

# Ports & Harbors

The Publisher The International Association of Ports and Harbors

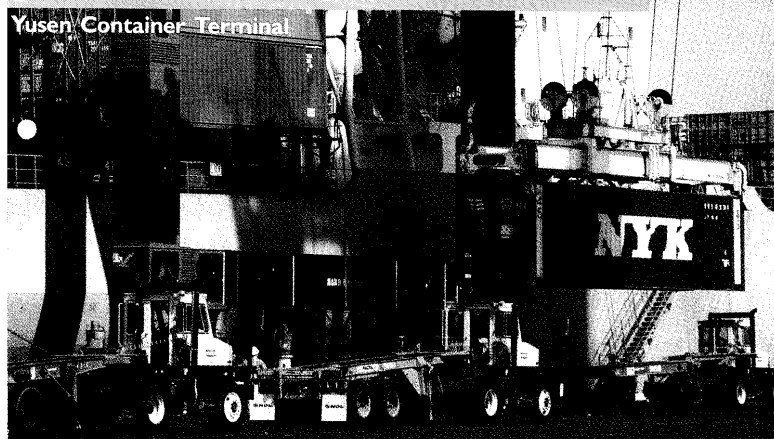
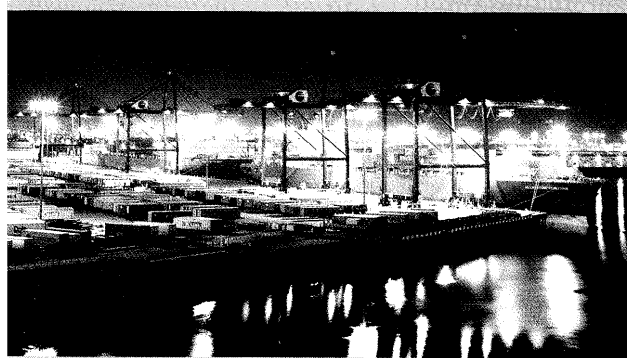
April  
1995  
Vol.40 No.

3



## Port of Los Angeles

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# Did You Know?

## Osaka : A Cultural City Overflowing with Charm



### Kinkakuji

A magnificent "Golden Temple" covered in gold-leaf in Kyoto.

### Tradition • Culture • Tourism

*Osaka is representative of modern Japan. Osaka also has a long history stretching back over 1300 years when it was the capital of ancient Japan prior to Nara or Kyoto, and has kept alive the ancient performing arts traditions of Bunraku puppet theater, Kamigata Kabuki theater, and torch-light Noh theater. Moreover, in close proximity is*



### Bunraku

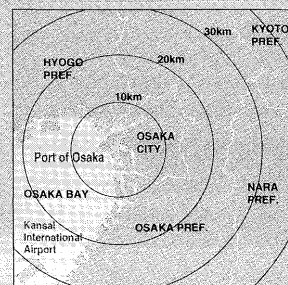
Originating in Osaka, one of Japan's three major classical theaters.

*Kyoto and Nara, two cities abounding in temples, shrines, and places of great historical importance, not to mention beautiful*

*natural parks, along with the Kansai International Airport, making Osaka truly a cultural city overflowing with charm.*

### Todayji

The largest wooden structure in the world.



Port of Osaka would like to invite the 21st World Ports Conference of IAPH in 1999

## Now You Know

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Ports & Harbors  
April, 1995  
Vol. 40  
No. 3

# Ports & Harbors

**Published by**  
**The International Association of**  
**Ports and Harbors**  
NGO Consultative Status, United Nations  
(ECOSOC, UNCTAD, IMO, CCC, UNEP)  
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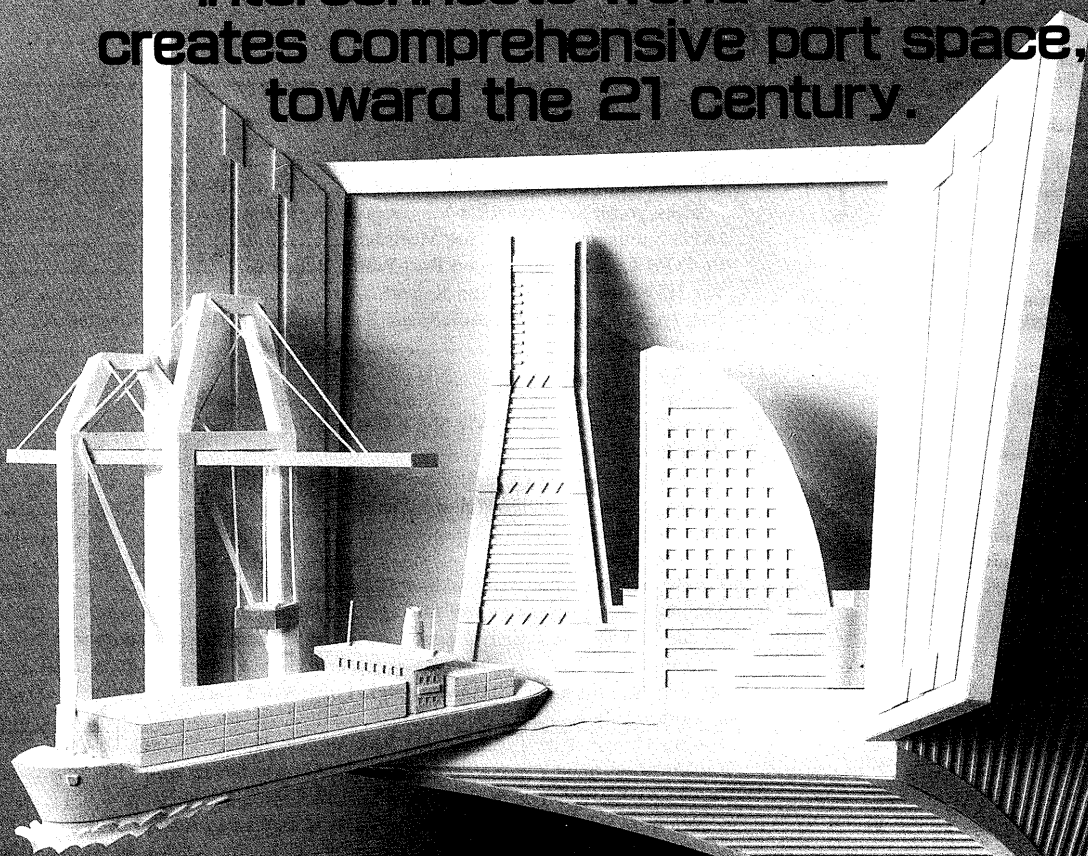
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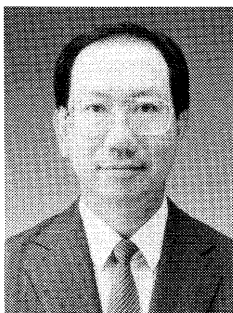
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# IAPH ANNOUNCEMENTS AND NEWS

## IAPH Essay Contest Results Announced

Mr. Goon Kok Loon, the Port of Singapore's Deputy Executive Director, who chairs the IAPH Committee on Human Resources, has sent a letter dated February 22, 1995 to the IAPH Head Office announcing the results of the IAPH Award Scheme (Essay Contest) 1994. This is a biennial program of IAPH which has been conducted under the auspices of the Human Resources Committee (formerly called "International Port Development Committee") for the purpose of enhancing port efficiency by the recognizing successful writers of quality papers on the subject "How could the quality of port services be improved?" Since the contest was first introduced in 1978, the program has produced a number of award winners selected from among ambitious applicants. It has been one of the highlights of the First Plenary Session at our biennial Conference to observe the top prize winner receiving the "Akiyama Prize" (named in honor of Mr. Toru Akiyama, a Founder Honorary Member and Secretary General Emeritus of IAPH and the donor of the fund for the First Prize).



Nevertheless, we learn from the panel of judges that no one has been selected to receive the "Akiyama Prize" at the forthcoming Seattle/Tacoma Conference in June this year. The results of the contest as announced by Mr. Goon are set out below.

A total of 13 entries were received as listed in Annex II. All the entries were carefully evaluated by a panel of three judges comprising: Mr. J Bayada, General Manager of the Cyprus Port Authority; Mr. Michael Bennett, Managing Director of Tecnecon Asia Pacific Economic and Transport Consultants; and Mr. Goon Kok Loon, Chairman, IAPH Committee on Human Resources, Deputy Executive Director, Port of Singapore Authority.

The results of the Contest are as follows: -

- i) No award of First Prize has been made
- ii) Merit Awards (to be awarded US\$100 each) will be given to the following three participants (in alphabetical order): -

Mr. L. O. Alabi	Nigerian Ports PLC
Mrs. T. S. Oblepias	Philippine Ports Authority
Mrs. R.S. Ogbinar	Philippine Ports Authority

The judges' comments on the three Merit Award-winning essays have been summarized and attached in Annex I.

(Annex I)

### A Summary of the Merit Award Winning Entries for the IAPH Award Scheme (Essay Contest) 1994

#### How Could the Quality of Port Services Be Improved?

**Mr. Lawrence Oladele Alabi –  
Nigerian Ports, PLC**

The essay attempts to show that quality is intrinsically linked to customers' perception of port services. The author advocates the need for ports to implement and sustain "Total Quality Management" programmes involving staff training and formalised, on-going communication, both with port users, and within all levels of the port itself. The author emphasises that port policies should be governed by sound management principles rather than on the basis of political considerations. Although a descriptive paper, it has taken on a broad approach to the subject, with no quantitative analysis.

**Mrs. Teresita S. Oblepias –  
Philippine Ports Authority**

A thought-provoking paper on the limitations of overdependence on international funding institutions for the financing of port improvements. The author argues that in the absence of such funds, capital investments and performance gains rest squarely on the effective steersmanship of the port by its Chief Executive Officer (CEO), as the quality of services provided by the port will ultimately depend on the attributes of the CEO, be it his power of vision, leadership or motivated skills. Within this context, the author critiques current practices on the selection and appointment of CEOs in the Philippine Ports. However, the paper has not provided a comprehensive alternative set of criteria for the appointment process of CEOs and its workability in the Philippine context.

**Mrs. Rita S. Ogbinar –  
Philippine Ports Authority**

A reasonably well-presented essay. With special reference made to ports in the Philippines, the author urges

for the need to negate bureaucratic culture, which she perceives as a hindrance to productivity. The paper also outlines desirable capital improvement programmes and does not limit prospective improvements to investments in hardware only. It proposes Quality Management Teams and Quality Control Circles. On the recommendations pertaining to marine and engineering services, the author has not quantified the benefits to be reaped, nor is there any indication on costs. The proposal of specialised berths for all sorts of cargo is also not justified by any figures. But overall, the author is conversant with port operations and a fair proportion of the ideas and suggestions put forward in this paper could indeed improve port operations.

## (Annex II)

# Entries to the IAPH Award Scheme (Essay Contest) 1994

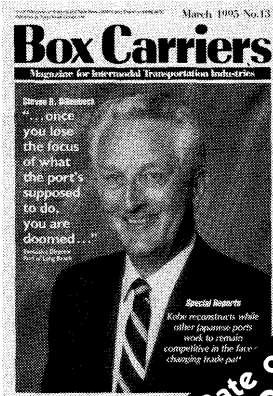
## Name & Organization

1. **A. K. Tettey**  
Claims & Documentation  
Operations Department  
Ghana Ports & Harbours Authority  
Ghana
2. **Teresita S. Oblepias (Mrs)**  
Port Operations Specialist  
Port Operations & Services Department  
Philippine Ports Authority  
Philippines
3. **Wang En De**  
Director  
Tianjin Port Authority  
China
4. **Abu Ahmed Shikdar**  
UDA, Planning Cell  
Mongla Port Authority  
Bangladesh
5. **Xi Zhicheng**  
Port Director  
Nanjing Port Authority  
China
6. **Rita S. Ogbinar (Mrs)\***  
Manager  
Curriculum Development & Research  
Division  
Philippine Ports Authority  
Training Center  
Philippines  
  
(\*2nd prize winner in the previous contest)
7. **Erinaldo T. Carreon**  
Port Operation Specialist  
Philippine Ports Authority  
Philippines
8. **W. G. Samaratunge\*\***  
Additional Personnel Manager  
Sri Lanka Ports Authority  
Sri Lanka  
  
(\*\*1st prize winner in the previous contest)
9. **Epharaim Kisanji Mageni**  
Kenya Ports Authority  
J - Section  
Kenya
10. **Dr. eng Romeo Ciortan**  
Constantza Port Administration  
Romania
11. **Lawrence Oladele Alabi**  
Nigerian Ports Plc  
Nigeria
12. **Wu Wen-fa**  
Senior Engineer  
Qingdao Harbor Authority  
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13. **Peter Y. C. Ng**  
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# IAPH/ESPO Survey on Limitation of Liability

**Paul Valls**  
Chairman,  
IAPH Committee  
on Legal Protection



At the initiative of Mr. Paul Valls (France), Chairman of the IAPH Committee on Legal Protection (CLP), in cooperation with the Brussels-based European Seaports Organization (ESPO), a questionnaire dated January 25, 1995

was sent to all IAPH members from the Tokyo Head Office.

The purpose of the survey was to collect information on the examples of how adequately IAPH member ports have been compensated when they were the victims of serious damage to their personnel or installations caused by ships.

The results of the survey will form the basis for debates by the CLP members at its meeting to be held during the Seattle/Tacoma Conference in June this year, while in the meantime IAPH plans to submit the findings of the survey to IMO.

The questionnaire form and the explanatory report on the circumstances in which the survey was conducted are reproduced hereunder.

## **The Limitations of Liability of Shipowners New Draft HNS Convention Revision Of the 1976 LLMC Convention Action to Be Taken by the Members of IAPH**

Port Authorities are frequently the victims of damage that is inflicted upon their personnel or installations by ships. They are frequently only partially compensated because of the limitations of liability of the owners of sea-going ships.

The issue is currently on the agenda of the IMO.

IAPH has to prepare its position by requesting its members to provide:

- examples of serious damage caused and for which compensation was inadequate;
- examples of serious damage that was avoided (near misses); and
- their opinion on the levels at which the new limitations of liability should be set.

### **1. THE CALENDAR OF EVENTS**

#### **1.1 The IMO Legal Committee and Diplomatic Conference**

- The 72nd Session of the Legal Committee (April 1995) is to be devoted to the last debates on the draft (HNS) Convention on the Transport of Hazardous and Noxious Substances by Sea and to a Protocol to revise the 1976 Convention on the Limitations of Liability for Maritime Claims (LLMC).
- A Diplomatic Conference is to be convened to debate these issues in early 1996.

#### **1.2 IAPH preparation for these deadlines**

The defense of the interest of IAPH members supposes that:

Its representatives have available, by the 72nd Session and for the Diplomatic Conference:

- striking examples of inadequate compensation for serious damage; and
- the amounts of the new levels of limitations of liability that Port Authorities wish to see, so that they may be debated during the IAPH Conference in Seattle/Tacoma in June 1995 and then submitted to IMO.

This would mean that replies must reach the ESPO offices/IAPH Head Office by February 28, 1995.

### **2. CURRENT STATE OF WORK ON THE AMOUNTS OF LIMITATION**

It will be recalled that:

- The unit of amount retained for IMO Conventions (with few exceptions) is the Special Drawing Rights (SDR) of the IMF, with a current value  $\pm$  US\$1.4.
- The reference tonnage is the Gross Tonnage as defined in the 1969 Convention.

#### **2.1 The new Draft HNS Convention**

The current draft text leaves blanks for the amount of the shipowners liability:

- ( ) units of account for ships of less than ( ) gross tons;
- ( ) units of accounts for each additional gross ton, up to ( ); and
- ( ) units of accounts as the global limit.

An international fund composed of contributions from shippers may intervene as a complement to raise the global compensation of victims to ( ). To date, there has been a purely indicative suggestion that maximum level at which the liability of the owners of ships of 2000 GT and less will be fixed to be 15 million units of account.



## 2.2. Draft Protocol for the revision of the 1976 LLMC Convention

The figures shown in the Convention are as follows:

### 2.2.1 Claims of passengers (Art. 7)

Per Passenger: 46,666 units of account, recently raised by the Protocol to the Athens Convention to 175,000 units.

Per ship: 25 million units of account

### 2.2.2 Other claims (Art.6) Amounts in units of account per ton (ua/t)

Ships	Art. 6.1.a Death & Injury	Art.6.1.b Material Damage
Less than 500 gt	333,000	167,000
	+ 500 ua/t	+ 167 ua/t
3,000 gt	1,583,000	584,500
	+ 333 ua/t	+ 167 ua/t
30,000 gt	10,574,000	5,093,500
	+ 250 ua/t	+ 125 ua/t
70,000 gt	20,574,000	10,093,500
over	+ 167 ua/t	+ 83 ua/t

Art. 6.2 — Claims for death or injury are privileged in that compensation inadequacy under Art.610 can be made up out of the sector reserved under Art. 616 for material damage, the spill-over clause, but the reverse is not true (even if insurance coverage exists).

Art 6.3 — Enables States to accord priority to claims relating to port installations in the sector reserved under Art. 6.1.b, for material damage.

### 2.2.3 Points being debated by the IMO Legal Committee

The Committee's Secretariat disseminated a paper submitted by IAPH, at its 70th Session (March 1994) which drew attention to the serious erosion of the purchasing power of the SDR since 1976 and its correlative reduction in practical value (to one half or even one quarter) of the limitation of liability.

At the 71st Session (October 1994), it disseminated a note containing considerable financial statistical data on developments since the end of 1976, covering:

- the relative values of various currencies in the SDR and the ECU;
- the average values of wholesale and retail prices of the industrialized and the developing countries; and
- the industrial production of a number of countries.

However, it left readers to draw their own — not necessarily obvious — conclusions.

### Conclusions

As far as passenger vessels are concerned, although the opportunity of raising the global limit of liability of the ship (from the present 25 million units of account) in proportion to the rise in limitation per passenger, or of deleting all mention of it, was discussed, no decision was taken.

## 3. ASSISTANCE REQUESTED OF IAPH MEMBERSHIP

The participation of IAPH members is expected at two levels, eventually in two separate dispatches:

(CLP would appreciate your cooperation in filling in the following questionnaire)

(L'on apprécierait une vaste information sur le questionnaire suivant)

### 3.1 Examples of serious accidents or disasters (Exemples de graves accidents de catastrophes)

#### CLP QUESTIONNAIRE TO IAPH MEMBERSHIP

NAME OF PORT..... COUNTRY.....

#### Examples of serious accidents or disasters

The circumstances and consequences of accidents :

Les circonstances et les conséquences des accidents :

.....  
.....

the name of the ship involved : ..... tonnage : .....

Le nom du navire responsable ..... son tonnage .....

Whether death or injury resulted and how they were compensated :

Les dommages, personnels et matériels causés. Comment ont-ils été indemnisés :

.....  
.....

- was the vessels insured ..... Yes/No  
le navire était-il assuré ..... Oui/Non

- was the owner solvent ..... Yes/No  
son propriétaire était-il solvable ..... Oui/Non

- did limitations of liability come into play ..... Yes/No  
les limitations de responsabilité ont-elles joué ..... Oui/Non

- compensation, even limited - was it shared with other victims ..... Yes/No  
Les indemnités aussi plafonnées, ont-elles été partagées avec ..... Oui/Non  
d'autres victimes ?

#### New scales of limitation of liability

- What are the objectives to be sought from the point of view of ports, in the conclusion of the debates on the future HNS Convention ? the protocol for the revision of the 1976 LLMC Convention ?

- Quel sont les objectifs à souhaiter du point de vue des ports, dans l'achèvement des débats sur la convention future HNS ? Le protocole pour la révision de la Convention LLMC de 1976 ?

.....  
.....  
.....

- The amounts of the levels of limitation to complete the blanks or to replace the previous ones ?



- Les montants de niveau de limitation sont à insérer, dans les blancs, ou à la place des anciens ?

- .....
- minimum tonnage to be asked for small vessels, in each Convention : .....
  - seuils de tonnages pour les petits navires, dans chaque Convention :

- preference for the spill-over clause in Art 6.2 of the LLMC Convention, to enable it to operate both ways.
- Préférence pour la proposition du "spill-over" dans l'article 6.2 de la Convention LLMC, pour lui permettre de fonctionner dans les deux sens.

- Extension of the obligation of insurance to all vessels Yes/No
- Extension d'une assurance obligatoire pour tous les navires Oui/Non

- Frequent revisions of the amounts of limitations of liability, Yes/No
- Révisions fréquentes des montants de limitations de responsabilité Oui/Non

- Information relating to the statistics in each country which deal with the evolution of prices covering civil engineering and mechanical engineering ? Yes/No
- Information sur les statistiques dans chaque pays qui traitent l'évolution des prix dans les secteurs de l'ingénierie civile et de la mécanique ? Oui/Non

Any other comments.  
Tout autre commentaires.

Please reply to :  
Veuillez répondre au :

IAPH head office with copy to Mrs Le Garrec, ESPO.  
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## E & S African Ports Pass Resolution of Thanks to IAPH

The IAPH Secretary General has recently received from the Port Management Association of Eastern and Southern Africa (PMAESA) the following message:

### VOTE OF THANKS

I am pleased to inform you that the Council of the Port Management Association of Eastern and South Africa, at its 20th meeting held in Arusha, Tanzania, from 12th to 15th December 1994 has adopted a resolution to give a warm vote of thanks to the International Association of Ports and Harbors for the generous assistance which has been, and is still being, offered to the Association since its inception.

I am looking forward to more and closer co-operation and co-ordination between our two organizations in 1995 and beyond.

Yours sincerely,

**K. Appadu**  
SECRETARY GENERAL

## UNCTAD/IAPH Monograph Sent to IAPH Members

Monograph No.12, entitled "Marketing Promotion Tools for Ports" authored by Katty Bernard (M. Econ.), Commercial Adviser, Commercial Department, Ghent Port Authority, was sent to all members from the Tokyo Head Office at the beginning of March 1995.

The monograph is one of the series being prepared by UNCTAD's Shipping Division in collaboration with IAPH.

## IAPH Bursary Recipient

Eng. Franklim do Rosario Spencer, Director of Porto Grande, S. Vicente, Empresa Nacional de Administracao dos Portos (ENAPOR), Cabo Verde was awarded an IAPH Bursary by Mr. Goon Kok-Loon, Chairman of the Human Resources Committee on December 28, 1994 to participate in the "International Programme for Port Planning & Management" (IPPPM), New Orleans, U.S.A., March 27 - April 7, 1995.

We wish Mr. Franklim do Rosario Spencer a successful and fruitful training in New Orleans.

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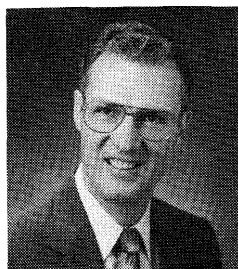
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## IMO Ad Hoc Meeting

**January 23-27, 1995 in Los Angeles**

**Report by Dwayne G. Lee**  
**Chairman**  
**IAPH Dredging**  
**Task Force**



### **IAPH/IMO**

#### **Meeting of LC 1972 Ad Hoc Group of Experts on Dredged Materials**

On January 23-27, 1995, Dr. Richard Peddicord participated on behalf of the International Association of Ports and Harbors (IAPH) in an Ad Hoc Working Group of the London Convention Scientific Group to draft revisions to the dredged material guidelines. The working group was chaired by Dr. John Campbell of the United Kingdom, and consisted of representatives of the eight Contracting Parties and five Non-governmental Organizations shown in the attachment. The meeting was held at the Port of Los Angeles facilities and was hosted by IAPH.

An initial working draft had been prepared prior to the meeting by various contributors. Over the course of the meeting, this initial draft was reviewed, discussed, and rewritten with the resulting dredged material assessment framework (DMAF) scheduled to be submitted to the Scientific Group in July 1995. It contains several potentially important improvements for ports related to the existing Waste Assessment Framework and Dredged Material Guidelines. Intangible among these is that the DMAF is shorter and easier to understand. Specific improvements include revisions to the exclusions from testing, the status of the ocean disposal option and source control.

**Exclusions** from chemical/biological testing have been clarified and broadened to explicitly cover silts and clays from locations away from sources of contamination and previously undisturbed geological materials (i.e. sediments deposited prior to the onset of industrial activities).

**Status** of ocean disposal: It is understood that after beneficial uses are considered, ocean disposal is the next consideration, rather than being considered only after other options have been rejected. It is also recognized that dredged material considered unacceptable for ocean disposal may be managed or treated to make it acceptable.

**Source** evaluation and control is recognized as outside the direct authority of the LC, but is strongly encouraged as a long-term solution to the problem of contaminated dredged material. This would generally be beneficial to ports by gradually resulting in less contaminated dredged material. The present language in the DMAF says that Contracting Parties should develop source evaluation and control programs.

The Port of Los Angeles provided a luncheon and boat tour of the port on the first day of the meeting. As host for the meeting, IAPH held a reception for the participants one evening and provided lunch on the second and third days. This was recognized and much appreciated by all delegates. The reception was especially well received and IAPH hospitality was commented upon frequently during the event. The general "goodwill" created by IAPH in hosting this event will be most beneficial in the long term.

#### **List of Participants**

1. Dr. Helge Bergmann, Head, Chemistry, Federal Institute of Hydrology, Koblenz, Germany
2. Dr. Mike Bowers, Head, Marine Chemistry Div., Bedford Institute of Oceanography, Dept. of Fisheries and Game, Dartmouth, Nova Scotia, Canada
3. Dr. John A. Campbell, Ministry of Agriculture, Fisheries and Food, Directorate of Fisheries Research, Essex, UK
4. Mr. T.N. Burt, CEDA Environment Committee, Hydraulics Research Ltd. Oxfordshire, UK
5. Dr. Bob Engler, Chief, Natural Resources Division, Senior Scientist/Program Manager of Environmental Effects of Dredging Programs, Army Corps of Engineers, WES, Vicksburg, MS, USA
6. Mrs. Brigitte Lauwaert, Management Unit of the North Sea Mathematical Models, Ministry of the Environment, Brussels, Belgium
7. Mr. Michael F. C. Thorn, PIANC, Oxfordshire, UK
8. Mr. Koos Wieriks, North Sea Directorate, The Netherlands
9. Dr. Thomas Wright, Army Corps of Engineers, WES, Vicksburg, MS, USA
10. Mr. John Lishman, Environmental Protection Agency, Office of Wetlands, Oceans and Watersheds, Washington, D.C., USA
11. Dr. Richard Peddicord, EA Engineering, Science and Technology, Hunt Valley, MD, USA
12. Mr. Thomas O'Connor, NOAA, N-NORCA 21, Silver Spring, MD, USA
13. Ms. Lynne Curnow, Environmental Protection Agency, Waste Management Branch, Barton, Australia
14. Dr. Cato C. ten Hallers-Tjabbes, Marine Ecosystems, The Netherlands
15. Dr. Boyce Thorne-Miller, Friends of the Earth International Ocean Advocates, Silver Spring, MD, USA
16. Mr. Jong Cheon Lee, Director of Construction Division, Korea Maritime and Port Administration, Korea
17. Mr. Tony MacDonald, American Association of Port Authorities, Alexandria, VA, USA
18. Mr. René Coenen, International Maritime Organization, London, UK
19. Ms. Ita McBride, International Maritime Organization, London, UK
20. Mr. Dwayne G. Lee, Deputy Executive Director of Development Port of Los Angeles, San Pedro, CA, USA



# PACOM Conducts Survey on Port Public Relations

The IAPH Committee on Port Communities (PACOM), chaired by Mr. D.F. Bellefontaine from the Port of Halifax, has recently circulated a questionnaire to IAPH members. The covering letter from the Chairman and the questionnaire form are reproduced here.



## Survey on Port Public Relations

Dear IAPH Member:

February 22, 1995

The IAPH Committee on Port Communities, of which I am the Chair, has identified a number of important issues which may be of interest to all IAPH members. One of these issues relates to **Public Relations** activities in ports. This is an area that has not received much attention or research in recent years, but which constitutes a very important aspect of port activity, especially for highly visible port authorities.

My objective is to have IAPH members complete and return the attached **Survey**, after which I shall summarize the responses and prepare a report for presentation at our upcoming Seattle/Tacoma Conference in June 1995.

Your cooperation and participation will assist our Committee in identifying Public Relations issues and producing information that will be of benefit to all members.

Your prompt attention would therefore be very helpful and much appreciated. Would you kindly complete and return the attached **Survey** before **April 1, 1995**. This will enable me to complete the project on time.

I look forward to seeing you in Seattle in June.

Sincerely,  
D.F. Bellefontaine  
Chairman  
IAPH Committee on Port Communities

## IAPH Public Relations Survey

Please ensure that the person responsible for Public Relations at your port completes the following survey and returns it by fax on or before March 31st, to:

David Bellefontaine, Chairman, Committee on Port Communities, IAPH  
President & CEO, Halifax Port Corporation  
P.O. Box 336  
Halifax, NS  
Canada  
B3J 2P6

Fax 902-426-7335.

Results of the survey will be made available to all members of IAPH at our upcoming conference in Seattle, Washington.

### Instructions:

Leave blank if the question does not apply.  
If you do not know an answer, please offer your best guess.  
Please use U.S. dollars for monetary questions.

### Identification:

1. Name of Port Authority: \_\_\_\_\_
2. Name of person completing survey, title, & fax number: \_\_\_\_\_  
\_\_\_\_\_
3. 1994 port revenue: \_\_\_\_\_
4. 1994 port tonnage in metric tonnes: \_\_\_\_\_
5. 1994 port Public Relations (PR) budget: \_\_\_\_\_
6. 1994 total port budget: \_\_\_\_\_

### Overview:

1. Does your port have a PR Department or individual responsible for PR?  
Yes \_\_\_ No \_\_\_
2. To which position does your senior PR employee report to? \_\_\_\_\_
3. Does your PR Department have measurable objectives? Yes \_\_\_ No \_\_\_  
If yes, are they formal, written goals, or informal? Formal \_\_\_ Informal \_\_\_
4. Do you believe that the long term benefits of Public Relations can be quantified?  
Yes \_\_\_ No \_\_\_
5. Does your port measure the social value of PR work in any way?  
Yes \_\_\_ No \_\_\_
6. Is the measurement of the value of PR at your port tied to any of the following goals?
  - a. increasing sales? Yes \_\_\_ No \_\_\_
  - b. improving worker morale? Yes \_\_\_ No \_\_\_
  - c. increasing worker productivity? Yes \_\_\_ No \_\_\_
  - d. improving port image? Yes \_\_\_ No \_\_\_
  - e. improving attitudes/opinions about the port? Yes \_\_\_ No \_\_\_
  - f. enhancing trust/gaining consent for port action? Yes \_\_\_ No \_\_\_
  - g. enhancing relationships with publics? Yes \_\_\_ No \_\_\_
  - h. improving issue management? Yes \_\_\_ No \_\_\_
  - i. resolution of public conflict? Yes \_\_\_ No \_\_\_
  - j. other (please specify)? Yes \_\_\_ No \_\_\_

## PR Measurement Tools:

7. Which of the following measurement tools does your port make use of?

### For Advertisements:

- |   |     |    |
|---|-----|----|
| a. Surveys?   | Yes | No |
| b. Ad response card services offered by trade publications? | Yes | No |
| c. Ad rating services offered by trade publications?        | Yes | No |
| d. Focus groups?  | Yes | No |
| e. Industry recognition (awards)?                           | Yes | No |
| f. Objective evaluation by PR firms/experts?                | Yes | No |
| g. Subjective, internal evaluation?                         | Yes | No |
| h. Other tools (please specify)?                            | Yes | No |

### For Events, Receptions, and/or Promotional Items:

- |                                     |     |    |
|-------------------------------------|-----|----|
| a. Formal surveys?                  | Yes | No |
| b. Informal surveys?                | Yes | No |
| c. Focus groups?                    | Yes | No |
| d. Subjective, internal evaluation? | Yes | No |
| e. Economic Impact analysis?        | Yes | No |
| f. Other tools (please specify)?    | Yes | No |

### For News Releases:

- |   |     |    |
|---|-----|----|
| a. Focus groups?  | Yes | No |
| b. Magnitude of media coverage measurement (ie. cross referencing ad rates with columns of publicity coverage)? | Yes | No |
| c. Subjective, internal evaluation?   | Yes | No |
| d. Other tools (please specify)?  | Yes | No |

### For Management of Sensitive Issues:

- |  |     |    |
|--|-----|----|
| a. Cost-benefit quantification of conflict or cooperation (expected relative value calculations, converted to monetary values) | Yes | No |
| b. Subjective, internal evaluation?  | Yes | No |
| c. Other tools (please specify)?   | Yes | No |

8. When budgeting for PR, do you use qualitative and/or quantitative cost-benefit ratios to choose among alternative programs?

Qualitative:	Yes	No
Quantitative:	Yes	No

9. Is the valuation information obtained by any of the above methods used only by the PR Department, or is it reported directly to the port's top management?

PR Only \_\_\_\_\_ Top Management \_\_\_\_\_ B o t h \_\_\_\_\_

10. Does your port attempt cost recovery on any PR products or programs (ie. paid harbour tours, selling promotional items)?
- Yes \_\_\_\_\_ No \_\_\_\_\_ If yes please specify \_\_\_\_\_

11. Do you have a professional public relations agency offering public relations support services?
- Yes \_\_\_\_\_ No \_\_\_\_\_

12. What financial arrangements do you have with your agency? (check one)

- |   |       |
|---|-------|
| a. Retainer Fee?  | _____ |
| b. Commission?  | _____ |
| c. Special Project Costs Only?                          | _____ |
| d. Retainer Fee Plus Commission On Ancillary Materials? | _____ |
| e. Other (please specify)?                              | _____ |

## PR Advertising:

13. Do you conduct advertising for public relations purposes? Yes \_\_\_\_\_ No \_\_\_\_\_
14. Does your port use any of the following types of media for advertising?
- |  |     |    |
|--|-----|----|
| a. Print Media                             | Yes | No |
| b. Electronic Media (ex. Internet)         | Yes | No |
| c. Broadcast Media (ex. television, radio) | Yes | No |
| d. Billboards                              | Yes | No |
| e. Other (please specify)                  | Yes | No |
15. Does your port use any of the following publications?
- |                                    |     |    |
|------------------------------------|-----|----|
| a. Trade Magazines (domestic)      | Yes | No |
| b. Trade Magazines (international) | Yes | No |
| c. General Business Publications   | Yes | No |
| d. Local Newspapers                | Yes | No |
| e. Other (please specify)          | Yes | No |

16. Do you normally create an advertising plan for each fiscal or calendar year?
- Yes \_\_\_\_\_ No \_\_\_\_\_
17. Do you develop targeted advertising as required throughout the year?
- Yes \_\_\_\_\_ No \_\_\_\_\_

## PR Promotional Materials:

18. Do you have a budget for promotional materials? Yes \_\_\_\_\_ No \_\_\_\_\_

If yes, please list the types of promotional materials you utilize, such as "giveaways".

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## Publications:

19. Does your port produce any of the following publications regularly?
- |                           |     |    |
|---------------------------|-----|----|
| a. Magazine               | Yes | No |
| b. Newsletter             | Yes | No |
| c. Newspaper              | Yes | No |
| d. Brochures              | Yes | No |
| e. Fact Sheets            | Yes | No |
| f. Booklets on Facilities | Yes | No |
| g. Other (please specify) | Yes | No |

20. Which of the above publications are produced in-house?

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21. Which are produced by your agency?

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**PR Special Events:**

22. Please list the types of special events that you might have in a year (luncheons, dinners, groundbreakings, dedications, open houses, etc.)

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23. Does your PR Department take the lead in these events?

Yes\_\_\_ No\_\_\_ Partially\_\_\_

**PR Audio-Visuals:**

24. Does your port produce any of the following audio-visual materials?

- |                              |        |       |
|------------------------------|--------|-------|
| a. slide presentations       | Yes___ | No___ |
| b. multi-media presentations | Yes___ | No___ |
| c. videos                    | Yes___ | No___ |
| d. films                     | Yes___ | No___ |
| e. other (specify)           | Yes___ | No___ |

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25. Do you have one or more standard slide/video presentation(s) used for various audiences? Yes\_\_\_ No\_\_\_

If yes, are updates conducted on a regular basis? Yes\_\_\_ No\_\_\_

26. Do you have in-house video and slide production facilities? Yes\_\_\_ No\_\_\_

27. Does an agency produce these products for you on a individual project basis? Yes\_\_\_ No\_\_\_

28. Do you have an audio-visual room or auditorium for presentations? Yes\_\_\_ No\_\_\_

**PR Photography:**

29. Do you have a staff photographer(s)? Yes\_\_\_ No\_\_\_  
Is the photographer part of the public relations staff? \_\_\_  
On contract \_\_\_ Other Port Authority employee? \_\_\_

30. Do you have an in-house darkroom? Yes\_\_\_ No\_\_\_

31. Do you contract out photography on an annual basis? Yes\_\_\_ No\_\_\_

32. Do you utilize specialized outside photography such as aerial, portrait, industrial? Yes\_\_\_ No\_\_\_

**PUBLIC RELATIONS PROGRAM ANALYSIS**

33. What percentage of your current annual Public Relations budget is allocated for each of the following?

- |                              |      |
|------------------------------|------|
| a. Salaries/Benefits         | ___% |
| b. Advertising               | ___% |
| c. Promotional Materials     | ___% |
| d. Special Events/Receptions | ___% |
| e. Audio-Visuals/Photography | ___% |
| f. Other                     | ___% |
| 100%                         |      |

34. What do you consider the most effective part of your public relations program?

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35. Please list the various publics that you see as the targets for your broad and specialized public relations programs (community, employees, suppliers, business/government leaders, maritime community, media, others) and describe any specially tailored programs that you utilize to communicate with these audiences.

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**PR Messages:**

36. Which of the following messages does your port intend to convey through PR products and programs?

- |                                      |        |       |
|--------------------------------------|--------|-------|
| a. Economic impact of port?          | Yes___ | No___ |
| b. Efficiency/effectiveness of port? | Yes___ | No___ |
| c. Aesthetic impact of port?         | Yes___ | No___ |
| d. Environmental impact of port?     | Yes___ | No___ |
| e. Socio-cultural impact of port?    | Yes___ | No___ |
| f. Pride in port?                    | Yes___ | No___ |
| g. Other impacts?                    | Yes___ | No___ |
| If yes, please specify _____         |        |       |

37. Do you normally create a public relations plan for each fiscal or calendar year? Yes\_\_\_ No\_\_\_

38. Please list any products or programs not already mentioned which your organization utilizes as a part of your public relations efforts.

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## The IPD Fund: Contribution Report

The on-going fund raising campaign which started three years ago continues in progress but at rather a slow pace. As of March 10, a total of US\$54,159 had been raised from the members whose names are listed in the box, together with the amount donated. There has been a slight increase in the total amount since the last announcement in December 1994 with the contributions newly received from the Port of Osaka (US\$3,185), Yamaguchi Prefecture (US\$325) and Dr. Devos (US\$500 in total). In order for us to achieve the targeted amount of US\$70,000, all members' continued support is sincerely requested.

### Contributions to the Special Fund For the Term of 1992 to 1994 (As of March 10, 1995)

Contributors	Amount
Paid:	(US\$)
ABP (Associated British Ports), U.K.	3,000
Abu Dhabi Seaport Authority (Mina Zayed)	3,000
Akatsuka, Dr. Yuzo, Univ. of Saitama, Japan	230
Akiyama, Mr. Toru, IAPH Secretary General Emeritus, Japan	1,000
Auckland, Ports of, Limited, New Zealand	500
Barcelona, Puerto Autonomo de, Spain	1,000
Bintulu Port SDN BHD, Malaysia	200
Cameroon National Ports Authority, Cameroon	480
Cayman Islands, Port Authority of, the Cayman Islands	250
Clydeport Ltd., U.K.	1,000
Constanta Port Administration, Romania	250
Copenhagen Authority, Port of, Denmark	1,000
Cotonou, Port Autonome de, Benin	100
Cyprus Ports Authority, Cyprus	1,000
Delfzijl/eemshaven, Port Authority of, the Netherlands	350
de Vos, Dr. Fred, IAPH Life Supporting Member, Canada	500
Dubai Ports Authority, U.A.E.	500
Dundee Port Authority, U.K.	250
Empresa Nacional de Administracao dos Portos, E.P., Cabo Verde	250
Fiji, Ports Authority of, Fiji	100
Fraser River Harbour Commission, Canada	250
Fremantle Port Authority, Australia	250
Gambia Ports Authority, the Gambia	250
Ghana Ports and Harbors Authority, Ghana	250
Hakata, Port of, (Fukuoka City) Japan	1,705
Halifax, Port of, Canada	250
Helsingborg, Port of, Sweden	500
Hiroshima Prefecture, Japan	523
Irish Port Authorities Association, Ireland	1,000
Japan Academic Society for Port Affairs, the, Japan	267
Japan Cargo Handling Mechanization Association, Japan	259
Japan Port and Harbor Association, the, Japan	493
Japanese Shipowners' Association, the, Japan	516
Johor Port Sdn. Bhd., Malaysia	500
Kawasaki, City of, Japan	1,702
Klang Port Authority, Malaysia	200

Kobe, Port of, Japan	3,665
Kobe Port Terminal Corporation, Japan	924
Korea Container Terminal Authority, Korea	100
KSC (Kuwait Oil Company), Kuwait	1,000
Kudo, Dr. Kazuo, Tokyo Denki University, Japan	4,000
London Authority, Port of, U.K.	500
Maldives Ports Authority, Maldives	100
Marine and Harbours Agency of the Department of Transport, South Australia, Australia	150
Marine Department, Hong Kong	500
Maritime Services Board of New South Wales, Australia	367
Mauritius Marine Authority, Mauritius	200
Melbourne Authority, Port of, Australia	1,000
Miri Port Authority, Malaysia	100
Montreal, Port of, Canada	500
Nagoya Container Berth Co., Ltd., Japan	518
Nagoya Port Authority, Japan	3,564
Nanaimo Harbour Commission, Canada	250
Napier, Port of, Limited, New Zealand	100
New York & New Jersey, Port Authority of, U.S.A.	1,000
Niigata, Port of, (Niigata Prefecture), Japan	860
Okubo, Mr. Kiichi, Japan	274
Osaka, City of, Japan	3,185
Osaka Port Terminal Development Corp., Japan	570
Pacific Consultants International, Japan	243
Penta Ocean Construction Co., Ltd., Japan	500
Point Lisas Industrial Port Development Co. Ltd., Trinidad	100
*Primer Concurso Internacional de Memorias Portuarias: Carlos Armero Sisto, Anuario de Puertos: Buenos Aires, Argentina	300
Public Port Corporation I, Indonesia	180
Pusan East Container Terminal Co. Ltd., Korea	200
Qubec, Port of, Canada	250
Shipping Guides Limited, U.K.	500
Solomon Islands Ports Authority, Solomon Islands	100
South Carolina State Ports Authority, U.S.A.	1,000
Tauranga, Port of, New Zealand	500
Toyama Prefecture, Japan	254
UPACCIM (French Ports Association), France	1,905
Vancouver, Port of, Canada	500
Yamaguchi Prefecture, Japan	325
<b>Total:</b>	<b>US\$54,159</b>

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



# 19TH IAPH WORLD PORTS CONFERENCE

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

## Pre-Conference Meetings re-scheduled

Following the announcement of the timetables for the various sessions to be held during the Seattle/Tacoma Conference, some Committee members who serve on more than one Committee have voiced their preference for the re-scheduling of the pre-Conference meetings on Saturday, June 10 and Sunday, June 11 to enable them to participate in the relevant sessions more fully. As a result of consultation with the Committee members and co-ordinating Vice-Presidents concerned, the 12 Technical Committees which were formerly scheduled to meet according to the Group, namely the "Port Affairs" Group on the morning of Saturday June 10, the "Trade Affairs" Group on the afternoon of Saturday June 10 and the "Human & External Affairs" Group on the morning of Sunday June 11 respectively, have now been re-scheduled to meet without regard to Groups. The revised programs, with the changes involved highlighted, are as shown below. We hope the majority of Committee members will find the changes in the meeting schedules worthwhile and easier for them to cover more sessions in Seattle. The latest situation of the programs as of March 16, 1995 follows.

### DAY-BY-DAY PROGRAM (PROVISIONAL)

The 19th World Ports Conference  
International Association of Ports and Harbors  
(As of March 1995)

#### Saturday, June 10, 1995

Time	Function	Room
0800-1700	Registration	Grand Checkroom

#### The Organizers-related Functions

0800-1700	Conference Staff Committees	Eagle Harbor
0800-1700	Conference Management Committee	Port Gamble

#### Internal Committee Meetings

0900-1030	Membership Committee (Chair: Brinson)	Adams
1040-1200	Constitution and By-Laws (Chair: Jurriens)	Adams

#### Technical Committee Meetings

0900-1100	Port Planning & Construction (Chair: Ng)	St. Helens
0900-1100	Dredging Task Force (Chair: Lee)	Baker

0900-1100	Sea Trade (Chair: Liburdi)	Stuart
0900-1100	Port Safety & Environment (Chair: van der Kluit)/Marine Operations (Chair: Watson) Joint Meeting	Glacier Peak Palm Court Balcony
0900-1100	Cargo Operations (Chair: Terpstra)	Glacier Peak
1100-1200	Coordinating Vice-President and Chairpersons meet (Port Affairs)	Cascade I
1200-1330	Lunch for Committee Members	

#### Technical Committee Meetings

1400-1600	Ship Trends (Chair: Moulod)	Baker
1400-1600	Combined Transport & Distribution (Chair: Wennergren)	St. Helens
1400-1600	Trade Facilitation (Chair: Jeffery)	Glacier Peak
1600-1700	Coordinating Vice-President and Chairpersons meet (Trade Affairs)	Adams

#### Conference Committee Meeting

1700-1730	Nominating Committee (Chair: to be appointed by the Board)	Baker
1730-1900	IAPH/IMO Interface Group (Chair: Smaghe)	Stuart

#### \*Social Program/Accompanying Guest Programs

1330-1530	Emerald City Exploration (City Tour)	
1745-1930	A Taste of the Port (Reception for early arrivals)	Headquarters Building — Pier 69

\*(includes travel time to/from the hotel)

#### Sunday, June 11, 1995

Time	Function	Room
0800-1700	Registration	Grand Foyer

#### The Organizers-related Functions

0800-1700	Conference Staff Committees	Bainbridge
0800-1700	Conference Management Committee	Vashon I

#### Conference Committee Meetings

0800-0830	Resolutions & Bills (Chair: Falvey)	Adams
0830-0900	Credentials (Chair: to be appointed by the IAPH President)	Glacier Peak

#### Internal Committee Meeting

0900-1100	Finance/Budget (Chair: Don Welch)	Adams
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### Technical Committee Meetings

0900-1100	Human Resources (Chair: Goon)	St. Helens
0900-1100	Legal Protection (Chair: Valls)	Stuart
0900-1100	Port Communities (Chair: Bellefontaine)	Baker
1100-1200	Coordinating Vice-President and Chair- persons meet (Human & External Affairs)	Glacier Peak
1200-1330	Lunch for Board/Committee Members	Cascade I
1400-1630	Pre-Conference Joint Meeting of Board and Exco	Cascade II
1730-1930	Opening Ceremony	Grand Ballroom II & III — Theatre style

### \*Social/Accompanying Guests Programs

1330-1530	Emerald City Exploration (City Tour)	
1930-2130	Welcome Reception (Hosted by IAPH and the Ports of Seattle Center and Tacoma)	Pacific  Science

\*(Includes travel time to/from the hotel)

### Monday, June 12, 1995

Time	Function	Room
0800-1700	Registration	Grand Foyer

### The Organizers-related Functions

0800-1700	Conference Staff Committees	Bainbridge
0800-1700	Conference Management Committee	Vashon I

### Conference Committee Meeting

0800-0830	Resolutions & Billd (Chair: Falvey)	Glacier Peak
0900-1030	First Plenary Session	Grand Ballroom I & II

1030-1100	Coffee Break/Trade Show Opening	Fifth Avenue Room
1100-1230	Keynote Address Session	Grand Ballroom I & II

Session Chairman: C. Lunetta, IAPH President (Miami)  
Topics:  
Ports — New Challenges for Global Development  
Ports — New Partnerships for Economic Growth  
Speaker: TBD

Noon	IAPH Officers' Meeting	Blakely
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1230-1334	Luncheon for Delegates Speaker: TBD	Grand Ballroom III
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1400-1645	Working Session No. 1	Grand Ballroom I & II
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Theme: Human Resources and External Affairs  
Session Chairman: D. Taddeo, IAPH 3rd Vice-Presi-  
dent  
Topics:  
A) Human Resources: Goon Kok Loon  
(Singapore)  
B) Legal Protection: P. Valls (Paris)  
C) Port Communities: D.F. Bellefontaine  
(Halifax)

1515-1545	Coffee Break	Fifth Avenue Room
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### \*Social/Accompanying Guest Programs

0800-1200	Shop'til you drop and Dine at the Top (Shopping Tour with Breakfast)	
1330-1530	Emerald City Exploration (City Tour)	
1530-2315	Tillicum Village Excursion Cruise to historic Blakely Island for a traditional Northwest Native American Salmon Buffet and Show	

\*(Includes travel time to/from the hotel)

### Tuesday, June 13, 1995

Time	Function	Room
0800-1700	Registration	Grand Convention Office

### The Organizers-related Functions

0800-1700	Conference Staff Committees	Bainbridge
0800-1700	Conference Management Committee	Vashon I

### Conference Committee Meeting

0800-0900	Honorary Membership (Chair: to be appointed by the IAPH President)	Glacier Peak
0900-1200	Working Session No. 2	Grand Ballroom I & II

Theme: The Challenge of Global Policy Changes  
Chairman: TBD

Topics:

- A) NAFTA's Impact in the Western Hemisphere  
Speaker: (Erik Stromberg, (President, AAPA)
- B) The Challenges of the APEC Countries  
Speaker: TBD
- C) African Ports Look to the 21st Century  
Speaker: R.U. Kumedzro, (Tema, Ghana)
- D) European Economic Community - An Update  
Speaker: F. Suykens (Chairman, ESPO)

1015-1045	Coffee Break	Fifth Avenue Room Blakely
Noon	IAPH Officers' Meeting	

1200-1345	Luncheon for Delegates Speaker: TBD	Grand Ballroom III
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1400-1700	Working Session No. 3	Grand Ballroom I & II
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Theme: New Port Challenges and  
Partnerships — A West Coast Update  
Chairman: TBD

Topics:

- A) The Environmental Port Development Challenge  
Speaker: John Terpstra (Tacoma)
- B) New Partners for Port Development  
Speaker: Mic Dinsmore (Seattle)
- C) Helping Ports Meet the Intermodal Challenge  
Speaker: John Vickerman (President,  
Vickerman, Zachary, Miller)
- D) Partnerships for Infrastructure  
Speaker: TBD

1515-1545	Coffee Break	Fifth Avenue Room
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### \*Social/Accompanying Guest Programs

0900-1700 The Mountain (Mt. Rainier Excursion with lunch)  
1000-1300 Boeing Town (Everett Plant Tour)  
1300-1600 Boeing Town (Everett Plant Tour)  
1730-2100 Woodland Park Zoo (Rainforest Exhibit & Reception)

\*(Includes travel to/from the hotel)

### Wednesday, June 14, 1995

Time	Function	Room
0800-1700	Registration	Grand Convention Office

### The Organizers-related Functions

0800-1700 Conference Staff Committees Bainbridge  
0800-1700 Conference Management Committee Vashon I

### Technical Tour

\*1100-1630 Seattle and Tacoma Harbor Tours and Lunch Cruise

### \*Social/Accompanying Guest Programs

1700-2200 Tacoma "Chowdown"  
(Western Style Seafood Fest and Entertainment)

\*(Includes travel time to/from the hotel)

### Thursday, June 15, 1995

Time	Function	Room
0800-1700	Registration	Grand Convention Office

### The Organizers-related Functions

0800-1700 Conference Staff Committees Bainbridge  
0800-1700 Conference Management Committee Vashon I

### Conference Committee Meeting

0800-0830 Resolutions & Bills (Chair: Falvey) Glacier Peak

0900-1200 Working Session No. 4  
Grand Ballroom I & II

Theme: Port Affairs  
Chairman: Robert Cooper, IAPH 1st Vice-President (Auckland)  
Topics:  
A) Port Planning and Construction: P. Ng, (Singapore)  
B) Dredging Task Force: D. Lee (Los Angeles)  
C) Port Safety & Environment: P. van der Kluit, (Rotterdam)  
D) Marine Operations: J. Watson (Dundee)  
E) Cargo Operations: J. Terpstra (Tacoma)  
Additional Suggested Topics (Topics: TBD)  
F) EDI/Automation and Computerization  
Speaker: TBD  
G) Northern Sea-Route: Speaker: TBD

1015-1045	Coffee Break	Fifth Avenue Room
Noon	IAPH Officers' Meeting	Blakely
1200-1345	Luncheon for Delegates Speaker: TBD	Grand Ballroom III
1400-1700	Working Session No. 5	Grand Ballroom I & II

Theme: Emerging Markets  
Chairman: TBD

### Topics

A) Vietnam:  
Speaker: Hiep Quach, (Sr. VP/Int'l Banking, U.S. Bank)  
B) Russia  
Speaker: Mikail Robkanov (Vladivostok)  
C) South Africa:  
Speaker: Captain Mors (Portnet, Johannesburg)  
D) South America  
Speaker: Raul Uzzua Marambio (EMPORCHI, Chile)

1545-1600	Coffee Break	Grand Crescent/Foyer
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### \*Social/Accompanying Guest Programs

0800-1200 Shop'til you Drop and Dine at the Top  
(Shopping Tour with breakfast)  
1100-1600 A Drink in the Country  
(Tour of local wineries and microbrewery)  
\*(Includes travel time to/from the hotel)

### Friday, June 16, 1995

Time	Function	Room
<b>The Organizers-related Functions</b>		
0800-1700	Conference Staff Committees	Bainbridge
0800-1700	Conference Management Committee	Vashon I

### Conference Committee Meeting

0800-0830 Resolutions & Bills (Chair: Falvey) Glacier Peak  
0900-1200 Working Session No. 6  
Grand Ballroom I & II

Theme: Trade Affairs  
Chairman: J.M. Smagghe, IAPH 2nd Vice-President (Paris)  
Topics:  
A) Sea Trade: L. Liburdi (New York)  
B) Ship Trends: J.M. Moulod (Abidjan)  
C) Combined Transport & Distribution: G. Wennergren (Goteborg)  
D) Trade Facilitation: D. Jeffery (London)

1015-1045	Coffee Break	Grand Crescent/Foyer
Noon	IAPH Officers' Meeting	Blakely
1200-1345	Luncheon for Delegates Speaker: John (Jack) Creighton (President & CEO, Weyerhaeuser)	Grand Ballroom III

1400-1545	Second Plenary (Closing) Session	Ballrooms I & II
1545-1600	Coffee Break	Fifth Avenue Room

1600-1730	Post-Conference Meeting of the Board and Exco	Cascade I
1730-1830	Post Conference Exco Meeting (Immediately following the Joint Meeting)	Cascade I

### \*Social/Accompanying Guest Programs

1000-1300 Boeing Town (Everett Plant Tour)  
0900-1300 Fire to Glass (Chihuly Glass Art Studio Tour and historic Pioneer Square Galleries and Shopping)  
1300-1700 Fire to Glass (Chihuly Glass Art Studio Tour and historic Pioneer Square Galleries and Shopping)  
1300-1600 Boeing Town (Everett Plant Tour)  
1730-2330 Gala Dinner — The Museum of Flight  
\*(Includes travel time to/from the hotel)

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# OPEN FORUM

## The Spanish Port System

With the approval and implementation of Law 27/1992 of State Ports and the Merchant Navy, the Spanish Port System has undergone an important change. The new port regulations have enabled Spain's Port System to achieve a competitive position in Europe, adapting itself to the European Union's recommendations on port matters.

In this way the Spanish Port System, which is state administrated and made up of those ports considered to be of general interest, has been placed in a legal and functional framework which enables it to attain new levels of efficiency and profitability in the management of port services, as well as ensuring that the transfer of cargoes from land to sea is swift, economical and safe.

In short, the foundations have been laid for a smoother, less bureaucratic management of the ports, while at the same time putting in place the necessary measures to ensure that central control and coordination and autonomous management by the Port Authorities are compatible. The result is the establishment of a port system capable of attaining goals which would be impossible under a more isolated form of management structure.

### Characteristics of the Port System

There are three characteristics peculiar to the Spanish Port System:

1. The ports of general interest are state ports.
2. They are dispersed throughout the whole extent of Spanish territory.
3. The sum total of the state ports makes up one system.

The first of these characteristics is determined by the Spanish Constitution which states that the Autonomous Communities are the competent authorities in the case of ports of refuge, sport and leisure and, in general, those ports in which there is no commercial activity, whilst the State has jurisdiction in all those ports deemed to be of general interest. Such a distribution of jurisdiction is in keeping not just with the Spanish legal, historical, political and economic tradition, but also with the characteristics of the Spanish Port System outlined below.

The distinctive geographical pattern of Spanish territory makes for a very dispersed network of ports. Spain has a coastline of some 8,000 km compared to a total land area of 500,000 km<sup>2</sup>, and throughout history, with a lack of established coastal roads, ports have flourished along the coast. Thus it might be assumed that due in part to its geography and in part to its distant position with respect to the centre of European production and consumption, the zones of influence of Spain's ports should be somewhat limited and its traffic rather limited and small in scale.

The third characteristic of the Spanish State Port System is its denomination as a *system*, considered as a network

of ports which, coordinated, contribute to the achieving of common objectives, rather than the concentrated port model of central European countries.

The Spanish State Port System is made up of 45 ports of general interest managed by 27 Port Authorities, defined by the Law on Ports as "Public Entities" which operate according to Private Law, responsible for their own financing (separate from the State), legally independent, whose co-ordination and control are managed by the Public Entity of State Ports, similarly independent legally speaking, which acts as a "holding" company for the Port System.

In this way, the Spanish ports complement one another, neighbouring ports specialising in the handling of specific types of traffic, while managed by one sole Port System which in no way affects the legal status of each individual port and favours the growth of a wide range of aptitudes.

### Management Objectives of the Port System

The management model of the State Port System allows for the achieving of two important goals:

1. Self-financing.
2. Reduction in the cost of cargo traffic for the user.

**Self-financing:** During the course of the present fiscal year, the Spanish State Port System achieved its goal of self-financing to 100%, meaning that it will no longer have to depend on the State budget for financing.

That such a goal has been achieved signifies that the money earned by the ports for their services will cover not only running costs, maintenance, administration and the depreciation of their assets and installations, but will also finance new works, including major infrastructure projects (harbour walls, breakwaters, dredging, etc.).

This responds to the criterion upheld in Spain with regard to the financial rules governing the offering of port services, according to which Port Authority revenue must reach the limits prescribed to guarantee overall cost-effectiveness for the Port System and for each individual port. Thus the sum of the earnings, in the system as a whole and in each Port Authority must at least cover the running costs, maintenance costs and administration costs for each port public entity, the relevant taxes and interest accumulated on debts or loans, as well as covering the depreciation of its assets and installations.

In 1993, income generated by the Spanish Port System in the form of tariffs for services offered and leases conceded and authorised totalled 81,684.3 million pesetas. Running costs and expenses totalled 74,004.2 million pesetas, allowing for a profit of 7,680.1 million pesetas, an increase of 3,109.3 million pesetas on the previous fiscal year.

**Reduction of costs:** The logical step towards achieving the second objective, that is to say the reduction of the cost

of passing goods through the ports, implies a containing of costs. This is now being achieved in a gradual way, both for the services offered by the Port Authorities directly and those carried out through agents working within the boundaries of the port. In short, the aim is to pass on any economic advantages to the user, thereby creating a climate of transparency in the port sector.

This process of containment and internalisation of costs has given the State Port System an economic and financial autonomy which is reflected in the freer, more autonomous style of management of the Port Authorities and State Ports.

### **Other Important Objectives**

In order to attain an adequate coordination and development of port policy, other common objectives, apart from those outlined above, have been established which take into account the management goals of each Port Authority in the carrying out of the following tasks and the provision of solutions for the needs of the port community:

- \* To improve and expand the services offered by the port community.
- \* To generate sufficient financial resources and the desired efficiency in the financial management of the Port System.
- \* To keep tariff increases to a minimum, seeking to further rationalise and simplify their structure.
- \* To maximize and perfect the coordination and management structure of the Port System.
- \* To devise strategies for the future development of port land and its usage.
- \* To develop specialised loading/unloading installations.
- \* To develop intermodality and favour zones of possible future growth.
- \* To develop coordination between the different Port Authorities, and between the Port Authorities and State Ports.
- \* To improve the process of integration of the Port System with its surrounding area.
- \* To place due importance and value on environmental concerns.
- \* To develop training and Research & Development programmes.

### **Development of Port Traffic**

In the past few years, the traffic passing through Spanish state ports has suffered the consequences of the economic recession. In 1993, traffic volumes dropped 3.5% to figures similar to those of 1989. However, throughout 1994 traffic began to increase once more in line with the economic recovery of the country, reaching new levels never before achieved; in the first eight months of the year, total port traffic was 5.66% greater than that of the same period in 1993.

In general, Spanish ports handle traffic destined for its respective zone of influence. Those ports which only handle transit traffic are Algeciras, Valencia and Barcelona, dealing mainly with containers, whilst bunkering services are offered in Las Palmas and Santa Cruz de Tenerife (Canary Islands) and in Ceuta and Algeciras (Straits of Gibraltar).

It is worth drawing attention to the role Mediterranean ports are going to play in the future as ports of entry to Europe, especially for cargoes from the Middle and Far East, due to their privileged geographical position with regard to incoming traffic. In this sense, Spain is in the process of making important investments in land transport systems

(roads and railways) which will favour Spanish ports in capturing traffic whose ultimate destination is Europe.

The island ports in the Canary Islands will become the distribution centres for traffic to countries in West Africa, provided development in such countries continues advancing.

Finally, the continental Atlantic ports are important for their regular sailings to the rest of Europe and their industrial traffic. Fishing meanwhile, is centred around the ports of North West Spain and the Canary Islands.

### **Investment in the Port System**

In the 1993 fiscal year, 45,325.6 million pesetas were invested in the Spanish State Port System. In the past four years, investment has risen from 47,632 million pesetas in 1990 to 49,078 million in 1994. In 1995, 53,900 million will be invested.

Similarly, due to income generated by the Port System itself, the state subsidies which reached 4,890 million in 1990 and 990 million in 1993, disappeared altogether in 1994, when the Port System was able to finance itself without the aid of the state.

The level of investment of the last few years has allowed for actions to be taken in three different directions:

- \* Taking into account traffic forecasts, to overcome infrastructure and port capacity limitations in the state ports.
- \* To achieve logistical developments and the introduction of new services to promote "added value".
- \* To promote developments on the Port-City level, allowing for the creation of the necessary conditions to permit the smooth operation of the principal commercial activity.

### **The Future**

It is clear that the future of port activities is to be characterized by a marketplace which every day is opening up and becoming more competitive, and as a result the Spanish administration is carrying out major projects to enable her ports to meet the new challenges.

As part of the business strategy of the Port Authorities, a high priority is being given to the quality of service offered to the users and clients of the ports. Indeed some ports such as Bilbao, Barcelona and Valencia have already implemented Quality Control Plans.

Similarly, an interministerial commission, COMIN-PORT, has been created to ensure that the passage of merchandise through a port is as swift as possible and the costs considerably reduced. In order to cut down the amount of time cargo spends in a port various measures have been established, such as reducing the number of cargo inspections in a port and ensuring that those which do take place are efficient and well coordinated.

The increase in traffic through Spanish ports in 1994 and the consequences of the new management strategy have led to a reduction in charges for 1995 of some 10%. This, coupled with the competition that exists between companies vying to provide services within the ports, will help to combat inflation in port tariffs in the future.

As far as the implementation of new technological developments is concerned, State Ports plans to invest 10,000 million pesetas over the course of the next three years in telecommunications infrastructure and information systems in the port environment.

# International Maritime Information

# WORLD PORT NEWS

## Air Pollution Annex To Be Studied in 1996

Mandatory measures to control air pollution from ships are expected to be considered at a conference to be held in the autumn of 1996, the Committee decided.

The measures are expected to be included in a new annex to MARPOL 73/78.

The issue of air pollution from ships was first raised at IMO in 1990, and a resolution on the subject was adopted by the Assembly in 1991. The Sub-Committee on Bulk Chemicals (BCH) was asked to prepare a draft of the new annex by 1992, but the subject proved to be so complex that the deadline was extended for a further two years.

The most contentious issues have proved to be the nitrogen oxides (NOx) and sulphur oxides (SOx) found in ships' exhaust emissions. NOx create photo-chemical smog while SOx create acid rain. Some estimates indicate that shipping contributes 4 to 5% of NOx emissions and 7% of SOx emissions, but these concentrations vary considerably from region to region.

The Committee considered a draft text of the new annex prepared by the BCH Sub-Committee but recognized that it was not in a position to endorse the text since some key issues still had to be resolved.

One of these is the permitted sulphur content of fuel oil. At the BCH Sub-Committee three levels had been proposed — 5%, 4% and 3.5%. A clear

majority favoured 5% but during the course of discussions by the MEPC several delegations said that this could not be supported since the average sulphur content of fuel oil is around 3.5%.

The Committee agreed that capping levels would be further discussed at the next session, as would criteria and procedures for the designation of special areas. The Baltic Sea States have expressed their intention of seeking special area status for that region.

At the next session the Committee will also consider what procedure to use to bring the changes into force. Options include the adoption of amendments by a modified explicit acceptance procedure or the establishment of a new protocol. (*IMO News*)

## Membership Notes:

### New Members

#### Regular Members

##### Port of Tallinn [Regular] (Estonia)

Address: 25 Sadama Street, Tallinn EE0102  
Mailing Addressee: Mr. Enn Sarap  
Director General  
Telex: 173167 PORT EE  
Tel: (372) 6 318 002  
Fax: (372) 6 313 062

##### Kemaman Port Authority [Regular] (Malaysia)

Address: P.O. Box 66, 24000 Kemaman, Terengganu  
Mailing Addressee: Mr. Mohamed Awang Tera  
Deputy General Manager  
Tel: 609 8631590  
Fax: 609 8631599

#### Temporary Member

##### Instituto Puerto Autonomo de Puerto Cabello

[January 4, 1995 - January 3, 1996] (Venezuela)

Address: Final Calle Puerto Cabello, Edificio Sede, Puerto Cabello Estado Carabobo  
Mailing Addressee: General Humberto Seijas Pittaluga  
Presidente  
Tel: (042) 618476/619280  
Fax: (042) 616249/617320/619777

### Changes

#### Ports and Railways Authority [Regular] (Israel)

Tel: 972-3-565-7905 (Director-General)  
972-3-565-7060 (Operations Div.)  
Fax: 972-3-561-7142 (Director-General)  
972-3-562-2281 (Operations Div.)  
Director General: Mr. Shores Lerer  
Deputy General Manager (Planning, Operations and Information Systems):  
Dr. Aryeh Sachish  
Chief Engineer and Deputy General Manager (Engineering):  
Mr. Zohar Rubin  
Deputy General Manager (Economics & Finance):  
Mr. Moshe Licht  
Deputy General Manager (Administration & Organization):  
Mr. Amos Uzani

### PS. Göthenburg — Göteborg

The management of the company until now referred to as Port of Gothenburg AB has decided to use the Swedish form of the city's name, Göteborg, also in foreign language contexts. Göteborg is pronounced yer-te-bory. (Letterheads, etc, will be adjusted later.)  
February, 1995  
Port of Göteborg AB  
Market Communications/Kjell Svensson  
S-403 38 Göteborg (Sweden)  
Telephone +46 (0)31-63 20 00,  
Fax +46 (0)31-63 22 51



## Seafarers Call for Better Welfare Facilities

The Asia/Pacific Seminar on Seafarers' Welfare convened by the International Committee on Seafarers' Welfare (ICSW) ended in Tokyo on 27th October 1994 with a strong call for increased international action to promote the establishment of better welfare facilities for seafarers in ports around the world, to increase co-ordination between the welfare agencies, seafarers' organisations and shipowners and to combat cases of abuse and exploitation of seafarers.

The Seminar was attended by delegates from some 20 different countries worldwide representing shipowners, seafarers' unions and government and voluntary welfare agencies. The majority of delegates were actively involved in running seamen's clubs, sporting events and other facilities in ports for the direct benefit of seafarers of all nationalities.

Speaking at the conclusion of the meeting, the Chairman of ICSW, David Dearsley, Secretary of the International Shipping Federation, said "We have heard a clear call from those with the most close and direct contact with seafarers for a co-ordinated plan of action to deal with the major problems relating to welfare of seafarers. More governments must ratify the ILO convention No. 163 which sets the internationally agreed framework for the establishment of welfare services at sea and in port. But only through better co-ordination between ICSW members at international, regional and at port level can we improve the situation and, most importantly, take real and direct action to prevent the abuse and exploitation of seafarers."

The Seminar made extensive recommendations on the future work programmes for ICSW including to:

- Strengthen and expand the structure of ICSW,
- Seek improved security for seafarers in port and at sea,
- Work towards the elimination of problems causing seafarers to be abandoned and towards the provision of the necessary means for their repatriation and compensation as necessary,
- Ensure that shore leave is not

denied to seafarers by administrations any where in the world,

- Ensure that the ILO maintains its maritime activities, including those relating to seafarers' welfare,
- Improve links between seafarers and their families by ensuring that access to communications facilities is readily available at rea-

sonable cost ashore and aboard ship.

The ICSW is a voluntary organisation established for the purpose of bringing together appropriate interests in the field of seafarers' welfare. Its main objective is to promote and foster, on an international basis, the provision

## Seafarers' Welfare Convention, 1987 (No. 163)

Date of entry into force: 3 October 1990

### Article I

1. For the purposes of this Convention —

- (a) the term "seafarer" means any person who is employed in any capacity on board a seagoing ship, whether publicly or privately owned, other than a ship of war;
- (b) the term "welfare facilities and services" means welfare, cultural, recreational and information facilities and services.

2. Each Member shall determine by national laws or regulations, after consultation with the representative organizations of shipowners and seafarers, which ships registered in its territory are to be regarded as seagoing ships for the purpose of the provisions of this Convention relating to welfare facilities and services on board ship.

3. To the extent it deems practicable, after consultation with the representative organizations of fishing vessel owners and fishermen, the competent authority shall apply the provisions of this Convention to commercial maritime fishing.

### Article 2

1. Each Member for which this Convention is in force undertakes to ensure that adequate welfare facilities and services are provided for seafarers both in port and on board ship.

2. Each Member shall ensure that the necessary arrangements are made for financing the welfare facilities and services provided in accordance with the provisions of this Convention.

### Article 3

1. Each Member undertakes to ensure that welfare facilities and services are provided in appropriate ports of the country for all seafarers, irrespective of nationality, race, colour, sex, religion, political opinion or social origin and irrespective of the State in which the ship on which they are employed is registered.

2. Each Member shall determine, after consultation with the representative organizations of shipowners and seafarers, which ports are to be regarded as appropriate for the purposes of this Article.

### Article 4

Each Member undertakes to ensure that the welfare facilities and services on every seagoing ship, whether publicly or privately owned, which is registered in its territory, are provided for the benefit of all seafarers on board.

### Article 5

Welfare facilities and services shall be reviewed frequently to ensure that they are appropriate in the light of changes in the needs of seafarers resulting from technical, operational and other developments in the shipping industry.

### Article 6

Each Member undertakes —

- (a) to cooperate with other Members with a view to ensuring the application of this Convention; and
- (b) to ensure cooperation between the parties engaged and interested in promoting the welfare of seafarers at sea and in port.

of welfare services for seafarers of all nationalities, race, colour and creed. Members of the Committee are the International Shipping Federation (ISF), the International Transport Workers' Federation (ITF), the International Christian Maritime Association (ICMA), the United Seamen's Service (USS), and governmental and other national agencies dealing with maritime welfare. The International Labour Office Provides secretarial services for the Committee.

## New Publications

### Drug Trafficking and Drug Abuse: Guidelines for Owners and Masters on Prevention, Detection and Recognition

The International Chamber of Shipping (ICS) has published a second and substantially revised edition of its successful *Drug Trafficking and Drug Abuse: Guidelines for Owners and Masters on Prevention, Detection and Recognition*, first published in 1988.

The ICS Secretary General, Mr. Chris Horrocks, explained: "Drug trafficking remains one of the major social evils of our age, and all modes of transport are vulnerable to illegal smuggling as the drug cartels try to penetrate new markets. Unwittingly, shipping is one of the principal means of moving drugs from producing to consuming countries and it is in the interests of every shipping company to take positive measures to prevent the use of their vessels for this purpose."

Mr. Horrocks added: "Not only does the industry have a clear duty to contribute to the elimination of the drug problem, but operators must also realise that failure to take necessary preventive measures may cause delays to ships and cargoes as well as giving rise to potentially enormous legal penalties."

This new edition of the Guide provides comprehensive advice on security measures and the prevention of drug smuggling, including co-operation with Customs authorities, the detection of drug abuse amongst ships' crews and the reduction of attendant risks to the safety of ships.

*Drug Trafficking and Drug Abuse* is

available from the publishers, Witherby & Co., 32-36 Aylesbury Street, London EC1R 0RJ (fax: +44 171 251 1296) for £16 Sterling, inclusive of postage.

### ISL Shipping Statistics Yearbook 1994

Editors: Christel Heideloff, Prof. Dr. M. Zachcial, C. Heideloff  
500 pages, 450 tables, 168 charts  
ISSN 0721-3220

Price: DM295.- plus postage and packing, in case of inland sales plus V.A.T. (MwSt.)

The *Shipping Statistics Yearbook 1994* published by the Institute of Shipping Economics and Logistics (ISL) in Bremen is now available.

ISL has provided the *Shipping Statistics Yearbook* for many years as a source for market analysis. The new 1994 edition is thoroughly revised and updated. Data items added are information on the world merchant fleet, namely details on nationality of owner (controlling interest) which now supplement the mere flag information. For the first time shipbuilding data containing merchant ships on order and under construction are evaluated in the ship type structure used for the world merchant fleet. Moreover the ISL team has improved the layout of tables and charts.

The completely revised and updated edition includes three main sections:

#### Shipping Market

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

#### Shipbuilding

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

### Ports and Sea Canals

- Port survey on worldwide shipping and cargo traffic structures including a detailed container traffic analysis
- Shipping and freight traffic attributable to the world's major sea canals

Due to the exceptionally wide coverage of statistics compiled by experts of the institute's Transport Department the ISL Yearbook is a unique statistical reference source for the world's maritime industry and anyone whose business is affected by developments in the maritime sector.

Institute of Shipping Economics and Logistics (ISL)

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## The Americas

### Port of Montreal Better Container Traffic Record

The Port of Montreal set a double record in 1994 by handling for the first time more than seven million tonnes of general cargo shipped in more than 700,000 TEUs.

The Port of Montreal Handled an unprecedented 7.1 million tonnes of containerized general cargo in 1994 — up 18.9 per cent — and a record 728,799 TEU containers. "The increases — 1.2 million tonnes or 130,679 containers over 1993 — are spectacular," said Mr. Dominic J. Taddeo, president and chief executive officer of the Montreal Port Corporation today in presenting the summary of port activity for 1994.

Total traffic through the Port of Montreal reached 20.1 million tonnes in 1994, an increase of 3.6 million tonnes or 21.7 per cent compared with the previous year. The economic recovery was largely responsible for the rebound in total traffic, with petroleum products and containerized cargo traffic being the main contributors to the increase.

"The economic recovery, of course, helped propel containerized cargo traffic to new heights," Mr. Taddeo

said. "But moreover, the Port of Montreal succeeded in increasing its market share thanks to the fast and efficient services provided at competitive costs by everyone involved in the Port of Montreal System.

"More than ever, the Port of Montreal is Canada's number one container port. And on the North Atlantic, it handles more containerized cargo than any other port on North America's eastern seaboard."

According to the port corporation's traffic forecasts for 1995-1999, the economic recovery will continue to stimulate traffic in all cargo categories. Containerized cargo, the traffic category that has experienced the strongest growth at the port for more than 25 years, should reach new heights throughout the next five years, although this growth will be more in line with that of the economy.

In his presentation, Mr. Taddeo announced that the port corporation has budgeted capital expenditures of \$108.8 million in its five-year corporate plan covering the period 1995-1999. "With the anticipated increase in traffic and revenues, and our continuing commitment to rigidly control operating costs, we will have the financial self-sufficiency necessary to continue to improve, redeploy and expand our facilities," he said.

In 1994, the port corporation's revenue from operations totalled \$56.8 million and net operating income was \$5.8 million.

Net income, including net investment income of \$4.6 million, totalled \$9 million after subtracting an unusual item of \$1.4 million. This unusual item represents the undepreciated capital cost of Grain Elevator No. 5 pursuant to its closure.

Mr. Taddeo explained that the port corporation has made cost control one of its top priorities so that it can generate the necessary profit and cash flow in order to self-finance its immediate and future capital projects without ever being a burden on the taxpayer.

"From 1986 to 1994 inclusively, our operating and administrative costs remained fixed at about \$51 million, while inflation in Canada over the same period exceeded 30 per cent," Mr. Taddeo said. "Our sound financial situation has allowed us and continues to allow us to support our shipping lines in their efforts to offer services at the most

competitive prices."

Hence, the port corporation has frozen all its tariffs in 1995 for a third consecutive year and enhanced its tariff incentive program for containerized cargo.

The chairman of the board of the Montreal Port Corporation, Mr. André Gingras, said that "everything is in place for the Port of Montreal to succeed and to continue to progress provided that all those involved in port activity continue their tireless efforts — both individually and collectively — to reduce costs and offer reliable, fast and efficient services."

"When I see all the initiatives we have taken these last few years to ensure the future of the Port of Montreal, I have no doubt that together we (the port corporation and all those involved in port activity) are capable of great things for this port and its region," he said.

## Montreal: Gold-Headed Cane to Capt. Abalakov

In keeping with a tradition dating back to 1840, the President and Chief Executive Officer of the Port of Montreal, Mr. Dominic J. Taddeo, on January 4, 1995 presented the famous Gold-headed Cane to Captain Nikolay Abalakov, master of the M/V MOR U.K., the first ocean-going vessel of the year to reach port without a stop-over.

The Port of Montreal has been open 12 months a year since January 4, 1964, when the Danish vessel *Helga Dan* inaugurated year-round navigation in Montreal.

The first arrival of 1995, the M/V MOR U.K., is a Cypriot-flagged container carrier. The vessel is operated by Russian interests, B.O.L.T. Canada Line, represented in Montreal by Morlines Maritime Agency Ltd. The ship came from the port of Bremerhaven in Germany and opened the navigation year in Montreal by crossing the port's limits at Sorel at 10:08 a.m. on January 1, 1995. It then proceeded to tie up at Berth 67, Maisonneuve Terminal, where its cargo of containerized goods was handled by Termont Terminal Inc., terminal operators and stevedores.

Captain Abalakov has won the Gold-headed Cane for the first time.



*Mr. Dominic J. Taddeo (right), President and Chief Executive Officer of the Port of Montreal, presents the Gold-headed Cane to Captain Nikolay Abalakov, Master of the M/V MOR U.K.*

He has been with B.O.L.T. Canada Line and the former Baltic Shipping Co. since 1972.

The Port of Montreal also paid tribute to the pilots of Saint-Laurent Central Inc. who brought the M/V MOR U.K. safely into port. Pilots Romain Kaluzny and Gilles Lavoie were each presented with wine goblets.

Before the entire port community and an audience of personalities, including the Consul of Russia, Mr. Taddeo spoke of the reasons that still motivate the port to perpetuate the tradition of the Gold-headed Cane.

"Now, in addition to honouring the master of the first ocean-going vessel of the year, the Gold-headed Cane also reinforces the importance of year-round navigation to Montreal," Mr. Taddeo said.

"The Gold-headed Cane not only acknowledges the experience, training and sound judgment of the officers and crew who bring the first ocean-going vessel safely into port each year, but it also pays tribute to the imagination, ingenuity and determination of those Canadians who have made winter navigation a reality."

In fact, winter navigation is extremely important to the Port of Montreal, which handles approximately one-quarter of its annual volume of general cargo in the winter months. Without the container traffic loaded and unloaded at its docks in January,

February and March, the Port of Montreal would not have been able to attain its current status as Canada's number one container port and a leader on the North Atlantic.

The Port of Montreal generates an economic impact of approximately \$1.2 billion per year for the Greater Montreal region, Quebec and Canada, and creates some 14,000 direct and induced jobs.

### North Fraser: 'Multiplier' Impacts Assessed

Historically, the North Fraser Harbour has attracted traditional heavy industrial uses such as fishing, log transportation and associated wood processing and aggregate storage and processing. In 1990, the North Fraser Harbour's economic impact assessment was undertaken by Deloitte & Touche from a B.C. perspective because many of the North Fraser industries have linkages with primary industries throughout the Province. Input-output analysis was used to assess the economic significance to B.C. of industries in the

North Fraser Harbour. This analysis provided estimates of the direct and "multiplier" impacts on the provincial economy.

The multiplier impacts included the indirect impact of industries supplying goods and services (inputs) to direct industries on the river and the "induced" impact associated with the consumer responding of wage incomes of the direct and indirect workforce. The impacts assessed included: industry output, gross domestic product, employment and government revenues.

### Environmental Initiatives

The North Fraser Harbour Commission is a founding member and one of six funding partners of the Fraser River Estuary Management Program (FREMP). FREMP, initiated in 1985, is a co-operative effort among federal, provincial and local governments to coordinate planning and decision making on human activities in the estuary.

In 1988 the Commission developed an Environmental Management Plan with Fisheries and Oceans Canada. There are four main components to the plan: a shoreline habitat classification program (later adopted for the re-

mainder of the estuary); a cooperative management program; guidelines for developers; and a habitat management bank. Construction of the first habitat area was completed in 1993.

The Commission, with the cooperation of industry, has operated a wood debris disposal program for the last 25 years. The program involves containment of wood debris and disposal by burning at an NFHC operated site. By arrangement, the wood processing facilities contain the debris generated by their operation and tow it to the Commission's disposal area. A contractor, working on behalf of the Commission, lifts the debris out of the water and burns it in an open pit. This is the only operation of this type in the Lower Fraser River. The program has been successful in reducing the amount of floating wood debris in the harbour. In 1992, the Commission took a seat on the B.C. Debris Control Board.

This Board operates a debris trap at Laidlaw, B.C. which contains a major portion of the debris generated from up river. It is unlikely that burning will be permitted to continue at the Commission's present debris disposal site for an indefinite period. Alternative means of disposing of debris are being examined with the Debris Control Board. The North Fraser Harbour Commission continues to develop an education and policy plan for dealing with river pollutants and to identify, initiate and facilitate ongoing initiatives to continually enhance the environment of the river. (1993 Annual Report)

### Impact on employment & Provincial GDP

(Impact of Direct Industries within NFHC Jurisdiction)

Industry Classification	Direct Employment Impact (Persons Years 1989)	Direct GDP Impact (\$ Millions 1989)	Total Employment Impact* Within B.C. (All Industries)*	Total GDP Impact** Within B.C. (All Industries)*
Sawmills & Planing Mills	1,707	\$107.7	6,600	\$385.7
Plywood, Panelboard, Paperboard & Wholesale Wood Products	1,024	104.5	2,930	218.2
Iron, Steel & Related	365	33.9	1,119	72.7
Fish Processing & Fish Products	324	15.2	1,516	71.4
Administrative Support	648	40.9	1,325	74.8
Ready-Mix, Aggregate	238	16.7	894	50.2
Trucking	488	38.5	971	63.4
Restaurant, Accommodation & Retail	543	31.9	1,019	38.2
Other Industries	534	31.9	1,110	61.4
<b>TOTAL</b>	<b>5,871</b>	<b>\$403.3</b>	<b>17,544</b>	<b>\$1,035.0</b>

\* (includes Marine Towing Industry which has a total employment impact of 560 person years in 1989)

\*\* (includes Marine Towing Industry which had a total GDP impact of \$34.9 million in 1989)

### Shanghai, Vancouver Form Sister Port Alliance

Canada and China's largest ports united as sisterports during the recent 'Team Canada' Trade Mission to China. As sisterports, the Port of Vancouver and the Port of Shanghai have forged an alliance aimed at promoting greater understanding, friendship and trade opportunities between Vancouver and China.

China is the Port of Vancouver's third largest trading partner, accounting for five percent of total Port import and export traffic. The Port of Vancouver and the Port of Shanghai hope to reinforce and build upon this strong



trading foundation through activities such as an exchange program for port personnel dedicated to management training. (*Vancouver Port News*)

## Report to Congress on Status of Public Ports

By the U.S. Maritime Administration, Office of Ports and Domestic Shipping. (Washington, DC: October 1994). 60 pages. Tables. Figures, Appendixes. Order from: Maritime Administration, Office of Ports and Domestic Shipping, MAR-830, Room 7201, 400 Seventh Street, SW, Washington, DC 20590. Tel: (202)366-4357. Fax: (202)366-5522.

The latest in the Maritime Administration (MarAd) bi-annual review of U.S. public ports offers a wealth of statistical data and cogent summaries of the "major issues" facing the industry. Coverage extends to coastal, Great Lakes, and inland waterway port systems.

Profiled are the industry's economic impact, capital expenditures, and facilities. For example, in 1992, the economic impacts jointly generated by the "U.S. port industry, public port capital expenditures, and port users" included:

- 15.3 million jobs
- \$522.9 billion in personal income
- \$1.6 trillion in business sales
- \$790 billion to national Gross Domestic Product
- \$209.8 billion in taxes

In that same year, some 1.9 billion metric tons of cargo were shipped through the nation's ports, with 139 ports each handling more than one million tons.

Highlighted in the issues review are port development financing and revenues, environmental regulation, dredging and dredged material disposal, and intermodal land transportation.

The report provides summary descriptions of key environmental laws affecting the port industry, the situation with respect to water resources development and the Harbor Maintenance Trust Fund, and ISTEAL.

The narrative concludes with an examination of "related developments," namely the Midwest flooding of 1993,

the North American Free Trade Agreement, and an update on MarAd's Port Readiness program.

(*AAPA Advisory*)

## US Port Development Expenditure Report

By the U.S. Maritime Administration. 18 pages. Tables. Appendixes. Order from: Maritime Administration, Office of Ports and Domestic Shipping, 400 Seventh Street, SW, Washington, DC 20590. Tel: (202)366-4357.

U.S. public ports spent nearly \$653.7 million for capital improvements in 1993 and plan spending \$5.8 billion for the same purpose from 1994 through 1998, according to the Maritime Administration's (MarAd) latest review.

As with its predecessors, MarAd compiled the 1995 report from data collected from survey questionnaires circulated by AAPA to all of its U.S. Corporate members. Responses were received from a total of 50 public seaport agencies.

Expenditures fell 2.7 percent in 1993 from the previous year and, in fact were the lowest they have been in at least five years. From 1946 through 1993, the U.S. public seaport industry invested a total of \$13.2 billion in facility construction and modernization. That does not include spending by the private sector.

South Atlantic region ports accounted for the greatest share (22.7 percent) in 1993, followed by the South Pacific (21.3 percent), and the Gulf (19.9 percent). The four-year, 1989/92 spending pattern is detailed in Table 1.

**1. U.S. Public Ports  
Capital Expenditures 1990-93  
(Millions of Current U.S. Dollars)**

Region	1993	1992	1991	1990
North Atlantic	\$92.0	\$112.2	\$101.7	\$103.0
South Atlantic	148.6	123.1	132.3	182.6
Gulf	129.8	145.4	156.1	97.7
South Pacific	139.3	140.3	206.4	209.9
North Pacific	94.3	45.6	84.9	60.4
Great Lakes	22.9	3.2	.7	4.3
AK, HI, PR, VI(*)	27.6	102.0	—	10.2
<b>Total</b>	<b>\$653.7</b>	<b>\$671.8</b>	<b>\$682.0</b>	<b>\$668.1</b>

(\*) Alaska, Hawaii, Puerto Rico, U.S. Virgin Islands

Source: U.S. Maritime Administration, *United States Port Expenditure Report (December 1994)*, p. 4.

"New construction" expenditures in 1993 by facility type show "specialized general cargo" (e.g., container, ro/ro, etc.) accounting for \$139.1 million (32.9 percent), general cargo for \$106.9 million (25.3 percent), dry bulk for \$7.9 million (1.9 percent), and "passenger" for \$15.8 million (3.7 percent). Additional expenditure categories include liquid bulk, off- and on-terminal infrastructure, dredging (\$39.8 million in 1993), and "other," which captures investment in "structures, spaces and fixtures not directly related to the movement of cargo, such as maintenance and administrative facilities."

The South Atlantic was the biggest spender under "specialized general cargo" (\$46.1 million) and passenger (\$14.1 million), while the Gulf led in "general cargo" (\$41.5 million) and "dry bulk" (\$21.5 million).

As for "funding sources," MarAd reports port revenues and revenue bonds "continued to predominate" but their "combined use" fluctuated over the past five years, from 88.3 percent in 1989 to 60.9 percent in 1992 and 73.4 percent in 1993. The "relative usage of GO bonds, loans and grants" was largely unchanged from 1992.

The MarAd study also reports projected capital expenditures by U.S. public ports will total some \$5.9 billion in the period 1994-98. Nearly 60 percent will occur in the South Pacific and South Atlantic regions, as indicated below:

### 2. U.S. Public Ports

**Projected Capital Expenditures 1994-98, by Region  
(Thousands of Dollars)**

Region	Projected Expenditures	Percentage
North Atlantic	\$375,088	6.4%
South Atlantic	1,287,247	21.9%
Gulf	987,146	16.8%
South Pacific	2,066,565	35.2%
North Pacific	887,379	15.1%
Great Lakes	23,500	0.4%
AK, HI, PR, VI	244,483	4.2%
<b>Total</b>	<b>\$5,871,408</b>	<b>100.0%</b>

Source: U.S. Maritime Administration, *United States Port Expenditure Report (December 1994)*, p. 10.

Nearly 37 percent of the planned investment is targeted at specialized general cargo facilities. Revenue bonds will be the primary source of funding (31.7 percent), followed by port revenues (26.2 percent), and GO bonds (16.1 percent).

Projected expenditures by facility

type are listed in Table 3.

**3. U.S. Public Ports**  
**Projected Capital Expenditures by Facility Type**  
**1994-98**

(Thousands of Dollars)

Facility Type	Projected Expenditures	Share
General Cargo	\$998,967	17.0%
Specialized General Cargo	2,140,481	36.5%
Dry Bulk	306,372	5.2%
Liquid Bulk	12,811	0.2%
Passenger	245,914	4.2%
Other	795,833	13.6%
Infrastructure/Off Terminal	754,895	12.9%
Infrastructure/On Terminal	384,344	6.5%
Dredging	231,791	3.9%
<b>Total</b>	<b>\$5,871,408</b>	<b>100.0%</b>

Source: U.S. Maritime Administration, *United States Port Expenditure Report (December 1994)*, p. 11.

Listed below are port authorities expected to make the largest capital expenditures during 1994-98. Together, they account for 75.9 percent of the total.

**4. U.S. Public Ports**  
**Leading Port Authorities by Total Capital Expenditures**  
**1994-1998**

(Thousands of U.S. Dollars)

Rank	Port	Expenditures
(1)	Long Beach	\$1,063,000
(2)	Los Angeles	937,207
(3)	Seattle	577,264
(4)	Miami	405,046
(5)	Jacksonville	276,461
(6)	New Orleans	260,709
(7)	Hawaii DOT	244,483
(8)	Georgia	242,834
(9)	Houston	230,700
(10)	New York/New Jersey	219,600
<b>Top 10 Ports</b>		<b>\$4,457,304</b>
<b>Total Expenditures</b>		<b>\$5,871,408</b>
<b>Percent Top 10 of Total</b>		<b>75.9%</b>

Source: U.S. Maritime Administration, *United States Port Expenditure Report (December 1994)*, p. 13.

(AAPA Advisory)

## Corpus Christi: Port Tonnage Hits New High

Port of Corpus Christi tonnage hit an all-time high of over 77.6 million short tons in 1994. This represents a 1 percent increase over the approximately 76.5 million tons of cargo shipped through the port in 1993. Port tonnage has topped 70 million tons for the past five years and has reached record breaking levels in 11 of the past

12 years.

As in past years, petroleum was the highest volume commodity. Petroleum shipments, at over 69 million tons, accounted for almost 89 percent of total port tonnage and registered a 5 percent increase over the 65.9 million tons shipped in 1993. Since 1992, petroleum tonnage has topped 60 million tons annually.

The largest commodity percentage increase came in breakbulk cargo. In 1994, a record breaking 363,701 tons of breakbulk cargo moved over port docks, an increase of 24 percent over the previous year. 1994 shipments broke the previous record of 348,042 tons, set in 1988. Bagged agricultural products shipped under the U.S. government's PL 480 program make up the majority of the port's breakbulk cargo.

Dry bulk shipments totaled over 5.3 million tons and accounted for about 7 percent of the total tonnage. Bulk grain shipments, at 766,806 tons, accounted for 1 percent and breakbulk, liquid bulk and containerized cargo rounded out the total.

## Deeper Channel Boosts GPA Container Volumes

Six months after the completion of the new, 42-foot shipping channel in Savannah, container volumes are surging to their highest levels in history, according to the Georgia Ports Authority (GPA).

Since the deepening project has been completed, container tonnage has increased 137,841 tons, eight percent ahead of the same time period last year. Today, more than 50 major steamship lines call Savannah, reaching more than 100 countries throughout the world. Eleven steamship lines have either added or enhanced service at the Port of Savannah during this six-month period.

"Our timely response to growing market opportunities throughout the world has triggered a new level of international interest in the Port of Savannah," said Doug J. Marchand, GPA's Director of Ports, who will become Executive Director on January 1, 1995.

"There are a number of reasons behind the increased performance, but

none more important or as far-reaching as the deepening of the Savannah River," he said. "Over the next two years, this increased business will result in new jobs, revenues and state and local taxes."

The massive, 11-month dredging project involved deepening 19.6 miles of the interior shipping channel to GPA's Garden City Terminal from 38 feet to 42 feet. Also, an 11.3 mile section of the outer bar channel was dredged from 40 to 44 feet.

To handle the increased business, GPA has spent more than \$100 million in the last three years to build and enhance its facilities. In the coming months, GPA will add a seventh container berth and four new container cranes at its Garden City Terminal.

"The future looks even brighter," said Marchand. "Whether you're talking about economic activity or population growth, Georgia is growing faster than any other state in the southeast. In addition, the continued emphasis on reducing trade barriers should spark a virtual explosion in international commerce."

## Long Beach Closer To New Box Terminal

The Port of Long Beach took two major steps recently towards building a new mega container terminal at Pier A on recently purchased port land.

First, the Board of Harbor Commissioners voted to allocate \$28 million to clear oil facilities from 170 acres of land north of the Cerritos Channel as the first step towards construction of the new facility. Currently an oil production field, the site will have all of its equipment consolidated to other locations within the port.

The consolidation work will be conducted by Tidelands Oil Production Co. (TOPKO), the oil field contractor for the City of Long Beach's Department of Oil Properties. TOPKO also will relocate a steam pipeline that crosses the property and install two new channel crossings for steam and production pipelines.

TOPKO will begin the work within the next two months and complete the job in approximately 18 months.

The second port action finalized the sale of 13.8 acres of land to Ultramar,

Inc. for \$3.2 million. The transaction entails the transfer of two parcels of Port land to the oil refiner: a 5.3 acre piece of property west of Ultramar's refinery operations and 8.5 acres located south of Anaheim St. and east of Henry Ford Ave. A major consideration in the sale was the port's receipt of valuable easements which allow rail traffic through Ultramar's property.

Port officials emphasized that both actions were necessary to move Long Beach closer to realizing a major container facility with on-deck rail capability at the site.

The 170-acre site is part of a 725 acre parcel that the Port acquired in March 1994 from the Union Pacific Resources Company for \$405 million.

### Organizational Change Management Plan by LA

An "Organizational Change Management Plan" developed by its Strategic Planning Task Force and a consulting firm was approved February 8

by the Los Angeles Board of Harbor Commissioners. The action plan seeks to implement recommendations for streamlining the Los Angeles Harbor Department's structure and operations as proposed by the consultant in an assessment report.

The Commission also approved a contract with the same consultant to work with the Task Force, Port management and various internal action teams in executing the plan.

The Organizational Change Management Plan outlines changes in these five areas:

- (1) Refocusing the organization on the core business
- (2) Relying on out-sourcing for non-critical functions
- (3) Implementing technology enhancements
- (4) Balancing the supply and demand for engineering services
- (5) Changing the structural relationship between the Port and the City

The plan will be executed in four phases. **Phase One** will establish an imperative for an organization im-

provement plan that would incorporate a Port mission and vision, measurable objectives, and a communications strategy directed at key Port audiences.

**Phase Two** will develop an organization improvement plan based on an analysis of job functions, identification of required changes, and development of ways to implement the changes.

**Phase Three** will focus on an implementation plan that will identify barriers to change and proposed counter-measures, and implement technology changes, personnel training and programs, and organizational structure changes.

**Phase Four** will be to execute an implementation plan. This will include improving selected Port processes so as to eliminate redundancies and maximize resources; analyzing information requirements to ensure effective and efficient information flow; and developing procedures to monitor and measure the impact of the changes.

The goal, according to Commissioner Leland Wong, is to complete the first three phases within 150 days "so we can begin implementing most of our

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new operational procedures as soon as possible."

The estimated savings of \$10 million a year will be reinvested in the Port's operations so as to increase its competitiveness in the world market.

(AAPA Advisory)

## Charleston: Revised Alcohol Testing Starts

Early in 1994, The Department of Transportation and the Federal Highway Administration published rules mandating drug and alcohol misuse prevention programs. The rules expanded and supplemented testing rules that had been in effect since 1989.

Companies operating commercial vehicles, who had 50 or more driving (safety-sensitive) positions on March 17, 1994, were scheduled to start the alcohol and revised controlled substance testing on January 1, 1995. Companies with less than 50 drivers (safety-sensitive) positions on March 17, 1994, have until January 1, 1996, to comply.

If a driver has a breath alcohol concentration (BAC) of 0.02 to 0.0399, they will be placed out of service for 24 hours. If the BAC is 0.04 or higher, the driver is considered under the influence and becomes unqualified to drive. Before the driver can become re-qualified, he/she must confer with a substance abuse professional, complete any prescribed rehabilitation program and successfully pass another alcohol breath test of less than 0.04. The driver is then subject to at least six random breath tests the following year.

(Port News)

## Operating Agreement for Alameda Corridor Signed

Long Beach and Los Angeles port officials recently signed a critical operating agreement with three railroads for the Alameda Corridor, a 20-mile railway that will speed cargo to and from Southern California ports and create thousands of jobs during its construction.

Ceremonies with representatives from Long Beach and Los Angeles and from the Southern Pacific, Union Pa-



*In a spirit of cooperation, Long Beach Harbor Commission President Carmen O. Perez, left, Santa Fe Senior Vice President Russ Hagberg, Southern Pacific Vice Chairman Bob Starzell, L.A. Harbor Commission Vice President Lee Anderson and Union Pacific Vice Chairman Mike Kelly present the signed operating agreement for the Alameda Corridor. The document commits the railroads to use the 20-mile rail corridor when expediting cargo between the ports and L.A. rail yards.*

cific and Santa Fe railroads were held at the Long Beach Container Terminal's dockside rail facility on Pier F in the Port of Long Beach.

The memorandum of understanding — the final agreement necessary to bring the corridor to fruition — commits the three railroads to use the 20-mile railway once it is constructed.

The agreement also indicates that each of the railroads will pay \$15 for each 20-foot cargo container that is transported along the corridor, as well as other charges for noncontainer traffic. The fees will be used to retire revenue bonds that will be issued toward the \$1.8 billion project.

"The Alameda Corridor is critical to the future growth and success of our Southern California seaports, and critical to the economy of Southern California," said Carmen O. Perez, president of the Long Beach Board of Harbor Commissioners.

"The corridor also will mean faster movement of cargo between Southern California and the rest of the nation. It will produce 10,000 jobs during its construction and facilitate port ex-

pansion that will create thousands of additional jobs," Perez said. "We are excited that the railroads have agreed to use the corridor once it is completed to help pay for its cost."

"Few actions can equal the tremendous and far-reaching significance of these operating agreements which represent hundreds of hours of negotiations between rail carriers and the ports," said Los Angeles Harbor Commission President Frank Sanchez. "We are pleased that with the signing of these agreements, the Alameda Corridor is one step closer to reality."

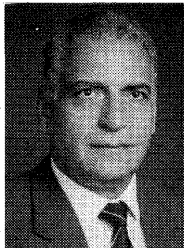
In addition to signing the joint operating principles agreement, the ports also will close escrow on the purchase of essential rights-of-way for the corridor. Port officials have purchased 26.3 miles of right-of-way from Southern Pacific Railroad, 18.6 miles from Union Pacific Railroad and .7 miles from the Atchison, Topeka and Santa Fe Railway Company.

The ports will now begin final engineering of the corridor. Construction is slated to begin in 1995, and the project is scheduled to be operational by 2001.

## Africa/Europe

### Arab Seaports Fed. To Be Established

Mr. Mohamed Hassan  
Moussa  
Secretary-General  
Arab Seaports  
Federation



The member countries of the Arab Seaports Federation are: Jordan, United Arab Emirates, Egypt, Iraq, Kuwait, Libya, Palestine, Somalia, Sudan, Syria and Yemen.

On the 26th October 1994, the full members of the council of the Arab ministers of transport and communication in Cairo came to a decision for the rest Arab countries to join the Arab Seaports Federation.

The first meeting of the Federation board of directors and General Assembly will be held in March 1995. After this meeting the Federation will actually carry on its responsibilities and start its activities.

### Le Havre Provisional Results for 1994

The first traffic results have just been publicized for the year 1994 and the main trends are as follows:

The overall trade of the year 1994, nearing 55 million tonnes, is nearly stable in relation to the 1993 result.

The slight drop in liquid bulks (-0.8 Mt) is mainly due to the trend in refined products in and out, the most part of this trade, that is crude oil, remaining steady.

Dry bulks recorded a 0.7% rise. This increase originates in the trade of building equipment (+1 Mt) related to the motorway works in this region, softened by the decrease in coal trade (-0.7 Mt).

General cargo with 12.5 Mt reached a record in the history of the Port of Le Havre. The coming-on-stream of new facilities for the cross-channel trade (passenger terminal and Manche/

Citadelle linkspan) resulted in a significant rise of the freight trade and of the number of passengers which exceeds one million.

### 93/94 Rouen Grain Campaign Satisfactory

During its 1993/1994 campaign, a total of 8,018,000 tonnes of grain were exported via the Port. This campaign volume is down only slightly from the previous campaign figure of 8,140,000 tonnes. The Port's wheat market share rose from 48% to 56% of French seaborne exports and its share of all seaborne grain exports rose from 39% to 41.5%.

The Port's performance is even more gratifying in light of the national and international grain environment. The Port's grain exports to EU countries accounted for 27% of its volume and are up sharply from 1,370,000 tonnes in 92/93 to 2,190,000 tonnes during the 93/94 campaign. (Rouen Port)

### Palletization Centre for Bananas at Le Havre

Extensive work in order to insulate and make the shed 101 suitable for the reception, palletization and storage of bananas is being carried out at the Europe quay, one of the main container terminals of the port of Le Havre.

So far, all banana containers from the French West Indies were directly forwarded from container terminals to ripening centres. The economic imperatives and the reorganisation of the banana market by the "OCM" (a Joint Organisation for Bananas) make that, nowadays, in order to handle a maximum tonnage under competitive conditions, banana importers more and more wish to receive their cargoes on pallets and no longer in cartons.

What are the advantages of palletization? Beyond the fact that the pallet is at present the selling unit generally selected by trading professionals for bananas (bananas from the French West Indies are the only ones containerised carton per carton whereas their competitors in Central America and Africa are already palletized), the palletization of the port makes it pos-

sible to carry out a last qualitative check of the cargo and a far easier reception for ripeners.

Anticipating the demand, the port operator SOREDIS (Léon Vincent, GMP and GCM Le Havre) decided to invest in the equipment necessary to this service. In order to support this initiative, the Port of Le Havre Authority is arranging a "standard shed into a banana shed". Let's point out on this occasion that the Department of "Seine-Maritime" took the decision to give its financial support to this investment, thus taking part into the dynamic boost given to the port of Le Havre.

Selected for its location close alongside the quay and its good position in relation to container yards and road and rail infrastructures, the shed 101 is going to become the Le Havre palletization centre for bananas and consequently undergoes "a few" alterations. Speaking of alterations, the structure is the only thing kept, the roofing and boarding should be rebuilt and insulated to provide the palletization service under the best conditions possible as well as a storage of palletized bananas in monitored-temperature rooms.

Out of the 10,000 square metres of warehouses, only 6,000 s.m. will be concerned by the alterations for a start, the remaining surface being kept for future extension. The useful surface will be broken down as follows: — an air-conditioned area of 1,600 s.m. which will be used as a buffer storage area for the banana pallets which will not be directly delivered, — a working area of 4,400 s.m. which will be allocated to the reception of bananas and their palletizing. This area also includes a technical room (air-conditioning, transformer and electric devices).

The shed is due to work as follows: the containers of the "port hole" type (Conair) containing the banana cartons are handled by "straddle carriers" up to the shed doors which are equipped with levelling devices with the quay and refrigerated airlocks in order to maintain continuity in the refrigeration procedure. Bananas are indeed very sensitive fruit requiring an ideal temperature of 13°C (below 10°C, they are "chilling" and above 14°C, they are ripening too early). Then, the containers are emptied, the cartons are sorted (those with ripe fruit are put apart) and



the pallets are made up by brand. After, they are either loaded on trucks or freightcars and rapidly forwarded to their consignees, or stored in the air-conditioned rooms intended for this purpose.

This shed will make it possible to group together all the banana palletization operations in a modern centre and to offer all the services required by the operators of the "banana trade". Thus, the port of Le Havre is going to contribute to the improvement of its competitiveness in the merciless struggle fought by the leading fruit ports of the North European range.

### Container Traffic Keeps Growing at Hamburg

With a total turnover of 68.5 million tonnes the Port of Hamburg had its best year ever in 1994. Whereas container traffic continued to grow and general-cargo turnover was up 8.4% (the biggest increase since 1990), bulk turnover was stagnant, a result of dramatic falls in liquid cargoes.

In 1994 Hamburg again reported record results in container turnover. Germany's largest seaport handled 1.9 million containers with a total cargo weight of 28 million tonnes. As in 1993, double-digit growth was achieved (10.7%). The total cargo turnover was 2,725,718 TEUs, an increase of 9.6%.

The turnover of loaded containers rose faster than empties, 9.8% compared with 8.6%.

In the Port of Hamburg the containerization rate in 1994 rose again to reach 79.9%, an increase of 1.7 percentage points on the 1993 figure. In the second half of last year the rate was actually 80.3%.

Forecast: In 1995 Hamburg's port operators expect the growth of container traffic to continue. The introduction of modern container tonnage will increase the containerization rate in certain areas where conventional handling still prevails. This applies in particular to South American and African routes. No reliable forecasts are possible for bulk-cargo turnover since in this sector too many uncertain, partly politically influenced factors play a major role, e.g. in exports of potash fertilizers or in imports/exports of grain and fodder.

### Port of Hamburg More Important as EU Port

Austria, Finland and Sweden joined the EU on January 1 this year, a step that removed the fiscal boundaries between the old and new EU member-states and also meant that all EU fiscal regulations came into force in those three countries.

As a result, exports from Finland

and Sweden (e.g. paper) to Germany or Austria are now classed as internal EU deliveries. Although this change has no effect (in absolute terms) on the volume of cargo handled by the Port of Hamburg, it will result in some statistical modifications and the non-comparability of certain figures. All in all, however, the result will be to increase Hamburg's significance as the port for internal EU trade and the EU's foreign trade.

Hamburg has traditionally had close ties with these new EU partners. The Port of Hamburg is the overseas trade hub for the new member-states. In trade with Scandinavia Hamburg is currently the undisputed No. 1. In 1993, 5.5 million tonnes of cargo were loaded or unloaded in trade with Finnish and Swedish ports (mostly containerized goods). Container turnover on these routes totalled 278,000 TEUs, more than 10% of the Port of Hamburg's total container turnover. Scandinavian traffic has brought the Port of Hamburg impressive growth rates in recent years. The lion's share of this cargo is accounted for by transit goods, e.g. paper shipped to the Far East via Hamburg.

In 1993 the Port of Hamburg handled more than a million tonnes of cargo for these two Baltic countries and together with Denmark they make up the Port's three most important foreign customers. For years now Austria has also had a large proportion of its overseas foreign trade handled by the Port of Hamburg — in 1993 over 550,000 tonnes and the No. 5 spot in the Port of Hamburg's transit partner "league".



Port of Hamburg

### Rotterdam: ICB Gets Green Award Certificate

When ICB's supertanker *Ambon* arrives in the Port of Rotterdam, her owners will be on board to receive a "Green Award" certificate presented by the Green Award Foundation, a non-profit organisation established as a result of an initiative from the world's largest port.

The 285,000 deadweight ton *Ambon*, a very large crude carrier, will be the first tanker to receive Green Award Certification in the Port of Rotterdam itself. To mark the occasion, Green Foundation Chairman, Mr. Korteland, will be making the presen-

tation on behalf of the Foundation to Mr. Ola Loretnzon, president of ICB Shipping.

The Green Award Certification Scheme is focused on improving the safety and environmental standards on board sea-going vessels and rewards certified vessels and managements with reductions in port fees and provides other incentives in relation to port and handling activities in Rotterdam.

The supertanker *Ambon* and her sistership *Irian*, which will also receive a "Green Award", were both delivered from the Daewoo Shipyard in Korea in 1992. At each stage of design and construction of the ships, attention was given to protection of the environment and safety of the crew.

Green Award Certification is based on the design and equipment of the vessel as well as management and crewing standards and full compliance with relevant international laws and regulations. The certification process involves both office and shipboard audit together with approval of the vessel's shipmanager, Wallem Shipmanagement. The Green Award Certification was aided by the fact that the two ships and the Wallem Shipmanagement organisation are certified in accordance with quality standard ISO 9002 and are issued with SEP (Safety and Environmental Protection) certificates by Classification Society, Det Norske Veritas. Wallem Shipmanagement is also certified by International Shipmanagers Association (ISMA) for its Quality Management Systems.

### **South African Ports Adopt Green Award**

From 1 January, eight South African ports (Portnet), will extend the five percent port dues rebate for double-hulled and segregated ballast tank tankers to other vessels carrying a "Green Award" certificate. Until now, this discount in South Africa only applied to crude oil tankers with segregated ballast tanks. This makes South Africa the second country to accept the Green Award certificate. The port of Rotterdam also rewards Green Award ships.

Green Award is a quality certificate for ships where extra investments have been made in the quality of both the

ship and the crew. Initially the system is meant for crude oil tankers with a deadweight of 50,000 tonnes and above. At the end of 1995 it will be decided whether other types of vessels can also be considered for the quality certificate. An important criterion in this respect will be international acceptance of Green Award.

Portnet: This concerns the South African ports of Durban, Capetown, Richards Bay, East London, Saldanha Bay, Mossel Bay, Port Nolloth and Port Elizabeth. These ports are affiliated in Portnet. Every year some 125 million tonnes of cargo are transshipped in Portnet, including 28 million tonnes of oil.

### **Insurance Firms Sign Pact With Barcelona**

The Council Room of the Port of Barcelona Authority witnessed the signature of an agreement of cooperation between this institution and the insurers: AGF Union Fenix, Cigna Insurance Co. of Europe SA, Comercial Union General, Grupo Catalana Occidente, Mapfre Industrial SA, Plus Ultra Cia, A de Seguros, TT Club - The Transport Mutual, Wintertuhr Seguros, Zurich International and Carvajal SA.

Representing the Port of Barcelona Authority at the ceremony were Josep Munne, President; Santiago Bassols, manager of the Quality Plan; and Xavier Campasol, coordinator of the Quality Plan.

The main objective of the agreement is to create a flow of information between the companies and the port that can detect, in an immediate manner, the accidents, thus allowing to take the fastest actions in order to reduce them substantially.

On the other hand, the insurance companies take on the commitment to cooperate in the setting up of an evaluation, assessment and information service, to be included in the Quality Plan. The established cooperation will allow in the same manner to assign responsibilities of the different parts implied in the handling and custody of the goods from the point of origin to the final destination.

(Port Newspaper)

### **Biggest Year Ever For Port of Göteborg**

Port statistics from the Port of Göteborg show that 1994 was the biggest year in the history of the port as far as cargo turnover is concerned. The total turnover rose six per cent from 1993 to 28.8 million tons.

While oil remained stable at the 1993 level, general cargo shipments increased by as much as 15 per cent. This includes conventional as well as unitized shipments. The increase is fairly evenly distributed between imports and exports.

The reason for the export increase is the picking-up of the Swedish export industry and the cheap Swedish Krona. The import increase is partly due to the fact that Swedish industry uses a lot of imported components in their products; also, part of the Swedish industry is working close to its capacity limit which creates a market for imported goods.

Another record broken at Göteborg was that of container shipments. For the first time, the number of twenty-foot equivalent units exceeded 400,000 (the exact figure being 400,880). This means that the TEU figure was eight per cent above that of 1993. The total number of unitized shipments was 856,000, up 12 per cent from 1993 (unitized shipments being defined as containers, flats, ro/ro cassettes, lorries, trailers, semi-trailers, and railcars).

### **Göteborg's New Car Terminal Commissioned**

Göteborg's new car import and export terminal has started life in the Port's Skandia Harbour facility. The terminal will handle deep-sea car shipments in both directions.

The eastern part of the Skandia Harbour has been re-arranged to house the new terminal. An area of 60,000 square metres has been opened, mainly for car exports. An additional area of 200,000 square metres is dedicated to future volumes of car imports.

The new car terminal handles the deep-sea export car volumes of Atlantic Container Line, but also the car-carrier-borne exports to North America and Asia until now handled in the older Lindholm Harbour. This facility was



*The new car terminal in Göteborg's Skandia Harbour played a part in the Port's good results in 1994. The Port reached 28.8 million tons and 400,000 TEU last year, both figures record-breaking. The number of cars imported or exported was 170,000.*

an exclusive Volvo terminal, while the new facility at Skandia Harbour is a common-user terminal.

It is the ambition of the Port of Göteborg to gain deep-sea car import business as a result of the new terminal. A separate organisation has been erected for the car handling, with newly-recruited loaders/unloaders and lashers. Quality is the main factor; for instance, the specially trained workforce has single-use white cover-alls when loading and unloading the cars.

## 1994 a Record Year For Port of Helsingborg

A turnover of 10.4 million tonnes of cargo in the Port of Helsingborg during 1994 — a truly impressive increase for the second largest port in Sweden. Compared to 1993 this corresponds to 25.4% increase in volumes!

Already in early stage of 1994 the Swedish business community noticed the positive trend towards a brighter future. The export from Sweden increased and the economic upswing seemed within reach. The rising volumes of exported cargo also meant larger volumes for the Port of Helsingborg, even though this increase was not only a result of a greater export from Sweden. The results for 1994 are very good for practically all the different divisions in the Port. The handling of general cargo, like the discharging and storing of metals for the London Metal Exchange and the large fruit import via the Port, show an increase of 18% compared with 1993. With a market share of 41% the Port of Helsingborg is the leading

Swedish port for import of perishables.

The largest increase in cargo turnover, 37.3%, was noted on the ferry-traffic between Helsingborg and Elsinore in Denmark together with the route Helsingborg-Oslo in Norway. Already one of the world's largest ferryports, this high increase makes Helsingborg even stronger in its position as the gateway between Scandinavia and the Continent.

The DanLink railferries Helsingborg-Copenhagen reached an all time high with over 4 million tonnes of cargo — an increase of 21.9%. DanLink has 10 departures every day, seven days a week, and carried more than 184,000 waggons in 1994.

The containerized cargo through the container terminal West Harbour increased with 23.3%. The feeder traffic with Unifeeder on the routes Helsingborg-continental ports (such as Hamburg, Bremerhaven, Rotterdam and Antwerpen) is intense while cargo volumes on the direct lines to Finland, Island, England, Latvia and the Mediterranean also continued to rise throughout the year. Total turnover in containerized cargo for the Port was up 10.4% for 1994.

In the Bulk Harbour over one million tonnes of bulk cargo was handled during 1994, which equals an increase of 19.6%.

## Engaged in Tanzania's Ports Development

In Tanzania Scott Wilson Kirkpatrick has been planning, designing and supervising construction of containerised transport facilities and multi-modal infrastructure since 1975. Involvement started prior to the break-up of the East African community in 1976 with an East African Ports Development Study covering the whole coastline of Kenya and Tanzania. Out of these studies a comprehensive development plan for the major port of Dar es Salaam was formulated, and refined over the next years. During the 1970's the traffic pattern through Dar es Salaam Port was radically affected by the political changes occurring in Zambia and Zimbabwe and other Southern African countries. Transit traffic expanded rapidly, catalysed by completion of the Tanzania-Zambia Railway in 1977.

Simultaneously the mode of shipment began to change. Shipping lines found themselves with a surfeit of empty containers on the Eastern African seaboard and these began to appear in Dar es Salaam, and the secondary port of Tanga, where they would be stuffed with Tanzania's exports of tea, coffee, cotton and sisal. The requirements for multi-modal capability were thus forced onto the country.

Scott Wilson Kirkpatrick, working for Tanzania Harbours Authority (THA), developed operating plans and designs for infrastructure and equipment in Dar es Salaam Port to modernise and convert the facility to multi-modal capacity. Under a comprehensive donors programme which commenced in 1983, the 11 general cargo berths have been modernised and berths 9 to 11 have been converted to a dedicated container handling terminal. The final stage of the conversion will be completed this year, providing onshore yard facilities for a throughput of 175,000 TEUs per year.

More than half of Tanzania's imports at Dar es Salaam are transit cargoes to Zambia, Malawi, Rwanda, Burundi, Zaire and Zimbabwe. At the rear of the container terminal a rail container terminal equipped with rail-mounted gantry provides for modal interchange between TAZARA and Tanzania Railways Corporation (railway of different gauges) and the port. Containers moving inland by road are processed through the Rubber Tyred Gantry (RTG)-operated block stacks. Current port dwell times are less than 7 days for transit cargoes.

Domestic imports are processed at an Inland Container Depot (ICD) 15km from the port on a site which was converted for container operation from its former use as Zambian Transshipment Depot. Containers move from the port on THA-owned trailers under customs security to a stacking yard at the ICD operated by 42 tonne Front Lift Truck (FLT's). Less-Than-Container Load (LCL) containers are broken down in the Container Freight Station (CFS) and there is also provision for inspection of Full Container Loads (FCL's).

The ICD, which is served by rail by Tanzania Railways Corporation (TRC), can also handle exports although much of these are still processed

directly through the port. Domestic exports of coffee and cotton are largely containerised in the port as also are exports of copper, zinc and other metals from Zaire and Zambia.

Scott Wilson Kirkpatrick has carried out other planning and feasibility studies for multi-modal operations in Tanzania. A plan for regional inland container Depots in the Tanga — Moshi — Arusha corridor was drawn up to promote containerisation and through-carriage of imports and exports in 1986. As yet volume movement does not justify other investments.

A study of ISO flexi-tank transport of oil products from Dar es Salaam to Malawi was made and was extended to examine the feasibility of using 150 containers to haul fuel inland and dry exports back to the port. This study showed a sound project provided the risks of leakage and contamination could be held at a low level as the export products are all highly sensitive to contamination by petroleum products.

As the multi-modal infrastructure improves inland in Tanzania and in the land-locked countries, efficiency and speed of transport of goods, increasingly being managed by private sector involvement, continues to better serve the customer.

### **PDC, Flotsam Collector, Environmental Booster**

PLA announced on 17 November 1994 the positioning of a new passive driftwood collector on the Thames in central London, built and sponsored by Tilbury Douglas Construction.

Since the invention of the PDC's by Captain Derek Roberts of the PLA Port Services in 1987 they have been placed at strategic points to collect flotsam. The Tilbury Douglas PDC will be number 8 and will be the second to be sited within the bounds of the City of London, being placed opposite Fishmongers' Hall.

"Every year we remove around 3,000 tonnes of floating rubbish from the river. Some of it unsightly but a lot represents a hazard to navigation", said Captain Roberts. "The addition of the Tilbury Douglas PDC will help to improve our collection of surface debris".

The Tilbury Douglas name is synonymous with river work. Since the

Company's formation in 1884 it has completed a wide range of civil engineering and marine projects including new constructions, extensions and maintenance and repairs along the River Thames including remedial works at five major piers in central London

including Westminster and Tower Piers.

The 10 1/2 tonne PDC was built at the 3 acre Tilbury Douglas Belvedere yard. Built in two halves the PDC final assembly was at Erith on the Pontoon Ruby Williams and craned into the water.

## **Spanish ports come of age**

**By Roderick Lee\***

Contained euphoria might best describe the present mood among Spain's 26 port authorities, coordinated from Madrid by the government-run agency Puertos del Estado. The 1994 cargo volumes were up 6.3% on 1993 (earnings up 8.2%); the Port of Algeciras has confirmed its position as the leading Mediterranean transshipment hub, topping the 1,000,000 TEU mark; and, at last, the country's port system has ceased to call on direct government funding.

It is this last point which has brought greatest relief to the 35,000 people who work directly for the Spanish port system, the majority as permanent civil servants with proprietary rights on the posts they hold and salaries they enjoy. However, radical reform (read "slashing") of the civil service is top of the agenda to correct Spain's budget deficit.

Spain's port workers can claim near-model status in this respect. Whereas overall government spending in the period 1990-92 grew by a startling 40%, twice GDP growth, ports kept cost increases down to a belt-wrenching 10%, significantly below the rate of inflation. In the same period the ratio of personnel costs to total earnings fell from 29% to 27%. Port bosses can justifiably attribute such a productivity increase to well-planned modernisation. Investment since the start of the decade has kept ahead of inflation, reaching last year Ptas49b (US\$370m), of which nine tenths came directly out of earnings. To further emphasise this picture of glistering health, Spanish ports plan to reduce tariffs and dues by an average 10% over the next twelve months.

Efficient, growing and prosperous, Spain's port system would appear to have earned the right to talk confidently

about the future. But numerous obstacles lie ahead, both nationally and internationally.

The French and Italian port authorities have taken note of the traffic successes of their competitors on the Western seaboard of the Mediterranean. They are cognizant of the fact that the road, rail and port infrastructures partly paid out of the EU's cohesion fund, of which Spain is the chief beneficiary, may have had something to do with them. Trouble will start brewing in Brussels.

Internally, the same economic successes could spark off disputes between the national and regional authorities. There is considerable rivalry between Valencia and Barcelona, two ports which in 1994, excluding transshipment, handled almost the same number of container units, approximately 430,000 TEU. Because of the present political situation in Spain, in which the central Socialist government is dependents in parliament in the votes of the Catalan nationalists, there is concern in Valencia that Barcelona receives favourable treatment on areas affecting hinterland development. Barcelona counterargues that Valencia, traditionally less hostile to Madrid and administered for the last decade by fellow Socialist-party politicians, has enjoyed the lion's share of the pickings. Ironically, the very success of all Spain's ports in increasing business and casting off economic ties with the central administration could make them objects of the regionalist's strategic ambitions, with a consequent risk of breakdown in forward infrastructure planning.

Finally, the most serious danger is from within. To date, most of the staff cut-backs have fallen on the non-skilled and semi-skilled workforce. The inefficiencies at middle- and senior-management level have yet to be tackled and much tact will be required to pre-

vent remedial action degenerating into a political tussle between proponents of public service and private enterprise. With the regionalist and centralist politicians never far away, such a contest could prove very damaging.

So the feeling of well-being among Spain's port workers is understandably tempered by an awareness of the hazards that reaching the age of majority entails.

*\*The author is a British-born freelance journalist who has been working in Spain since 1975, initially in radio, later in technical journalism and, for the last six years, in technical translation. Between 1980 and 1986 he worked part-time as press officer and foreign relations consultant for a Spanish shipowner with its head office in Madrid. Over the years he has contributed to the BBC, The Guardian, the Financial Times and several technical publication in the fields of video and broadcasting.*

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## Asia/Oceania

### Fremantle: Users Help With New Pricing Policy

The Fremantle Port Authority is currently working with its customers to complete a major review of its pricing policy.

Prices being looked at are tonnage, wharfage, site occupancy and berth hire, and to assist in consulting with port users and developing a new policy, the FPA has engaged consultants Meyrick and Associates.

Additionally, a Port Pricing Consultative Committee, which includes representatives from the FPA, shipping agents and exporters, is independently chaired by Captain David Clarke from the WA Port Operations Task Force.

The FPA is aiming to develop a policy which:

- promotes trade growth and pro-

vides the FPA with the flexibility required to take pricing initiatives to attract additional trade through the port;

- provides for the revenue growth and stability required to operate a viable commercial enterprise and cater for future trade growth.

To achieve these aims, the basic thrust of the review is to encourage purposeful user consultation, cost identification and modelling, develop pricing options suitable for Fremantle and to provide comparative data with other ports.

Customers were given an explanation of the financial objectives, status and environment of the FPA to ensure they could fully participate in the review with a clear understanding of the role and financial objectives of the FPA. Customers then joined the consultant Steve Meyrick in various independently facilitated sessions at the FPA during October.

Following this, Mr. Meyrick provided customers with an independent summary of views expressed during the consultation process.

The FPA examined the summary of views and provided customers with a document in response to the issues raised by customers in the sessions.

During December, the FPA met with port customers to discuss cost models and options.

The review is scheduled for completion in February for adoption in the 1995/96 financial year.

*(Fremantle Port News)*

### Steps Taken for Port Reform Implementation

The Minister for Roads and Ports, Bill Baxter, on 2 February 1995 announced a number of key steps in the implementation of the Government's port reforms, following discussions with the boards of the Port of Melbourne Authority (PMA) and the Port of Geelong Authority (PGA) and with the relevant ports unions.

Mr. Baxter announced that the Government had selected Mr. Alan Notley as the proposed Chairman of ChannelCorp.

"Mr. Notley has been a member of the PMA Board since August 1994

following a distinguished private sector career in the transport industry," Mr. Baxter said.

"Pending the formal establishment of ChannelCorp later this year, Mr. Notley will assist the Government in the establishment of ChannelCorp and advise the Government on channel-related issues."

Mr. Baxter said that Mr. Notley will also head a team which will examine and advise the Government on the PGA's channel deepening proposal for Corjo Bay. The team will commence discussions with the PGA immediately.

The Government and Mr. Notley will continue to work in close consultation with the port authorities and other interested parties.

As part of the consideration of the channel deepening proposal, the PGA will provide advice on the possible use of PGA reserves and other funding options for any channel deepening.

"The Government recognises the many potential benefits to the Port of Geelong of deepening the channel, but also has a responsibility to ensure that any deepening is financially viable and does not impose unreasonable costs on the port or port users," Mr. Baxter said.

"Once this review is completed, the Government will be in a position to determine whether the deepening proposal is feasible and should proceed to the next stage forthwith, or whether further work on the proposal is required."

The Chairman of the PGA Board, Mr. Alex MacLeod, said that the PGA Board supports the privatisation of the Port of Geelong and supports the arrangements agreed in relation to work on the channel deepening proposal and the formation of ChannelCorp.

"Board members will be working with the Government to complete the task of corporatisation as soon as possible as the first step towards sale," Mr. MacLeod said.

Mr. MacLeod and the Chairman of the PMA, Mr. Kingsley Culley, both welcomed the intended appointment of Mr. Alan Notley as Chairman of ChannelCorp. The Government will determine the remaining members of the ChannelCorp board as soon as practicable. Mr. Notley is resigning from this position on the PMA Board to take up his duties with ChannelCorp.

Mr. Baxter said that the meeting



with representatives of the ports unions on 1 February was most productive.

It has been agreed that discussions will now proceed through established consultation processes between the port authorities and unions, concerning implementation of the Government's port reforms.

Mr. Baxter said that discussions would take place between the Channel-Corp establishment group, port authorities and unions concerning the transfer of channel operations staff at Melbourne and Geelong to Channel-Corp.

He said that the aim of the Government's reforms was to create a more efficient and competitive port industry in Victoria.

## **PWCS Sets Record for Hunter Coal Exports**

Port Waratah Coal Services (PWCS) set a new record in 1994 for export of Hunter Valley coal.

Exports totalled 45.6 million tonnes (Mt), compared to 44.6 Mt in 1993. More than 60% of the coal went to Japan, with Korea taking 16% and Taiwan 8%.

General Manager of PWCS, Mr. Phillip Hughes, said the year's performance indicated that the Hunter Valley coal export industry was maintaining its position as a reliable supplier to world markets. "For the past two years the Hunter Valley Coal Chain has benefited from increased coal production, improved rail haulage capacity, improved flexibility in the movement of vessels, and improved receipt and shiploading procedures at PWCS," he said.

The best month for exports was October, with a monthly record throughput of 4.55 Mt through the two PWCS facilities.

PWCS opened its second berth at Kooragang in October, increasing PWCS' capacity to 53 Mt per annum. Extensions to the Kooragang coal stockyard are due for completion in mid 1995, and a second shiploader due for installation by March 1996.

*(Scuttlebutt)*

## **PSA's 1994 Container Throughput Over 10 Million**

The 10 millionth container arrived at PSA's Brani Terminal on "Neptune Coral", a Neptune Orient Lines ship, on 15 Dec 94. The Minister for Communications and Minister for the Environment, Mr. Mah Bow Tan, graced PSA's celebration of the handling of its 10 millionth container for 1994 on that day at 5.00 pm at the terminal. Some 200 guests comprising senior government officials, representatives of statutory boards, associations and unions, major port users and PSA staff will join PSA in commemorating this milestone event.

The strong economic growth in South East Asia and the emerging markets in China, Australia and South Asia have fuelled the robust growth of the Port. Its ASEAN neighbours will account for about 35% of its container throughput this year. In 1994, PSA also saw 11 new container shipping services, of which 5 ply to ASEAN ports. To date, there are more than 320 services by 133 container lines, over 30% of which are feeder services. More sailings are also being made. Out of an average of 360 weekly sailings world wide, more than 150 are between Singapore and the ASEAN ports.

Given that the economic growth in the region will remain buoyant, with Malaysia and Thailand set to join the ranks of the NIEs, and increased shipping links with Indo-China, the Middle East and Australia, PSA is confident of positive shipping and container growth in the future. For the

next few years, it expects a double-digit growth at 13-16% in its container traffic.

To cater to the expected increase in container traffic, PSA is expanding its capacity and enhancing its container-handling capability. It intends to remain competitive by providing quality value-for-money service with fast transit times. It will invest in port facilities, equipment and technology to boost its operational efficiency and reduce costs.

It will continue to develop its infrastructure ahead of demand and upgrade its services to provide better facilities and adequate capacity to attract throughput in this region and beyond. Next year, PSA's Brani Terminal will be fully operational upon completion. Together with PSA's on-going upgrading works at Tanjong Pagar and Keppel Terminals, the container terminals will be equipped with 31 berths and 99 quay cranes to handle up to 16 million TEUs a year by 1996. More than two-thirds of its fleet of quay cranes are post-panamax cranes which are tailored to handle the bigger ships of today. By 1998, the first five berths at its new container terminal at Pasir Panjang will be ready for operations. The 36 m-TEU handling capacity of the new terminal, when completed 4 phases in 30 years, will bring the Port well into the 21st Century.

PSA will also continue to harness information technology (IT) to support its intense port operations. The innovative use of IT will be the key in helping



*(Left to right) RADM James Leo, Executive Director, PSA; Mr. Mah Bow Tan, Minister for Communications and Minister for the Environment; Dr. Yeo Ning Hong, Chairman, PSA.*





PSA's 10 millionth container for 1994 arrived at Brani Terminal on 15 Dec. 94.

PSA meet the challenges of handling an increasing cargo volume under land area, sea space and manpower constraints. Presently, PSA employs over 280 computer applications in almost every aspect of its administration, planning, training and operations.

For its container handling operations, it developed the Computer Integrated Terminal Operations System (CITOS) which comprises various expert systems for planning berth allocation and stacking of containers in the ship and container yard. CITOS also includes a sophisticated system of wireless data exchange and container number recognition system, which serve to track containers in the Port on a real-time mode. CITOS modules are constantly being enhanced to achieve greater operational efficiency. Ship movements in the Port and its approaches are monitored and managed by radar-based vessel traffic system under PSA's Computer Integrated Marine Operations System (CIMOS). It also uses expert systems under CIMOS to plan and deploy its marine resources like pilots, tugs and launches.

PSA is currently developing a new generation of container handling technologies for its new container terminal at Pasir Panjang, where automation is substantial. One of the core technology systems is the Automated Guided Vehicle (AGV). The AGV will replace the present man-driven prime-movers to transport containers between the wharf side and the stacking yards. Each will be able to carry two twenty-foot containers, or one forty/forty-five foot container. PSA has already ordered

five units of prototype AGV which will be progressively delivered. It will be conducting a series of pilot tests on the AGVs in 1995. Several hundred units of AGV will be acquired for Phases 1 and 2 of the new terminal. In mid-1995, PSA will invite tenders for the fabrication and supply of the first batch of the AGVs.

## South Australian Ports Corporation Act 1994

The Parliament of South Australia enacts as follows:

**Peter Edmonds**  
General Manager  
Ports Corp South Australia



### Part 1 PRELIMINARY

#### Short title

1. This Act may be cited as the South Australian Ports Corporation Act 1994.

#### Commencement

2. This Act will come into operation on a day to be fixed by proclamation.

#### Object

3. The object of this Act is to establish a statutory corporation with the principal responsibilities of -

- (a) managing the public commercial

ports in the State vested in the corporation under this Act as a business enterprise; and

- (b) promoting and facilitating the development of commercially viable trade through the use of those ports.

### PART 2 ADMINISTRATION

#### Division 1 - The Corporation

##### Establishment of the Corporation

5. (1) The South Australian Ports Corporation is established.

(2) The Corporation is a body corporate and -

- (a) has perpetual succession and a common seal; and
- (b) is capable of suing and being sued in its corporate name; and
- (c) has the functions and powers assigned or conferred by or under this or any other Act.

##### Application of Public Corporation Act

6. The Corporation is a statutory corporation to which all the provisions of the Public Corporations Act 1993 apply.

##### Non-application of GME Act and State Supply Act

7. (1) The Government Management and Employment Act 1985 does not apply to or in relation to the Corporation or its subsidiaries or employees.

(2) The State Supply Act 1985 does not apply to or in relation to the Corporation or its subsidiaries.

##### Ministerial control

8. Without limiting the operation of section 6 of the Public Corporations Act 1993, the Corporation is subject to control and direction by the Minister.

##### Functions of the Corporation

9. (1) The Corporation's primary function is to manage the ports and related facilities vested in the Corporation under this Act on a sound commercial basis as a business enterprise and, in carrying out that function, the Corporation will use its best endeavours -

- (a) to ensure that orderly, efficient and reliable services, including safe and secure cargo storage and handling facilities, are provided to the users of the

- (b) Corporation's ports; and
- (b) to maximise the use and promote the proper exploitation of the Corporation's ports and related facilities both within and outside Australia; and
- (c) to encourage and facilitate private or public sector investment and participation, whether from within or outside the State, in the provision of services and facilities in connection with the Corporation's ports; and
- (d) to undertake such other activities as will encourage and facilitate the development of trade or commerce for the economic benefit of this State through the use of the Corporation's ports and related facilities.

(2) The Corporation will carry out any other functions assigned to the Corporation by this Act or any other Act.

#### Powers of the Corporation

10. (1) The Corporation has all the powers of a natural person together with the powers specifically conferred on it by this Act or any other Act.

(2) Without limiting subsection (1), the Corporation may enter a contract with any person, including a Minister or agency or instrumentality of the Crown, for the provision by the Corporation of consultancy or other services.

(3) The Corporation cannot sell, lease or otherwise dispose of any land, or any interest in land, except with the approval of the Minister.

(4) Subsection (3) does not apply to a lease for a term of 21 years or less.

Powers to acquire land compulsorily

11. (1) The Corporation may acquire land -

- (a) for the purpose of improving any of its ports or establishing or improving port facilities; or
- (b) for the purpose of facilitating industrial or commercial development associated with or to be associated with any of its ports.

(2) The Land Acquisition Act 1969 applies to the acquisition of land under this section.

#### Division 2 - The Board

##### Establishment of the board

13. (1) A Board of directors is es-

tablished as the governing body of the Corporation.

(2) The board is to consist of not more than five members appointed by the Governor.

(3) The Minister will nominate for appointment to the board persons who have, in the Minister's opinion, knowledge, experience and skills appropriate to carrying out the Corporation's functions.

(4) One director will be appointed by the Governor to chair meetings of the board.

(5) The Governor may appoint a director to be the deputy of the director appointed to chair the board and the deputy may perform or exercise the functions and powers of that director in his or her absence.

(6) On the office of a director becoming vacant, a person may be appointed in accordance with this section to the vacant office.

#### KOBE PORT: 8 Weeks After the Great Quake

1. The Great Hanshin Earthquake, which hit the densely populated and highly industrial and commercial regions of Osaka and Hyogo prefectures, at 0546 in the early morning of Tuesday, 17 January, 1995, took the lives of more than 5,500 citizens in all, devastating nearly 100,000 houses and office buildings through the quake itself and the ensuing fires as well as ripping out the fundamental infrastructure consisting of electricity, water and gas. At one time, the number of homeless amounted to more than 250,000. Also critically affected were the road, rail and port systems. The damage is estimated to have amounted to more than 10 trillion yen (US\$100 billion at US\$=¥100), or 2.5% of GDP, according to Time Magazine.

2. The magnitude recorded was 7.2 and the tremor-rating was later adjusted from 6 to 7 on the Richter scale. The epicenter was calculated as 20km deep of the northern tip of Awaji Island, located within some 25 km from Kobe. At a point near the waterfront, the severity of the tremor was recorded as being as much as 818 Gal horizontally (with a stroke of 18cm) and 332 Gal vertically (with a stroke of 10cm). Similar readings recorded on the elevated railway structure of Takatori station

of JR West were later calculated at 2,100 Gal for horizontal movement (with 666 Gal on the ground surface) and 1,500 Gal for vertical movement (with 290 Gal on the ground surface) respectively.

2. As a result, Kobe Port, handling something like 2.6 million TEUs or as much as 30% of Japan's container traffic and ranking as the No. 6 container port in the world context, has been deprived of the most of its function as a leading hub port in the region.

3. Concerning Kobe's 35 container terminals and 55 gantry cranes, all were lost or damaged due to the severe tremor. The retaining caissons moved and the land sunk, breaking up the roads and paved yards. Cranes were derailed and collapsed. Bridges for roads and commuter trains were disrupted. Liquefaction was prominent in the reclaimed land of Port Island and Rokko Island. According to local sources, the damage to the port facilities is estimated at 900 billion yen to 1,000 billion yen (US\$9 to US\$10 billion).

The impact immediately generated serious problems for shipping companies and traders all over the world. Due to the strenuous efforts exerted by Kobe Port, some 100 or more berths of various types have been made available for taking ships within four weeks. Ships, including container ships, are coming back, but gradually. No shipping company opted to leave Kobe Port as its base port, according to a survey conducted by the MoT. However, it is speculated that difficulties will persist as the road systems have been heavily damaged and congested by the traffic devoted to reconstruction work.

Immediately since the literal closure of Kobe Port, the neighbouring ports have been working hard to find ways of accommodating the cargoes to and from Kobe Port. Osaka, Yokkaichi, Nagoya, Yokohama, Tokyo, Kitakyushu and Hakata came up with urgently-formulated measures to relieve the situation, in the form of a special arrangement allowing cabotage operations of containers by non-Japanese ships. According to information released by the MoT, such cargoes are estimated to be handled at Yokohama (46.7%), Tokyo (20.7%), Osaka (19.3%), Nagoya (6.1%), Hakata (3.6%), Pusan, Korea (2.9%) and Shimizu (0.4%).

For the restitution of Kobe Port, the

central government took the emergency step of putting up a supplementary budget allocation for fiscal 1995 in the amount of something like 120 billion yen (US\$1.2 billion). Recovery of container handling is a priority issue. According to some sources, six to eight container terminals will be restored by June, but with a limitation of one crane per berth. Furthermore, it will take two or more years to restore Kobe Port's place in the world's container shipping.

### **Nagoya, Los Angeles Help Quake Victims**

The Port of Kobe suffered catastrophic damages by the Great Hanshin Earthquake which struck the area on Jan. 17, 1995. Following the disaster, other major ports in Japan started to work around-the-clock, seven days a week to handle vessels and cargo which were originally scheduled to be handled at Kobe.

The Port of Nagoya is doing all it can to accept these ships and adapted two berths to handle container ships and secured 300,000m<sup>2</sup> of temporary container handling yard. As a result, the container handling volume at the Port of Nagoya grew 50% from last year. The port employees are working day and night to help maintain the Japanese economy by accommodating those vessels and cargo.

Relief supplies for the Great Hanshin Earthquake arrived at the Port of Nagoya on Feb. 25 and Mar. 1 from the Port of Los Angeles, which has been one of the sister ports of Nagoya since 1959. The supplies consisted of food products such as juice and baby food, which came in a total of three 40-foot containers. They were gathered and transported to Nagoya by many port-related corporations in the Los Angeles area who offered their products and services as a response to the proposal made by Mr. Tay Yoshitani, Deputy Director of the Port of Los Angeles, to help the victims in Kobe. Since it was impossible to discharge cargo at the Port of Kobe, the supplies were first shipped to Nagoya, one of Los Angeles' sister ports, from where they were transported to Kobe by land.

The first two containers left Nagoya's West-4 Container Terminal for Kobe on Feb. 27. "It is deeply regrettable that

the Kobe area was devastated by the earthquake. We wish them the quickest recovery from the damage done by the disaster," said Mr. Tadahiko Mita from the Port of Los Angeles Japan Representative Office in Tokyo, who visited to see the cargo depart for Kobe.

Donations of money gathered among the Port of Los Angeles personnel was also presented to the quake victims.

The relationship between sister ports had always been concentrated on trainee exchange programs, information exchange, and anniversary activities. However, in this case, the two ports joined forces to help those in need, and in this way, has not only defined a new



aspect of the sister-port relationship, but also played a new role in contributing to international cooperation.

## **Osaka Port Association to Devise Relief Strategy for Areas with Earthquake Damage**

### **1. Osaka Port Association to Aid in Rebuilding of Earthquake Damage**

#### **(1) Outline**

An association composed of the Administration, Industry and Labor of the Port of Osaka is to be established in order to consider measures for the relief and restoration of Kobe and the Southern Part of Hyogo Prefecture, which suffered terribly in the earthquake.

The port facilities of Kobe are seriously damaged. It will be necessary for the distribution functions formerly carried out by the Port of Kobe to be shared by other ports as an emergency measure to avoid disruption to the economic life of Japan, especially the western part.

The association is going to consider the transportation of relief supplies and passengers between Kobe and Osaka and the smooth accommodation of vessels relocated from Kobe.

In order to tackle these emergency tasks, various operations sections have been set up. Their task will be to put into effect concrete policies as smoothly as possible.

#### **(2) Points to be examined in the operations sections in relation to support policies**

##### **1) Ship Operations Section**

- adjustments in relation to appointed berths and leaving/entering the port

##### **2) Facilities Management Section**

- adjustments for rental of temporary storage facilities and public berths;
- other public berth (international/domestic) area adjustments; and
- simplification of application procedure and abolition of temporary international/domestic container berths

##### **3) Cargo Loading/Unloading Section**

- establishment of smooth loading/unloading on Sundays and late at night; and
- establishment by cargo leaders of a logical system for 24-hour loading/unloading of cargo

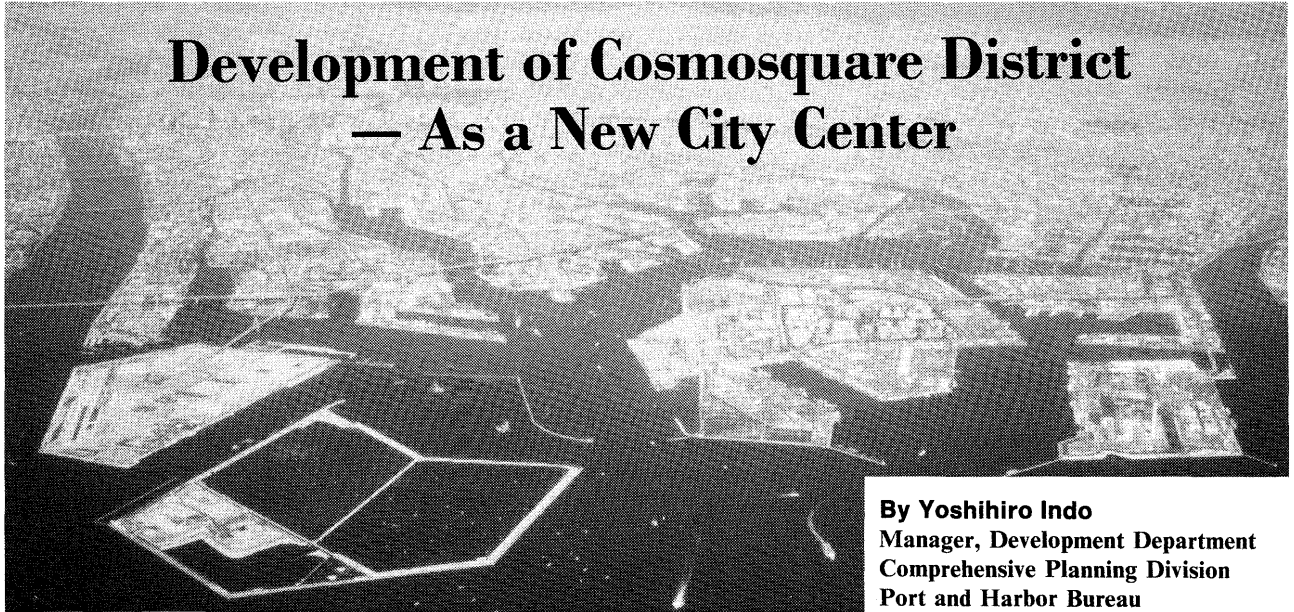
##### **4) Transportation Access Section**

- insurance of adequate transportation access to Sakishima;
- early morning/late night ground transport of cargo to prevent traffic congestion; and
- securing of temporary chassis pool along with empty containers at Maishima.

##### **5) International Ferry and Passen-**

<p>ger Vessel Section</p> <ul style="list-style-type: none"> <li>— temporary use of the Port of Osaka by vessels ('Shin-Gangjin' and 'Enkyo') which used Kobe Port;</li> <li>— accommodation of international passenger vessels which planned to enter Kobe Port;</li> <li>— berth adjustments for domestic passenger vessels (both regularly scheduled and relocated vessels) which use the Port of Osaka; and</li> <li>— adjustment of Nanko sea lanes for container vessels.</li> </ul> <p>6) Domestic Ferry Section</p> <ul style="list-style-type: none"> <li>— berth and schedule adjustment;</li> <li>— truck parking space; and</li> <li>— adjustments of Nanko container vessel sea lanes.</li> </ul> <p>2. Policies of Various Operations Sections in Osaka Port Association</p> <p>(1) Arrangements for 24-hour operation (Ship Operations Section)</p> <p>The Port of Osaka has placed restrictions on entering/leaving times depending on the vessel. However, as the first part of our strategy, all vessels, excepting those carrying hazardous materials, will be able to enter the port on a 24-hour basis on the following conditions:</p> <ol style="list-style-type: none"> <li>1) that safety is ensured while the vessel is moving inside the port and during docking/undocking; and that</li> <li>2) the lighting on the berth is sufficient and is used.</li> </ol> <p>(2) Arrangements for the accommodation of the large scale container vessels being relocated from Kobe Port (Ship Operations Section)</p> <p>All container vessels which used to regularly stop at Kobe Port will be able to enter the Port of Osaka on condition that safety is ensured during docking/undocking and during mooring</p> <p>(3) Accommodation of Container Vessels (Facilities Management section)</p> <p>Vessels being relocated from Kobe Port will be dealt with in accordance with the following phased program:</p> <p>Phase 1: As an emergency measure, cargo (imported cargo will be unloaded) at the nearest</p>	<p>port.</p> <p>Phase 2: With six months to a year as the goal, the allocation of regular ships to other ports will be coordinated with the development of temporary berths at Kobe Port.</p> <p>Phase 3: As the restoration of Kobe Port progresses services will be expanded, with the aim to restore services at Kobe Port to their pre-earthquake level.</p> <p>Added to the volume of cargo the Port of Osaka regularly handles, the cargo which has been redirected from Kobe has increased the volume of cargo at the Port of Osaka markedly.</p> <p>In these circumstances, we feel the following strategies are necessary:</p> <ol style="list-style-type: none"> <li>1) the efficient use of berths;</li> <li>2) more workers and loading/unloading equipment (in cooperation with Kobe Port);</li> <li>3) the temporary securing of one-time storage areas; and</li> <li>4) the establishment of a smooth collection and delivery system for imported and exported goods.</li> </ol> <p>With the implementation of the above policies it will be possible to accommodate even more than twice Osaka's cargo capacity.</p> <p>In order to meet the requirements during the first stage of vessels being located from Kobe for emergency reasons, basic policies including those concerning container yard use, preference regarding berths, and the allocation of temporary yards will be decided at the meeting of the 14 terminal operators.</p> <p>In preparation for the move to phase 2, surveys are being conducted via the terminal operators regarding the needs of shipping lines stopping at the Port of Osaka. At the present time, the distribution of port facilities is under examination.</p> <p>(4) Promotion of Sunday and late-night cargo handling (Cargo Loading/Unloading Section)</p> <ol style="list-style-type: none"> <li>1) Sunday cargo handling</li> </ol> <p>Sunday cargo handling will be carried out with the consent of Osaka Harbor Transportation Association, the Osaka Dockworkers' Union Council, and the Japanese Confederation of the Port and</p>	<p>Transport Workers' Unions.</p> <p>2) Late-night cargo handling</p> <p>This has been done when necessary in the past. In order to efficiently use the loading/unloading facilities and to avoid afternoon congestion, operators of vessels who are able to conduct night loading/unloading are requested to do so.</p> <p>3) Accommodation for workers from Kobe Port</p> <p>Accommodation for workers in container work has become available from February 1.</p> <p>(5) Policies to alleviate traffic congestion (Transport Access Section)</p> <p>The volume of container and ferry cargo has expand extremely fast in Sakishima (Nanko) and policies have been formulated via the relevant organizations to prevent any disruption of port functions or interference in the lives of Osaka's citizens. These policies include:</p> <ol style="list-style-type: none"> <li>1) the arrangement of bypasses connecting wharves and main roads;</li> <li>2) extension of the "open-time" for the terminal gate;</li> <li>3) plans to control traffic;</li> <li>4) the possible setting up of a parking space for chassis; and</li> <li>5) consideration for the citizens.</li> </ol> <p>(6) Accommodation of international passenger vessels/international ferries from Kobe (International Ferry and Passenger Vessel Section)</p> <p>Ferry and Passenger vessels wishing to enter the Port of Osaka will be examined on an individual basis and, in addition, there will be an exchange of information with the relevant government institutions.</p> <p>(7) Accommodation of Domestic Ferries (Domestic Ferry Section)</p> <p>Accommodation for ferries which were scheduled to enter Kobe will be secured with the cooperation of each shipping company through changes in entry times, etc.</p> <p>The Port of Osaka will pursue the above policies until Kobe Port has been restored with the aim of limiting the disruption of business and trade in the Kinki region. (The Port of Osaka News Release of February 24, 1995)</p>
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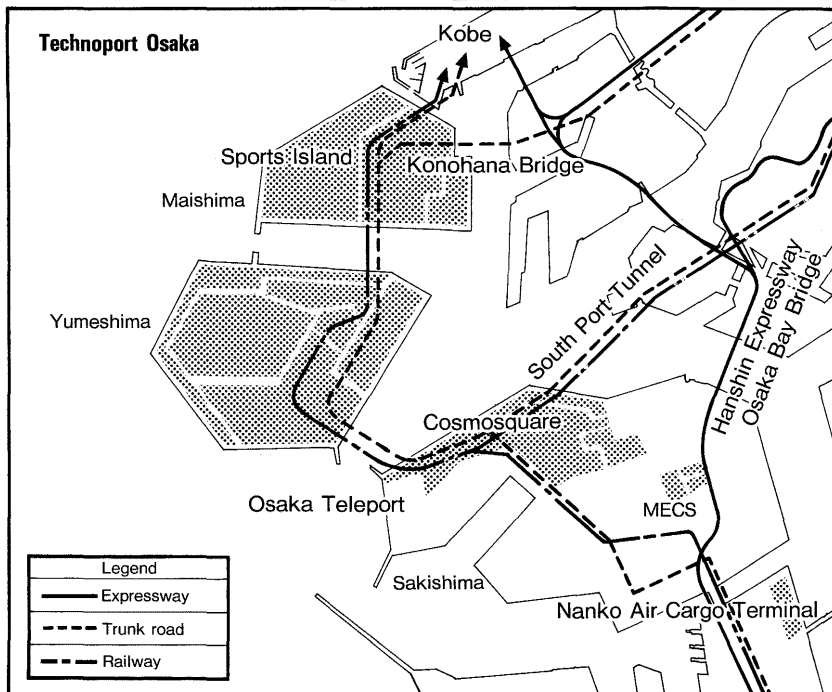
# Development of Cosmosquare District — As a New City Center



**By Yoshihiro Indo**  
Manager, Development Department  
Comprehensive Planning Division  
Port and Harbor Bureau  
City of Osaka

## 1. History of Recent Development of Osaka Port

In its postwar (after 1945) industrial policy, Japan promoted the heavy chemicals industry. Reflecting this move, plans for the reclamation of land for industrial use were adopted in 1957 for the waterfront area of Osaka Port. Full-scale construction began in 1958 in the Nanko area (Sakishima) of Osaka. While economic growth was attained, environmental pollution, such as air and water pollution, posed a serious social problem, making it impossible to attract industries in view of the problems of pollution control. Japan's economic growth in the 1960s was so rapid that the improvement of infrastructure, such as housing, roads and railroads, could not keep up with the growth, causing chronic traffic congestion as well as a shortage of port facilities. In 1967, the Land Reclamation Plan for Coastal Industrial Zone Sites was reviewed, and the Nanko Commercial Harbor Plan was adopted in its place. The plan included the establishment of various port facilities, such as container and ferry wharves that can handle transport innovations; a housing zone (Nanko Port Town); and parks and open spaces (a fishing park and a natural bird sanctuary). Meanwhile, Osaka City, an overpopulated urban area, found it necessary to locate an appropriate area in the sea where municipal and household waste as well as soil dredged to maintain port functions could be disposed. A plan





for the creation of two artificial islands, Maishima (224 ha) and Yumeshima (391 ha), was adopted and implemented in 1972. The Maishima reclamation has been completed, and reclamation is under way for Yumeshima.

In the 1980s, Japan underwent a transition from an era of rapid economic growth featuring mass production and mass consumption to that characterized by increasingly advanced technology, internationalization and an information-oriented society. Osaka City adopted the Osaka Plan 21 (Osaka City Comprehensive Plan for the 21st century) to promote diverse and attractive urban planning geared to the 21st century. With regard to waterfront development, the plan sets out the Technoport Osaka Project, a city plan for the creation of a new town with sophisticated urban functions.

## 2. Technoport Osaka Project – Creation of New Waterfront City

The Osaka Plan 21, adopted in 1990, is a master plan covering all of Osaka City. Its basic concept is to create a people-friendly city which is open to the world. The plan aims to enhance Osaka's attractiveness as a place to live and work in as well as to enrich and improve the city's culture, level of comfort and amenities. The goal is to realize a city with a harmonious balance between home, work and recreation. Under this basic guideline, Osaka City will be promoting urban redevelopment, while creating a new city center and a new waterfront area, which, to-

gether with the existing city centers, will play a major role in developing Osaka into an international city.

The Technoport Osaka Project aims to create a new city center where interchange among people, goods and information on a 24-hour basis. Various broad-based high-level urban functions will be concentrated in the 775 ha new waterfront area comprising Sakishima, Maishima and Yumeshima: the three core functions of international trade, advanced information and communications and the development of leading-edge technologies, plus cultural, sports, recreational and residential functions.

The Technoport Osaka site has high potential. It is the point of intersection of two axes: the bay area axis, for which various projects including the Kansai International Airport have been pursued, and the east-west urban axis from the city centers, Nakanoshima and

Osaka Business Park, to Kansai Science City, which spreads to Kyoto and Nara. This area is connected by an expressway network to city centers and cities in the Osaka metropolitan area within a radius of 50 kilometers as well as to the Kansai International Airport. When the Nanko Tunnel is completed, railways will provide direct links to these points and will make communications more convenient. In 2010, the target year for completion, Technoport Osaka will become a new city center with a projected residential population of 60,000 and a daytime population of 200,000.

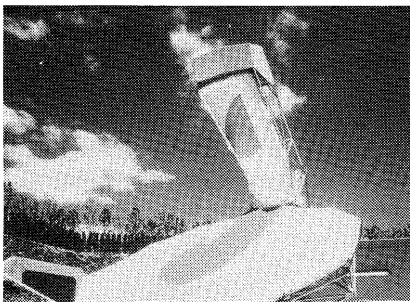
## 3. Cosmosquare – a leading district in planning for new city centers

Development is well under way in Cosmosquare, located in the northern part of Sakishima, as the first phase of implementation of the Technoport Osaka Plan. Approximately 70 ha of the planned 160 ha is being reclaimed. On the 90 ha previously reclaimed land, 13 private companies, two organizations and one cooperative association are already in operation, including Intex Osaka, Osaka Teleport, Fanuc Ltd., IBM Japan Ltd. and Raika Co., Ltd.

### 1) Base for International Trade and Exchange

Among the three core functions, the international trade function is displayed in such facilities as Intex Osaka, Japan's largest international trade fair site covering 73,000 square meters, which opened in 1985. Another core facility is the 360,000-square-meter Asia and Pacific Trade Center (ATC), a commercial complex that began operations last April, featuring the world's largest wholesale market for imported goods, where products from the Asia-Pacific area are exhibited and sold. In combination with its amusement facilities, the ATC has become the new place of interest at Osaka Port, attracting five million visitors in four months.

The World Trade Center Building Osaka (WTCB), called Cosmo Tower, is a 252-meter-tall, 55-story skyscraper, which has become the new landmark of Osaka Port. It is a large-scale intelligent building, characterized by an information transmitting function which allows office automation in combination with trade information data distributed from the World Trade Center Osaka (WTCO), the nucleus of this building. The WTCB, also



Osaka Teleport



WTC



featuring an observation deck, a shopping area on the lower floors and spacious atriums, is scheduled to open in April 1995 as an amenity-rich facility that enables exchanges among people around the world to take place.

In line with the opening of the Kansai International Airport in September 1994, the Nanko Air Cargo Terminal began operations. The intensive transportation of air cargo between this terminal and the airport, forming an efficient distribution system in ground transportation, supports the functions of the airport and contributes to advanced international trade functions.

## **(2) Base for Information**

Osaka Teleport, the nucleus of information/communications functions, has been in 24-hour operation since 1989, as a relay base for communications satellites and ground communication that utilizes optical fiber networks. Linked with the WTC, Osaka Teleport will realize the real-time collection and distribution of information on world trade and ports.

## **(3) Base for marine-related culture**

Osaka Port has been making active efforts to provide facilities that offer citizens opportunities to get close to the sea and the port: the Swimming Resort, Natural Bird Sanctuary and Hokko Yacht Harbor.

Fureai Minato-Kan (Osaka Sister Port Cultural Exchange Center), under construction, is scheduled to open in May 1995. This facility aims to provide a venue for international exchanges, where citizens can see people, goods,

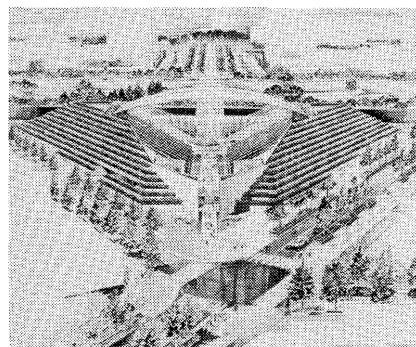
information and culture from around the world through cultural and technological exchanges with the seven sister ports of Osaka Port: San Francisco, Melbourne, Le Havre, Shanghai, Pusan, Valparaiso and Ho Chi Minh. Another project, the Maritime Museum, is scheduled to open in 1999. The facility will be a venue where citizens can get closer to the sea, the port and ships and can obtain a deeper understanding of the history of Osaka, which has developed through utilizing the sea.

Osaka Port began a sailing school in April 1994, the first attempt by a self-governing body. The "Akogare" (the yearning), a tall ship of 360 gross tons was constructed to provide a wide range of citizens, including young people, with opportunities to get closer to the ocean through training ocean sailing.

## **(4) Development of Maishima and Yumeshima**

In the 224-ha Maishima District, Sports Island, featuring cultural and recreational functions, is under construction on a vast 130-ha area which occupies more than half the area of this district. This facility is one of the support facilities set out in the Technoport Osaka Project.

The Yumeshima District, covering

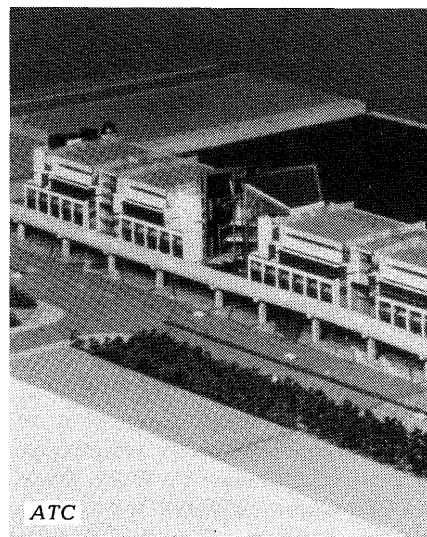


*Fureai Minotokan*

391 ha, is a distribution base for Osaka Port. To reinforce the port's international trade function, container wharves meeting high international standards for great depth are being constructed. In addition, this district is considered to be a core of the Technoport Osaka Project. Like Cosmosquare, the Yumeshima District will be characterized by concentrated commercial and business facilities as well as a residential zone suited to the 21st century. A Yumeshima reclamation project is currently, under way, as a site for waste disposal.

## **4. Development of new future city centers**

As described above, the development of the waterfront area of Osaka Port, such as the construction of harbor facilities and the creation of a new city, has been promoted to meet the social, economic and cultural demands of the times. In the future, the redevelopment and activation of existing urban areas will be increasingly sought due to transitions in the industrial structure and the advance of urban functions. The direction to be taken is to work on increasing human exchanges. Exchange produces new experience. Experiencing new things and a high degree of human interaction produce "creativity". The future course will be toward an information-oriented civilization. Information will be disseminated through direct communication among people. It is therefore important to create venues that provide people with opportunities to commune with different people, and to prepare the infrastructure that allows broad exchanges. On an expect that for future projects, including the second phase of the Cosmosquare development, innovations to bring more people together will be incorporated in city planning.

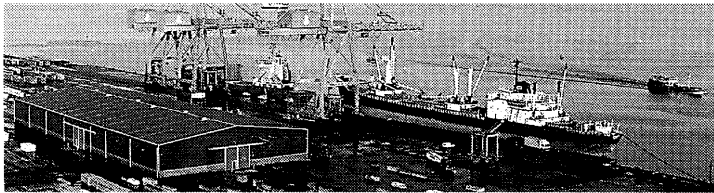


*ATC*

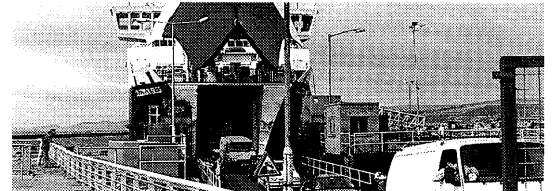
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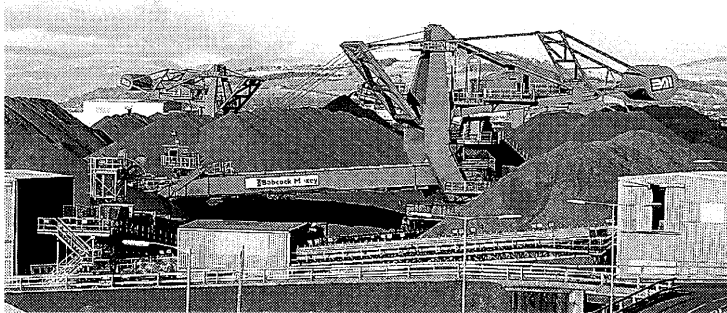
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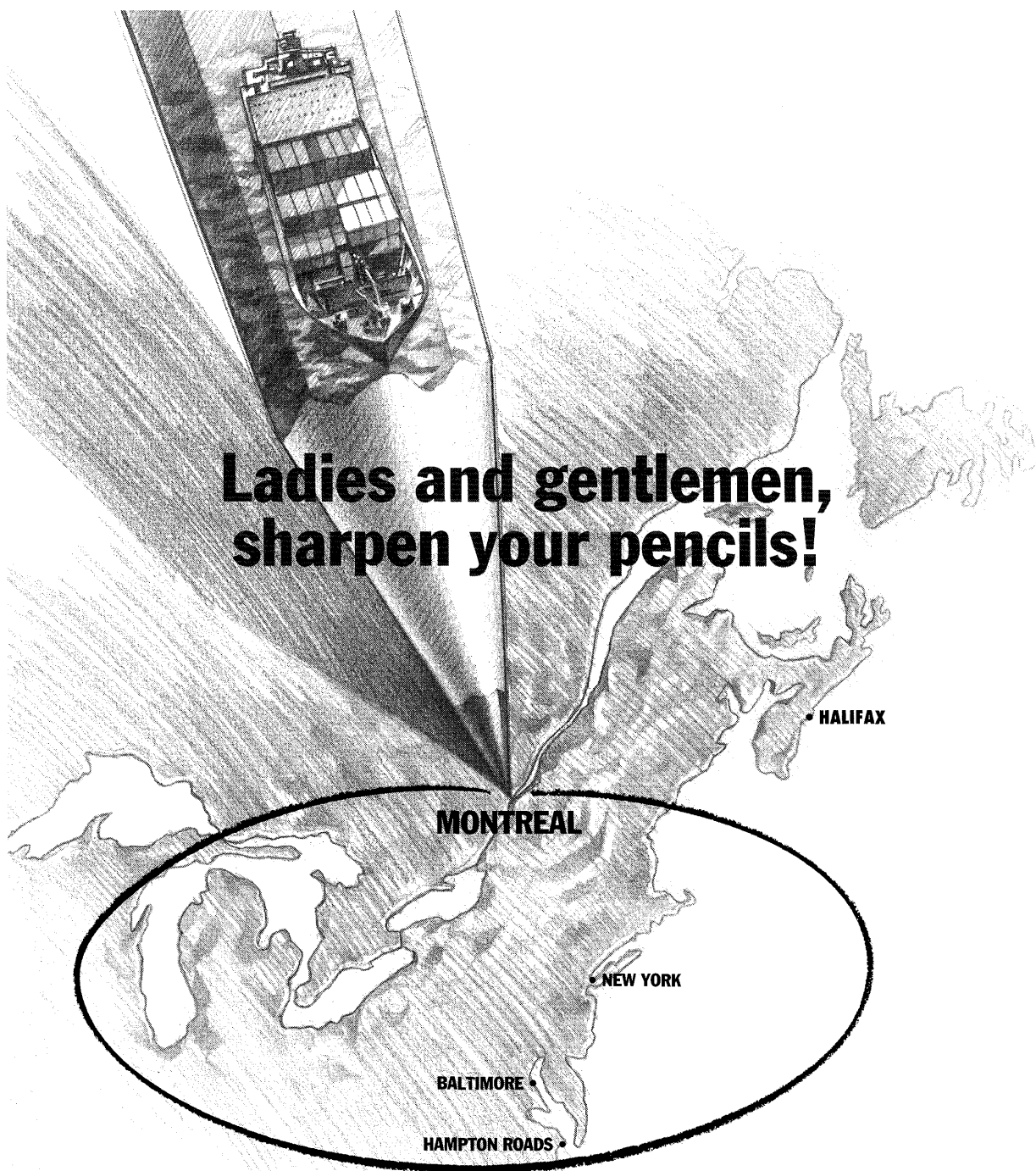
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