in ports, abandonment in foreign ports and the difficulties in communicating with their families.

Mr. Kondoh stressed to the port community at large that there are a number of areas in which any port can contribute to the improvement of the welfare of seafarers by calling on the wisdom and expertise accumulated in the port community at large, and further by appealing to and taking concerted actions with the governmental agencies and public and/or private institutions involved in the promotion of welfare of laborers in general and of seafarers in particular.

ILO in Geneva:

Mr. Bjorn Klerck Nilssen, Chief Maritime Industries Branch International Labour Organization
4, route des Morillons, CH-1211, Geneve 22, Switzerland
Tel: 41-22-799-7466 (direct)
Fax: 41-22-798-8685

Seminars & Courses: PROGRAMME IPER 1995

Since its inception in 1977, the Port Training Institute of Le Havre (IPER) has been promoting training programmes for all management levels on

subjects as varied as:

- maritime civil engineering works
- new ships and cargo-handling methods
- developments in maritime transport and their impact on ports.

As a result, IPER has organized 297 port training programmes attended by 4,277 participants from 123 countries.

The business of ports becomes every year more challenging and complex. In order to respond to the growing need for human resources development, IPER proposes both medium-length and long programmes dealing with several specialized areas of port management or operations (the IPER courses) and short training activities conducted by internationally-reputed lectures, presenting the latest technical, managerial, commercial and operational developments (the IPER seminars).

The well-know training programmes are carried out in association with IPER's traditional partners:

- the Port of Le Havre
- the International Maritime Organization (IMO)
- the United Nations Conference on Trade and Development (UNCTAD)
- l'Ecole Nationale des Ponts et Chaussees (ENPC — Paris)
- l'Association pour le Developpement de la Formation Professionnelle dans le Transports (AFT/IFTIM)
- Universite Paris I — Panthéon Sorbonne

For further information on any of the training activities presented in the 1995 Programme and overseas seminars please contact:

G.DE MONIE
Programme Coordinator
Institut Portuaire du Havre (IPER)

SUBJECTS	TYPE	in ASSOCIATION with	PERIOD	PRICE in FF
MARITIME STRUCTURES AND PORT MAINTENANCE				
The management of port equipment maintenance	Seminar	UNCTAD	20/24 NOV.	6,500
PORT MANAGEMENT AND OPERATIONS				
<i>Advanced port management:</i>				
modern principles and methods	Seminar	9/19 MAY	10,400	
— Strategic port management				
— Private sector involvement				
— Port competition and marketing				
Port finance	Seminar	UNCTAD	06/16 JUNE	10,400
<i>Port planning and operations</i>				
— Strategic planning				
— Long and medium term planning				
— Management information systems				
— Terminal operations:				
new developments	Seminar	19/30 JUNE	10,400	
PROGRAMME OF IMO-IPER SEMINARS				
Port operations and management course	Course	IMO	4 SEPT./6 OCT.	
Port operations (for shipping management group of the World Maritime University)	Seminar	WMU	23/27 OCT.	
Port operations (for port management group of the World Maritime University)	Seminar	WMU	30 OCT./10 NOV.	
Maritime administration and environment (for maritime administration and environment protection group of the World Maritime University)	Seminar	WMU	13/17 NOV.	

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International Seminar on Port Management, Delft

From May 9 - June 16, 1995, the 31st International Seminar on Port Management will be held at the International Institute for Infrastructural, Hydraulic and Environmental Engineering (IHE) in Delft, The Netherlands. The Seminar is organized in close cooperation with the Rotterdam Municipal Port Management and the Amsterdam Municipal Port Management.

Observation periods in the ports of Amsterdam and Rotterdam are part of the programme, as well as a visit to the port of Antwerp. Furthermore a one-week study-tour to ports in Germany and Denmark is included.

This year's seminar will focus on the role of the port in transport chains (intermodal transport). Other highlights will be:

- Aspects of Containerization
- Port Privatization
- Coastal and Inland Shipping
- Workshop on Resource Control
- Human Resource Management
- Port Administration
- Management Simulation

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Rector: Prof.ir W.A. Segeren

The Americas

Port of Long Beach Climbs to No. 1 Slot

The Port of Long Beach is now the number-one containerport in the United States, attaining the lead status for the first time in its 84-year history.

After a year of double-digit growth that topped 20 percent during eight of the 12 months of 1994, the Southern California giant finished the year with a whopping 24 percent increase in overall container trade. During 1994, the equivalent of 2,573,827 twenty-foot cargo containers crossed the Long Beach wharves, including 1,272,369 inbound twenty-foot units and 825,490 outbound units. Another 475,968 empty units passed through the port.

The unprecedented surge in trade

propelled Long Beach ahead of its neighboring Port of Los Angeles, which had previously been ranked number one.

"It's been a long time coming, but we have finally made it to the top," said Long beach Harbor Commission President Carmen O. Perez. "Since 1992, we have risen from number three in the nation to number one, and we are still growing," she said, indicating that until 1992, Long Beach trailed both the ports of Los Angeles and New York/New Jersey in container traffic.

Port Executive Director S.R. Dillenbeck credited the many international carriers that call Long Beach for the Port's success, stating that "a port is only as strong as its customers, and Long Beach is home to some of the largest and best shipping lines in the world."

During 1994, lines calling Long Beach initiated new services to China and Southeast Asia, where both import and export trade is skyrocketing, Dillenbeck said. In addition, other carriers introduced gargantuan ships that carry as many as 4,400 twenty-foot cargo containers on a single voyage.

"The shipping lines calling Long Beach are on the cutting edge of the maritime industry. They are serving the fastest-growing markets in the world with the most modern technology available," Dillenbeck said.

"Our role as a seaport has been to provide those lines with the terminal space that they need and the kind of

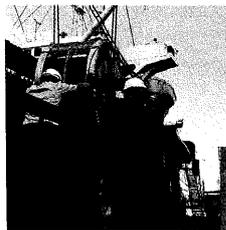
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There is no better way to optimise efficiency, productivity and economy than by the dedication we show at Johor Port. A Port which is dedicated because of its dedication to service.

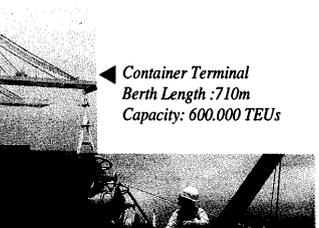


JOHOR PORT

General Cargo Terminal
Berth Length :573m
Capacity :1.7 million tonnes



Dry Bulk Terminal
Berth Length :642m
Capacity:3.3 million tonnes



Container Terminal
Berth Length :710m
Capacity: 600.000 TEUs



Liquid Bulk Terminal
(Vegetable oil capacity :4.2million tonnes
Hazardous cargo capacity :2.4million tonnes)

Johor Port Sdn. Bhd., P.O.Box 151, 81707 Pasir Gudang, Johor, Malaysia . Tel: 07-2525888. Telefax: 07-2510291

customer service that they demand. I believe the excellent working relationship between the port and its customers has secured our success," he said.

Dillenbeck noted that many shipping lines have been attracted to Long Beach because it continues to be the only seaport in Southern California with on-deck rail, which allows cargo to be transferred directly from ship to train.

"Forty percent of the cargo passing through Long Beach is moving to or from points east of the Rocky Mountains. That cargo moves most efficiently by rail, and Long Beach allows that cargo to be transferred to a train without ever touching a truck or a freeway. It is an advantage we have over our competitors which many of our carriers enjoy."

Dillenbeck stressed that Long Beach has invested more than \$900 million in capital projects to allow it to continue to grow and improve its services.

"We don't intend to become smug about our success," Dillenbeck said. "We will continue to build the best terminals possible and improve both the rail and road networks serving the port. We're investing nearly a billion dollars in our future and in the future of our customers. We want to remain number one."

Seattle Project Clears Environmental Milestone

State, federal and local government agencies have completed environmental planning work clearing the way for the Port of Seattle's Southwest Harbor Project.

The Washington Department of Ecology, the US Army Corps of Engineers, and the Port of Seattle have successfully combined three major laws. The collaboration demonstrated by state, federal, and local jurisdictions on this complex project is a potential model for regulatory reform. The final environmental impact statement for the Southwest harbor Project paves the way for the Port to move ahead with cleanup and redevelopment of 200 acres of industrial area in the southwest corner of Elliott Bay, provided the Port obtains the necessary Corps permit for work in navigable waters, and all other permit approvals.

"The completion of the EIS shows

that government can bring about environmental protection while balancing economic benefits in Puget Sound," said Ecology Director, Mary Riveland.

"Three levels of government have worked as a team for more than three years, studying the environmental cleanup needs and urban impacts for the 200 plus acre cleanup and redevelopment project," said Steve Sewell, Managing Director of the Marine Division, Port of Seattle.

The result will be the cleanup of aquatic contamination, an old city landfill, and acres of property contaminated by former industrial practices. Fish and wildlife habitats will be enhanced and new shoreline access areas will be opened for residents and visitors to Elliott Bay.

One major piece of the project is the expansion of the American President Lines (APL) container terminal. Former industrial sites will have been reused, creating the largest container shipping terminal within the Pacific Northwest. "We estimate about 1,500 new jobs will be created and \$220 million in new annual revenues for business," said Charlie Sheldon, APL project manager, Port of Seattle.

Pending permit decisions by federal, state and city agencies, coupled with interagency agreements, the next step is cleanup and construction to be phased in over the next five years with completion expected by November 1998. "Crafting innovative and workable site reuse and cleanup solutions for some of the region's most contaminated uplands has taken time, money and effort. The return on the investment represents more than the pages of an environmental impact statement can convey," said Ecology's Northwest Regional Director, Mike Rundlett. The EIS will help direct cleanup actions along the way.

Africa/Europe

Ill Considered Measure: Lessons to Be Learnt

The European Sea Ports Organisation (ESPO) has expressed its regret at the decision on 22 November to

introduce a new European Regulation dealing with segregated ballast tank tankers (SBTs).

The measure, which will apply universally in European ports from 1 January 1996, requires all ports to give a dues differential in port charges to tankers equipped with segregated ballast tanks. Ports which already offer comparable incentives to environmentally friendly shipping have the right to delay introduction by one year.

"This is an ill considered measure", said Fernand Suykens, Chairman of ESPO. "Its aim is to encourage the greater use of tankers which are environmentally friendly on the basis that those with segregated ballast tanks are less likely to cause marine pollution than conventional tankers. ESPO is convinced that the exclusion of the SBT volume from the GT or a 17% differential in port dues for tankers which by law they will have to grant to SBTs from 1 January 1996 will have no more than a marginal effect. The operating costs of a major tanker will fall by a small fraction with the concession, and the increased use of SBTs will depend much more on the world economy and the demand for oil. Furthermore, the operational and other benefits ship-owners get from SBTs more than counterbalance any costs incurred.

By contrast a 17% cut in income for SBT tankers dues will interfere with the charging policies at the expense of other port users whilst adversely affecting the financial equilibrium of European ports.

ESPO would have appreciated fuller consultation by the European Commission before the draft of the regulation was published, because it believes that much wide ranging enquiry into the best way of promoting SBTs was needed rather than the selection of a marginal factor and its mandatory imposition by the European Union.

We, as well as the Commission, will monitor closely the effectiveness of the measure and if we are shown to be right after a period a review, we trust that wiser counsels will prevail.

The ports of Europe are not indifferent to the Environment. They have introduced on their own initiative an environmental code of practice and are fully aware of their obligations.

ESPO hope that experiences gained on this issue will help to bring about closer cooperation in the future.

ESPO: 'Pay as You Use Is The Fairest Solution'

The European Sea Ports Organisation, which represents 16 maritime states in Europe, has come out strongly in favour of ships paying directly for the removal of waste when they visit ports, rather than having the cost of this service covered by a general increase in port charges.

ESPO strongly believes that improving the use of waste reception facilities depends on their ready availability to meet tight sailing schedules and that this factor, rather than the method of payment, is the vital ingredient in improving standards. The state too can play its part by rigorous inspection of ships and making it unprofitable for them to ignore their MARPOL obligations.

The evidence that ESPO has gathered shows that ports have met their obligations to provide facilities. They want to see more ships using them and keeping down marine pollution.

"European Ports play their part in combating marine pollution and meeting their legal obligations to provide facilities for collecting waste from ships," said Fernand Suykens, Chairman of the European Sea Ports Organisation. "The problem is getting ships to use the facilities provided. The relationship between a port and the shipowner is a commercial one and we cannot force ships to discharge waste in port however excellent the reception facilities. This is a task for the State Authorities who have a mechanism in Port State Control to ensure that ships are safe. We urge them to extend this to ensure that ships are clean.

"ESPO believes that ships will not be induced to improve their record on disposal of waste simply by the universal incorporation of the cost in port charges. Such a system, by imposing costs on all ships, does not bring home to the ship's Master the need to avoid the production of waste, to sort out categories of waste and to dispose of it economically.

"Most ports use specialist contractors to remove waste products from ships and the best incentive to the effective operation of the system is that the contractor's livelihood should depend on the quality of his service. In this way we can be sure that the provision is made at the right place and

the right time to meet the operational needs of the ship's Master.

"Paying for what it disposes of will be a strong incentive to the Master to be economical in the production of waste, and to separate out that which is high toxic from other categories which can be disposed of more readily. Payment within the port dues charge will appear to encourage ships to dispose of waste products within the port, but it bears heavily on those who produce little waste or who make frequent short journeys.

"We in ESPO are convinced that the ports of Europe have met their obligations and we do not see any case to interfere with the present satisfactory system".

Le Havre Board Decides Several Tariff Reductions

The Port of Le Havre Authority, during the meeting of its Board of Directors on September 21st, last, decided to bring a few alterations clearly meant downwards to the port dues paid by shipowners. On November 9th, the Board of Directors confirmed this reduction in port rates, essentially offering tariff reductions to the usual customers of regular shipping lines of the port of Le Havre. Although this tariff reduction means a significant cost for the Port of Le Havre Authority, the good point is that it privileges shipowners' loyalty and it is in keeping with a logic of mutual confidence between the port and the shipowners using it. Again according to the deliberation of the Board of Directors of PAH, it was accepted that this aid will apply to consortia.

Let's note that this action is far from being the only one being of interest to PAH's customers as it was also decided;

— to suppress port dues on cargo for containers on export.

— to reduce port dues on grain by FF 1.60 per tonne.

Another great measure for French industrialists, PAH decided to make an effort in the field of liquid bulks, this measure implementing a reduction in the port dues on cargo applied to crude oil and a similar increase of those applied to refined oil products. It is thus more interesting to import crude oil and refine it in France than directly

import refined products. This initiative should be of benefit to the industrialists of the Le Havre port zone who are working in close relation with the oil world.

These various tariff reductions aim at strengthening the position and competitiveness of the port of Le Havre as the first port of call on the North-European range and affirming loudly that it offers every possible advantage to its customers (the best geographical position, the most favourable rates...). Of course, any action of this size means a cost, which amounts to almost 15 million francs for these measures only, but this deliberate policy of tariff reductions is due to convince shipowners of the efficiency of the social measures implemented and to make a "regular customer's card" available to the most loyal customers of PAH offering them advantages that cannot be found elsewhere.

In other respects, the Port of Le Havre Authority is putting a lot in looking for a reduction of the charge paid by stevedores per container move, within the scope of the financing of the docker social scheme. In the longer term, the Le Havre port administration has committed itself to make an effort of productivity which should make it possible to get a steady reduction in rates in constant francs by at least one per cent a year. It encourages the other port trades to make a similar effort in order to re-gain the market ground little by little.

Implementing such measures means a huge effort by the Port Authority which can only be justified provided the other port trades expressly have the will and know-how to steer the same course.

Port Authority of Helsinki Re-organized

On January 1, 1995 the Port Authority of Helsinki will be renamed. The new name, which is to appear in English in the form PORT OF HELSINKI, will be used in our correspondence, on our forms and on the fronts of our buildings. There will be some lag, however.

There will also be managerial and organizational changes. The Port of Helsinki is a municipal business en-

terprise. Economic planning will become more independent. In accounting, business bookkeeping will be introduced. It will be possible to borrow money. Also, the Port of Helsinki will be in control of its surplus.

The Port of Helsinki has the following result units:

- service production (former Western and Eastern profit centre)
- harbour traffic
- technical functions
- management and finance.

(Info Port of Helsinki)

1994 Successful Year For Port of Cork

The Port of Cork enjoyed a hugely successful year in 1994 when cargo throughput reached record levels. Total traffic amounted to an unprecedented 7.4 million tonnes, an increase of almost 700,000 tonnes or 10.0% over 1993. Coincidentally imports and exports both rose by 10.1%, imports by 416,000 tonnes to 4.53 million tonnes and exports by 270,000 tonnes to 2.88 million tonnes. The largest increase was in oil products where combined imports of crude oil and exports of refined products increased by 18.3%. Irish Refining's success in opening new markets and developing new products was the principal reason behind the substantial increase.

Once again there was a major increase in car ferry traffic with passenger throughput reaching a new level of 344,000 passengers, an increase of 46,000 passengers or 15.4%. Tourist car throughput was also at a record level of 90,000 units, an increase of 13,000 units or 16.3%.

Flotation of Clydeport Plc Well Received by City

The decision by Clydeport to apply for a stock market flotation has been well received by the city. The company's ordinary share capital was listed on the stock exchange on December 8, valuing the company at £54,875 million.

Commenting on the flotation, executive chairman John Mather said: "Clydeport has a strong financial and trading position and good prospects. The results for the period ended 7

October 1994 show that Clydeport has achieved substantial progress during the past year, increasing both revenue and profitability.

"The company strategy is to continually broaden the strength and base of our operations and this has been achieved successfully both by organic growth and by acquisition. We have also implemented policies aimed at strengthening our financial position and improving efficiency to provide the cash flow for investment and the impact of these policies has already had a radical effect on our financial performance at Clydeport since privatisation."

An essential part of the stock market listing has been to strengthen the financial position of the company through the issue of new ordinary shares, which will raise approximately £5 million. After paying certain expenses and redeeming £2.75 million preference shares, the balance of the proceeds, together with existing financial resources, will assist Clydeport in pursuing its policy of organic development and will allow it to take advantage of opportunities for expansion as and when they arise.

Commenting on the press speculation which has surrounded the flotation, company secretary Euan Davidson said: "There has been a great deal of comment from politicians and the media regarding the sale, but we have been at pains to point out that both the Department of Transport and the National Audit Office have scrutinised the sale of the Trust Ports. Clydeport was marketed world-wide in 1992 and was acquired by a management/employee buyout in the face of competition, for market value, thus retaining Scottish control of a national economic asset.

"As everyone involved with Clydeport will know, only weeks before the buyout, the closure of Ravenscraig was announced, at a time when steel traffic accounted for 42% of our revenue. The financial and trading outlook of Clydeport, as well as its market value, has since been transformed through the efforts of management and employees, many of whom risked their life savings by investing in the company in 1992.

"No doubt many of those criticising the company at the moment would have been equally critical of the management and employees had they not had the courage to invest at that time."

(Clyde View)

PLA Combines Pilotage, Port Control Centre

The function of the pilotage co-ordination and vessel traffic management on the River Thames has been integrated into a combined service by the Port of London Authority (PLA).

As a consequence of the change, the Thames Navigation Service (TNS) at Gravesend has been renamed "PORT CONTROL CENTRE, LONDON" with the call sign "PORT CONTROL LONDON."

Within the new organisation, the former responsibilities of the Duty TNS Officer have been amalgamated with those of the Duty Pilot to form a single new post of Duty Port Controller. As such the Duty Port Controller is now responsible for both vessel traffic management and for providing advice on pilotage matters within the PLA area of jurisdiction. The Port's operational procedures, however, remain as before.

Heading up the new service is Mike Whitton, previously the Pilotage Manager, now known as the Pilotage and VTS Manager. He has responsibility for managing all aspects of the new service. He reports directly to the Chief Harbour Master, thus complementing the District Harbour Masters who remain responsible to the Chief Harbour Master for all navigational and operational matters in their respective areas.

Commenting on the integration of the services, PLA Chief Harbour Master, Rear Admiral Bruce Richardson said: "The integration of the two operations brings both enhanced safety and greater effectiveness. It also permits the PLA's more experienced Pilots to play an important role in the day-to-day operation of the Port."

Asia/Oceania

Date Set for Hunter Port Corporatisation

Deputy Premier and Minister for Ports, Ian Armstrong has confirmed that the Hunter Ports Authority, along with other NSW port authorities would be corporatised by the start of next financial year.

Mr. Armstrong said the legislation

is now ready in draft form and will be made available for comment to port users, trade unions, staff and other interested groups and individuals.

"The July 1 starting date is ideal from a financial perspective, will allow consultation on the two Bills and will meet the timetable foreshadowed when I announced the corporatisation of the ports." Mr. Armstrong said.

The first of the Bills creates the port corporations and a State Marine Authority in place of the current MSB and subsidiary authorities. The other consolidates and modernises 10 marine acts with 18 sets of regulations into a single act.

Mr. Armstrong said the initiative would give the ports more autonomy and had been widely welcomed. "It builds on reforms achieved since 1989 in partnership between government, board management, staff and unions, port users and industry generally.

"Among the gains already in place are an average 36% price cut to port customers, trade throughput up 25% and a halving of port debts.

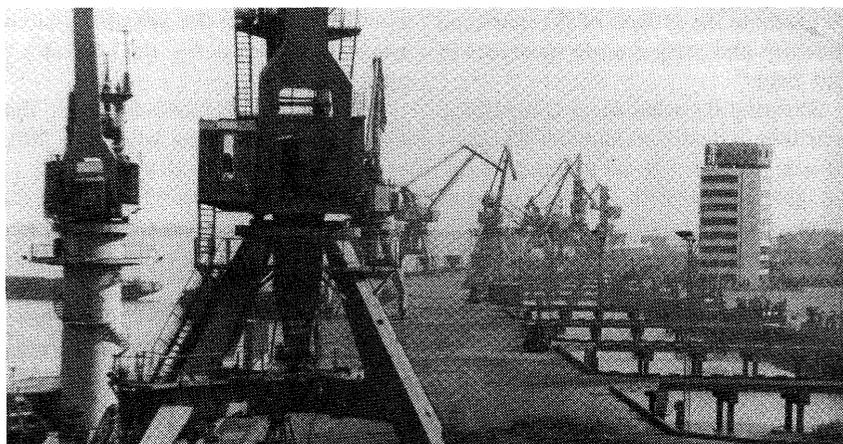
"Our major ports will now have a sharp focus on business growth and export development," Mr. Armstrong said.

Hunter Ports Authority Managing Director Geoff Connell expects the new corporation to continue the reforms already achieved in Newcastle.

"The commercialisation process commenced in Newcastle in 1989 with the formation of the Hunter Ports Authority," Mr. Connell said. "Corporatisation is the next phase and will build upon and enhance the initiatives and benefits already being passed on to Port users." (Scuttlebutt)

Port of Nanjing: Another Joint Venture Gets Under Way

Nanjing International Container Terminal Services Inc. was the first joint venture in the Port of Nanjing established on December 5, 1987, with an annual throughput of nearly 110,000 TEUs in 1993 and an estimated turnover of 130,000 TEUs in 1994. Seven years later, on November 11, 1994, the second joint venture, Nanjing Huining Terminal Service Co., Ltd, was inaugurated. The company was organized by Nanjing Port Authority and Hong



Kong Fairyoung Holdings Limited with the total investment of 19.45 million USD, including 45% capital contributed by the Chinese party and the other 55% by Hong Kong party. The term of cooperation is 25 years.

The company is situated in the Xinshenwei Foreign Trade Port Area. Its premises are 500 m deep and occupy an area of 645,000 sq.m. It has 9 highly-automated specialized terminals along the 1,450 m shoreline. The storage yard takes up 200,000 sq.m and has a capacity of 400,000 tons, while the reserve yard totals 265,300 sq.m.

The distribution infrastructure is quite favourable. The three expressways of Nanjing-Zhenjiang, Nanjing-Hefei and Nanjing-Shanghai are linked to the first-class port distribution highway. In 1995, the port railways inside the company are to be connected with the Yaohuamen marshalling station, the largest in East China and only 7km away. It is most convenient for cargo transfer and distribution along the Yangtze River.

The company can look forward to be a bright future, having been invigorated by the introduction of new advanced technology and foreign capital. It is forecast that in 1998 the freight volume will reach 8 million tons, twice the figures achieved before the cooperative venture began. By the end of the century, the annual throughput is estimated to be over 10 million tons. In the meantime, the company also attaches great importance to the development of warehousing, processing, commerce and trade as well as business in a bid to gain more profit at low cost. (By Wu Min, Executive Office, Nanjing Port Authority - Address: Xinshenwei Foreign Trade Port Area, Nanjing, China - Tel/Fax: 0086-25-5562750)

Fast-track Port Projects: President F.V. Ramos

President Fidel V. Ramos has directed the Philippine Ports Authority (PPA) to fast-track port development projects to keep pace with the expanding trade in the East Asean Growth Area and the Asia-Pacific region.

Guesting in the 20th anniversary rites of the PPA, Ramos stressed the need for upgrading the Batangas City port into an international port to satisfy the growing demand for port services in industrializing CALABARZON (Calamba, Laguna, Batangas, Rizal, Quezon) area.

The occasion also marked the turnover of the completed P593.6 million South Harbor rehabilitation project to President Ramos, representing the government, by the contractor, Kawasaki Steel Corporation.

While complimenting the PPA for its many achievements in the areas of port development, operations and management, Ramos urged the PPA's officials and employees "not (to) rest on its laurels...(because) there is much to be done".

He said the government foresees a renewed interest in the Philippines spurred by the fact that it is at the gateway of the Asia-pacific region, the growth area of the decade, and the international community's new faith in the Philippines' ability to succeed.

Ramos directed the PPA and the DOTC "to fast-track the rehabilitation of 20 provincial ports, the upgrading of Manila's North Harbor, the expansion of the Davao-Sasa port and the construction of Piers 1 and 2 of the port of San Fernando, in La Union".

He said these are important projects which signify "that we are determined

to promote the growth of the maritime industry and attract more investors in this field."

Stressing the need for a competitive maritime industry to support vigorous thrusts at international commerce and to enhance global competitiveness, Ramos called the PPA "a critical agency supporting the growth of the maritime industry".

Ramos said the archipelagic nature of the Philippines, the vastness of its territorial waters and of its exclusive economic zone which is eight times the size of its land area, and the country's strategic location in the center of the Asia-Pacific region considered the world's most dynamic economic community today, necessitates that the Philippines have a strong maritime industry to put the country in the forefront of the region's shipping, trade, industry and tourism sectors.

(Port Trends)

PSA Invites Tender for 24 Units of Quay Cranes

The Port of Singapore Authority (PSA) has called a tender for 24 units of quay cranes for its new container terminal at Pasir Panjang. The tender is for the design, construction, delivery, installation, testing and commissioning of 24 units 40-tonne lifting capacity rail-mounted container-handling quay cranes.

Works on the new container terminal are progressing on schedule. More than 50% of the reclamation for the first phase has been completed. Operations at the new terminal are scheduled to commence in 1998.

The post-panamax quay cranes for the new terminal will be able to handle the new generation 18-row container vessels. With an outreach of 55 m, they are the largest cranes to be ordered by PSA. Equipped with computerised control features, the cranes will be fully integrated with the operating systems in the terminal's control centre via fibre optics to enable real-time monitoring and maintenance.

The cranes use AC drives for trolley and gantry travel systems which reduces maintenance requirements. Safety will be enhanced through the introduction of anti-sag and anti-collision systems. User-friendly control devices and im-

proved facilities in the operator's cabin are also provided for the operator's comfort.

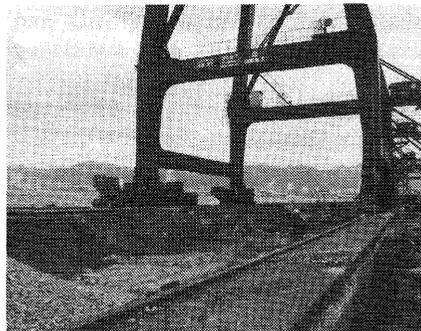
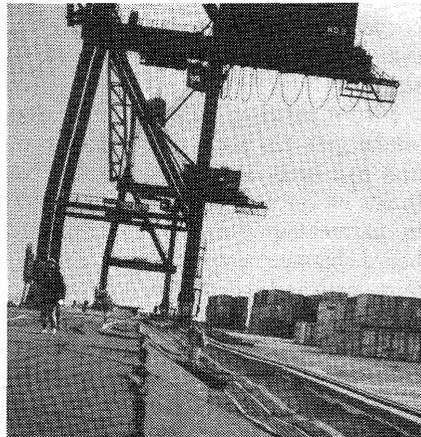
With these advanced features, the latest order of cranes will keep PSA at the forefront of port technology.

Currently, PSA has 92 cranes at its existing container terminals and another 6 on order. With the delivery of

these cranes for the new terminal, PSA will have a total of 122 quay cranes to serve port users.

PSA will continue to invest in new container-handling equipment as part of its ongoing programme to further equip the Port for higher throughput and in meeting the needs of all customers efficiently and reliably.

KOBE PORT: Two Weeks After the Great Quake



According to a news release of Jan 30, 1995 by Kobe Port, a committee to be known as "Kobe Port Reconstruction Planning Committee" will be established to formulate a plan to restore the Port of Kobe. Excerpts of the news release is as follows:

Purpose: To restore Kobe Port, which was heavily damaged by the earthquake with a devastating effect on the citizens' lives and economic activities, and to regain its position as a representative international trading port of Japan. The Committee shall be placed under the Kobe City Reconstruction General Headquarters.

Composition: The Committee shall be composed of academics, experts of port industries, representatives of the related governmental agencies, and certain number of officials of Kobe

City.

Mission tasks: (1) formulation of the fundamental direction of reconstruction, facility planning and financial plans, (2) phased plans for the installation of facilities and plans for the promotion of the use of such facilities, and (3) reexamination and evaluation of design criteria and standards.

Management: (1) There shall be working groups in the areas of "planning", "utilization promotion" and "engineering" to look into the respective areas of the mission; (2) Committee meetings shall be called by the chairman; (3) The Committee shall submit a final plan by the spring of 1995. The work of the Secretariat shall be carried out by the Bureau of Port and Harbour, Kobe City.

(Photos by ICHCA, Japan)

Major Japanese Ports Braced to Make Soft Landing To Absorb Shockwave of Closure of Kobe Port

1. OSAKA PORT

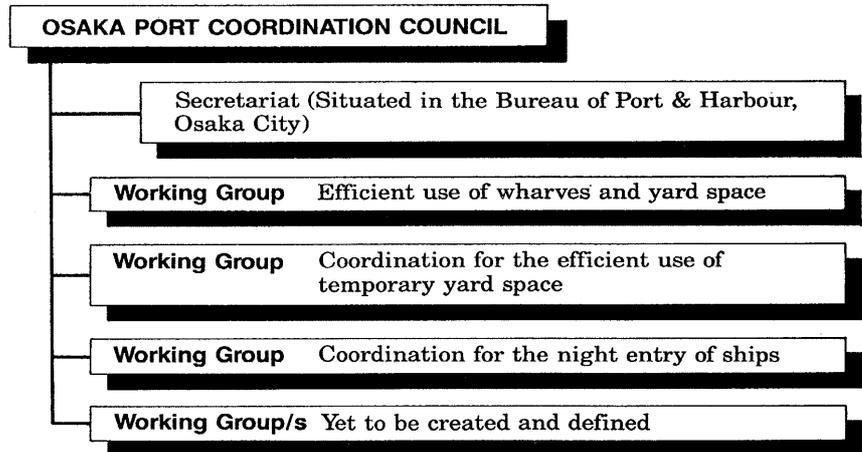
1.1 According to the information supplied by Osaka Port, on Monday, 23 January, 1995, at the calling of Mr. Akira Sakata, Director General, Bureau of Port & Harbour, Osaka City, as the overall coordinator, representatives of the 22 port-related governmental, municipal, public and private sectors met to discuss how to better cope with the situation posed by the inevitable closure of Kobe Port.

1.2 Nine major areas of immediate concern agreed upon by the meeting were:

- .1 Efficient use of existing wharves and yard space
- .2 Securement of space for accepting additional cargoes
- .3 Securement of systems for ship entry after dark
- .4 Promotion of cargo handling work at night and on Sundays
- .5 Greater use of roads during the early hours of the day to contribute to the elimination of road congestion
- .6 Establishment of benevolent and mutual cooperation systems among members of the harbor transportation business sector
- .7 Elimination of the berth designation for "foreign" and "domestic" services
- .8 Securement of small and medium-sized craft for transporting personnel and materials
- .9 Others

1.3 As a result, a special council to be known as the "OSAKA PORT COORDINATION COUNCIL" was established with the two main objectives of (1) "Securing a relaying station function for the transportation of personnel and materials for the affected areas", and (2) "Establishing a system to accommodate ships destined to call at Kobe Port and to accept their cargoes", through cooperation among the concerned business sectors, including governmental, public, private and labor organizations.

1.4 The organizational diagram of the Coordination Council is as follows:



1.5 Management of Council

- .1 Evaluation and assessment of sector-wise executive programs related to the rescue and assistance shall be made by the firms and organizations concerned as soon as practicable and put into service.
- .2 The Secretariat shall collect relevant data, coordinate and prepare executive plans and announce such plans to each member of the Council.
- .3 General meetings of the Council shall be called by the Secretariat as appropriate.
- .4 The Secretariat, to be known as the "Osaka Port Emergency Utilization Coordination Office", will be composed of one Director (as Chief), two senior officials, four middlemen and seven staffers.

2. NAGOYA PORT: On January 18, 1995, Nagoya Port announced the adoption of measures to better cope with the situation, containing the following points:

2.1 Securement of quays

- .1 Berths 90 to 94 (inclusive of berths for Nagoya Container

Berths Co) and 12 gantry cranes should be exploited as efficiently as possible as a unit.

- .2 Those conventional type ships using W90 should be shifted to W98 and W99, which are currently used for the handling of forest products.

2.2 Securement of yard space

- .1 West 5 Open Storage: 150,000m² surfacing needed)
- .2 West 3 Open Storage: 20,000m² (ditto)
- .3 Toyota Auto's space: 40,000m² (ditto)
- .4 Access road space: 10,000m² (approximately)
- .5 Kinjo Pier Open Storage: 13,000m²
- .6 Kinjo Pier Cargo handling space: Efficient use of the space

2.3 Coordination work related to the facilities should be processed through the Port Management Division of Nagoya Port Authority, while user-related matters should be addressed to the Nagoya Shipping Association & Container Terminal Division of Nagoya Harbor Transportation Association, so as to avoid negotiations on an individual basis.

2.4 Establishment of a special com-

mittee

According to information from Nagoya Port, on Jan 23, 1995, the Nagoya Shipping Association established a special task force to be known as the "Kobe Port Earthquake Disaster Countermeasures Committee". The objective was to find the best means of filling the gaps caused by the closure of Kobe Port, by maximizing the port and shipping capacity available in the Nagoya Region and, further, minimizing the negative impact on the national economy. Mr. Matsuda, NYK's Nagoya Branch Chief, was appointed to chair the Committee.

3. YOKOHAMA PORT: The Bureau of Port and Harbour announced the adoption of positive measures to relieve the situation by creating temporary yards through the use of unused space existing at Shinko pier, Daikoku pier and elsewhere, and by asking the harbor transport business sectors and truckers for the immediate implementation of such measures.

4. YOKKAICHI PORT: According to a news release dated Jan 20, 1995, the Port Authority announced the following points inclusive of phased plans:

- 4.1 Provisional Measures: Yokkaichi Container Berths Co. is prepared to take as many ships as possible and plans to make room by providing space on top of the existing 98,000 m² marshalling yard, 41,000 m² in the Kasumigaura Area and 6,000 m² in the Chitose Area for cargo handling, as well as other open storage yards and the curb-side of the access roads.
- 4.2 July 1995: Additional space of 40,000m² will be made available
- 4.3 December 1995: (1) Three gantry cranes per berth will be made available (2) Additional space of 24,000m² will be in service, and (3) another 30,000 m² will be developed by that time. When completed, 3,000 TEUs of additional capacity will come into service.
- 4.4 April 1996: an additional berth (-12m, 300m long) will be available, making a terminal of two berths with four gantry cranes.
- 4.5 The Port Authority and Yokkaichi Container Berths Co., as coordinator, will liaise with the Nagoya

Shipping Association and Yokkaichi Harbor Transportation Association.

5. HAKATA PORT: The Port Bureau (of Fukuoka City), in its bulletin dated Jan 23, 1995, announced that the transportation of rescue personnel and materials should be given the first priority and, further, that as many ships and cargoes destined for Kobe as possible should be accepted.

6. KITAKYUSHU PORT: Since 18 January, a series of emergency meetings has been organized to identify how to better cope with the situation. According to their report of Jan 24, 1995, a comprehensive program intended to step up the Port's efficiency has been announced.

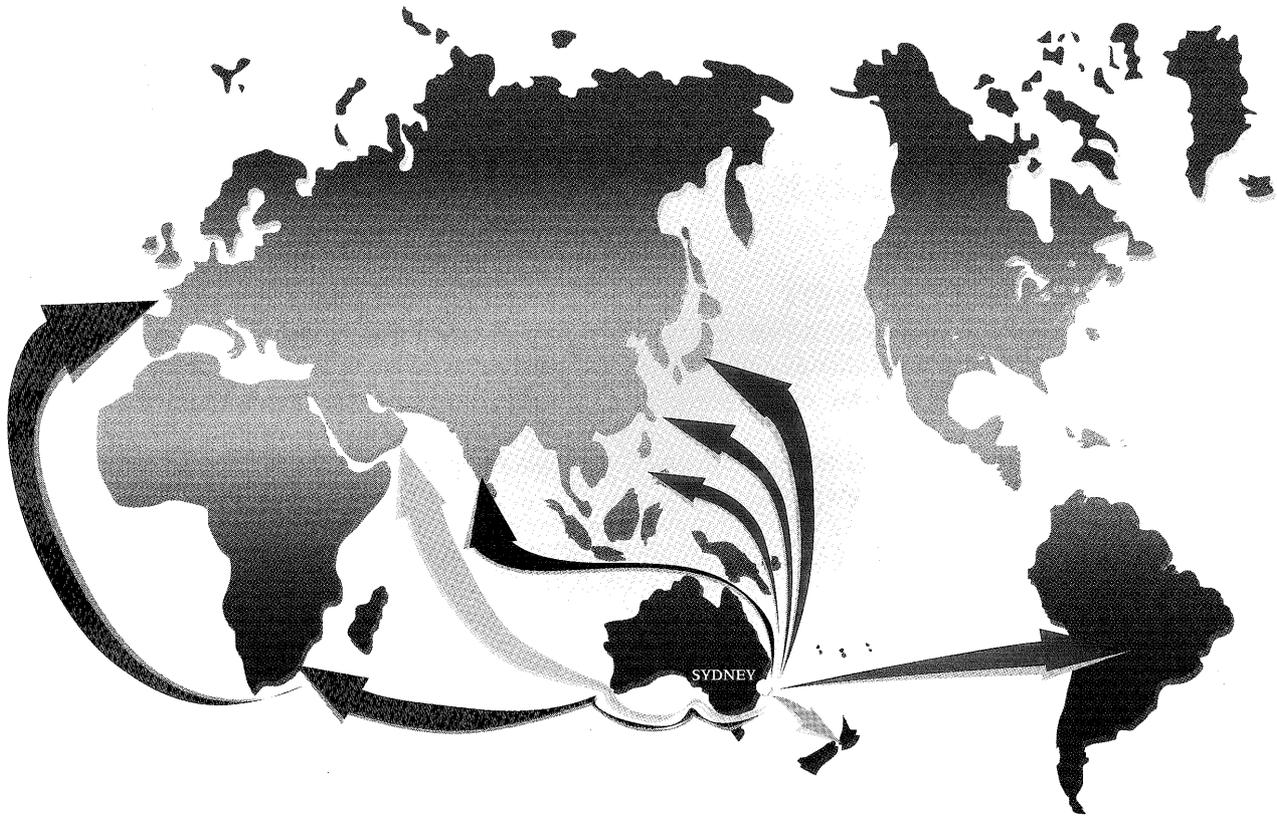
- 6.1 Expansion of working hours of facilities and equipment: With the aim of improving efficiency by 1.5 times, an all-out effort has been made to secure manpower, cooperation and coordination by the related institutions.
- 6.2 Securement of storage space:
Tachinoura: 5 ha. (Using the ex-JNR chanting yard)
Tanoura: 1 ha. (Unused space designated for access rail)
Shinmoji: 9 ha. (Marshalling yard of JR Kyushu)
Niake: 1 ha. (Chassis depot of the vacated ferry terminal)
- 6.3 Effort to minimize the time boxes remain in the Port area: Operators, shippers and consignees will be requested to make the maximum effort to vacate the space to make room for additional boxes.
- 6.4 The Tachinoura area will be designated for the handling of containers by asking the existing users to shift their operations to other places.
- 6.5 Sunday and night work: Every possible effort has been exerted to open the terminal for Sunday and night time operations and the institutions concerned have been asked for their cooperation.

7. CHIBA PORT: A Chiba Port official commented that Chiba was prepared to join the rescue operations in whatever way possible. He noted that, while the existing facilities for the handling of containers were somewhat limited and that Chiba's role would

be limited accordingly, he was confident that Chiba would step up its preparedness to the level required.

8. TOKYO PORT ANNOUNCES CATCH-UP PLANS: According to the announcement dated January 25, 1995, Tokyo Port disclosed a set of measures to cope with the situation. Points included in the plans are:

- 8.1 REQUIREMENT FOR SPACE:
As a result of hearings conducted by Tokyo Port among the resident shipping interests (shipping companies and harbour transport business sectors), the following requirements have been recognized:
 - a. Additional space for storing boxes: 10 ha.
Duration in the meantime: 12 months
 - b. Required space at Ohi: 5.15 ha.
Required space at Aomi: 1.50 ha.
 - c. Primary purpose: For empty containers
- 8.2 TOKYO PORT'S STANCE
 - a. Do whatever possible to meet the requirements and to ensure that the space is used as efficiently as possible.
 - b. Acquisition & allocation of space — a rough picture
Ohi area: Land held by the Port: 2.10 ha.
Rented but not developed by the owner: 0.63 ha.
Sports grounds: 0.90 ha.
Total: 3.63 ha.
Aomi area: Parks and green areas: 02 ha. — 1.0 ha.
Port-related space 0.5ha.
Total: 4.33 ha. — 5.13 ha.
 - c. Space yet to be negotiated
Ohi Area: 11.5 ha. (Postponement of existing plans: being negotiated.)
Aomi Area: Reclaimed Land Areas No. 12 and No. 15
Others: Rented by private firms (negotiation started)
- 8.3 Methods of renting: (1) To be rented by the Coop of Harbour Transportation Businesses. (2) Pavement: To be handled by the Coop. (3) Further sub-rented by each user. (4) Period of renting: In the meantime, for 12 months.



More Sailings to More Markets More Often

Sydney is Australia's largest capital city port and the main gateway for trade into and out of Australia.

Recent price reductions confirm Sydney's position as the least expensive Australian capital city port* and reinforces the MSB Sydney Ports Authority's continuing commitment to its customers through increased efficiency and reduced charges for port users.

Efficiency, choice, competitiveness and service to customers drives Sydney, Australia's principal port.

* Bureau of Transport and Communications Economics Index of Port Charges

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Sydney Ports – Australia's Natural Gateway



ABIDJAN PORT AUTHORITY



A REFERENCE IN AFRICA

LARGE TRADING PORT

- The largest reception capacity on the West African Coast.
- With its 28 berths, the Abidjan Port can receive simultaneously sixty ships in commercial operations.
 - 1000 ha of water reach entirely marked out with beacons.
 - Over 10.500.000 tons of cargo traffic per year.

TRANSIT PORT

- with 1154 km of railway
- About 1000 km of tarred roads
- the Port of Abidjan which endeavours to afford the best services, handles annually 500.000 to 600.000 tonnes of goods for the Sahelian Countries.



BIG CONTAINER AND TRANSHIPMENT PORT

- A Modern Container Terminal with four berths stretching over a linear quay distance of 800 m
- Two gantry cranes
 - 25 ha of completely paved earth platforms
 - Computerized management of the Container Terminal
 - Modern yard cranes and efficient port operators.
 - Over 200 000 TEU of containerized traffic is handled annually through the Abidjan Port.

FIRST TUNA PORT IN AFRICA

- with 1050 m long quay, fully equipped with quay-side amenities (water, electricity, gazoil)
- A market area of 6.400 m² for auction sales. Cold stores with storing capacity of over 42 000 tons. Sea products processing and canning units . The Port of Abidjan is today the first Tuna Port in Africa.