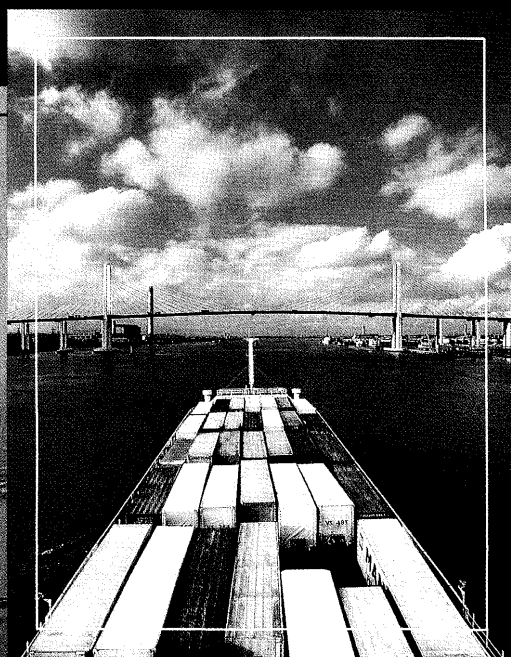


Ports & Harbors

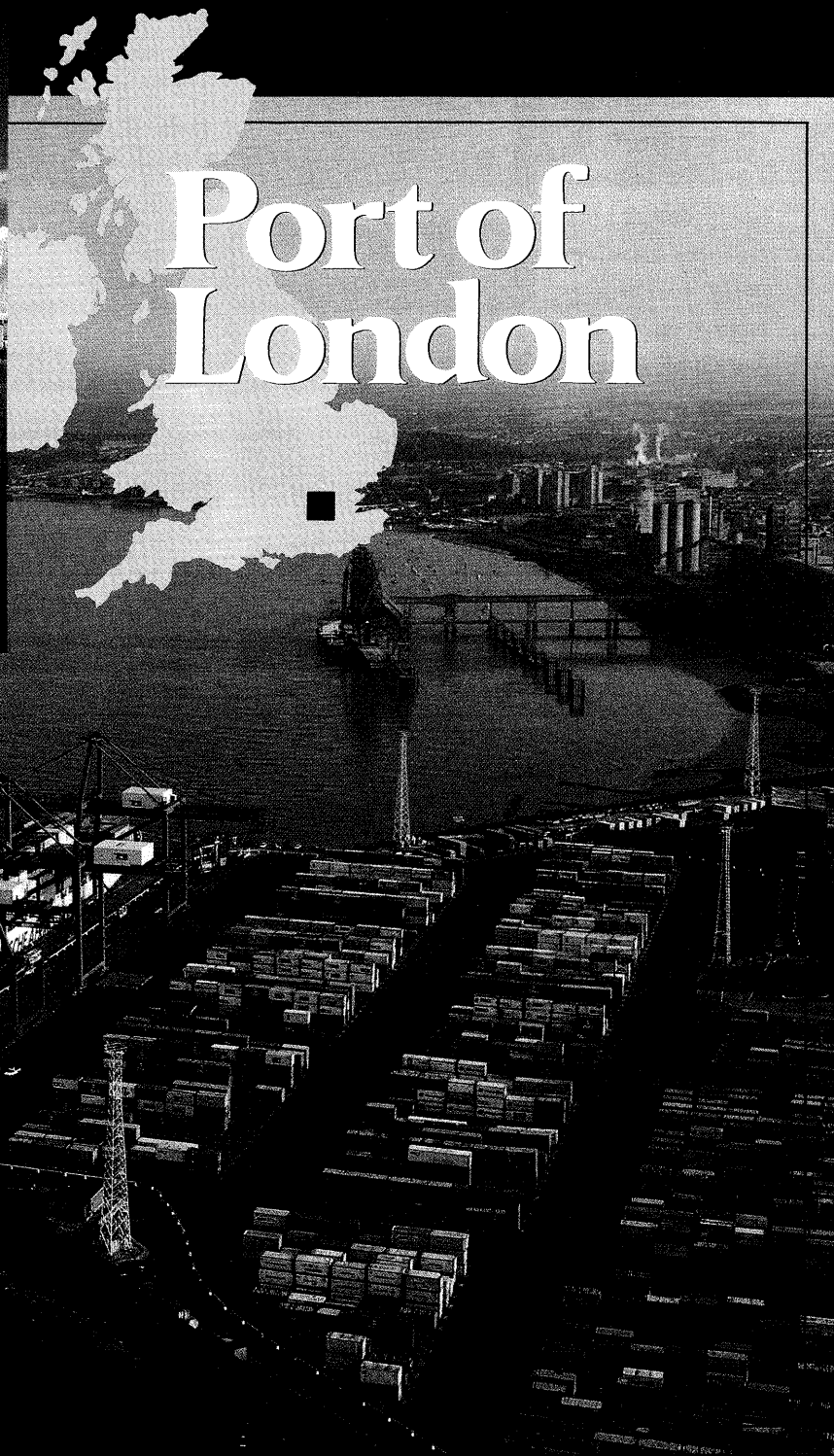
The Publisher The International Association of Ports and Harbors

May
1995
Vol.40 No.4



Approaching Port of London from
Queen Elizabeth II Road Bridge

Port of London



Tilbury Container Services Terminal
on the River Thames at Tilbury

Did You Know?

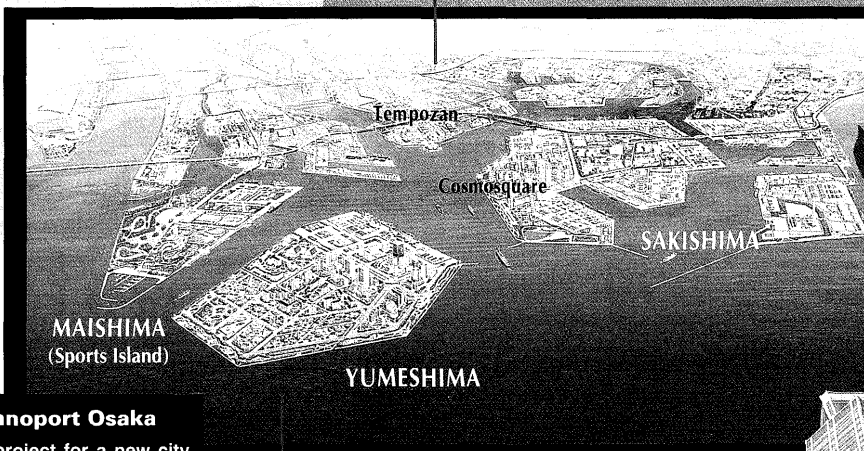
Osaka Port : Showing New Development Towards the Next Generation

A New Sea-side City Center of the 21st Century

Osaka Port is promoting "Technoport Osaka," a 775 hectare area (Sakishima, Maishima, Yumeshima) where three core functions of international trade, advanced information / communication and development of leading-edge technologies are being concentrated to create a suitable new city center for 21st century. Osaka Port envisions such a large scale project concentrating on the exchange of people, goods, and information will be the motivating force for the development of the international city of Osaka.

Cosmosquare

The first phase development area in the "Technoport Osaka" project concentrating on advanced city functions and amenities.



Technoport Osaka

The project for a new city center in Osaka which is ready for the 21st century.

Tempozan Harbor Village

A re-developed area containing one of the world's largest aquariums (left), and an art museum and IMAX theater (right).



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
May, 1995
Vol. 40
No. 4

Ports Harbors

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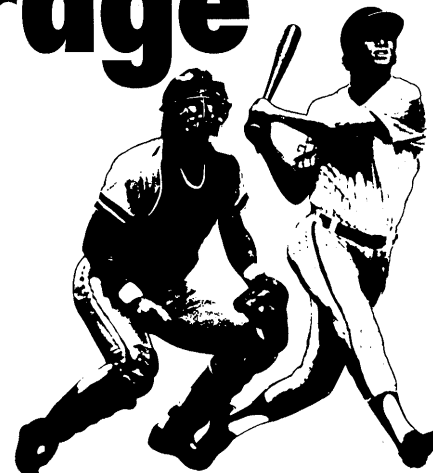
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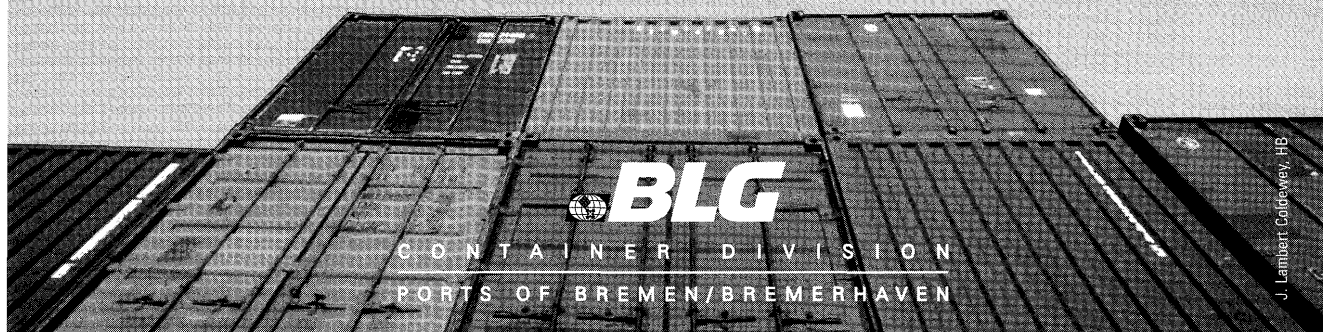
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IAPH ANNOUNCEMENTS AND NEWS

Members Asked To Submit Credentials

On March 15, the Secretary General sent a letter to the Regular Members asking them to submit a form of credentials in which each member organization is requested to confirm the name of the delegate who attends the 19th IAPH Conference in person with a voting right, or a form of proxy specifying the name of the individual who has a voting right on behalf of the organization from which no delegates will be able to attend in person.

Separately, the IAPH Directors were asked to file to the Secretary General notice of their attendance at the Board meetings which are scheduled for Sunday, June 11 and Friday, June 16 respectively, by a form of credentials. Any Directors who will be unable to attend the Board meetings in person were asked to submit a form of proxy.

The Board of Directors representing each country/economy are requested to confirm the names of the individuals who currently serve on the Board or any anticipated changes in the Board when they return the forms of credentials to the Head Office for the 19th IAPH Conference. The elections of the Directors and Alternate Directors to serve on the IAPH Board are to be made among the Regular Members in the respective member countries/economies and the IAPH Secretary General is in a position to take note of the results of such elections or changes in the membership.

'Approach Channels' Guidelines Near Completion

In 1992 the Permanent International Association of Navigation Congresses (PIANC) and IAPH set up a joint Working Group to assess and, if necessary, update existing reports to provide practical guidelines for the design of approach channels and fairways. It was considered essential that this Working Group (No.30) consisted of a small number of experts representing the views of PIANC, IAPH, IMPA (International Maritime Pilots Association) and IALA (International Association of Lighthouse Authorities).

The Working Group's preliminary task included the

following Terms of Reference:

"On the basis of existing documents, and in particular with reference to the draft report of PIANC Working Group 7 (Dimensions and Layout of One and Two Way Channels and Fairways), it shall be ascertained whether there is sufficient information in these documents to permit the preparation of a joint preliminary practical guide with respect to channel width and channel layout."

Following the submission of a first report of the joint Working Group to the IAPH Executive Committee meeting held in Copenhagen in June 1994, the Group has recently completed its work on preliminary guidelines.

In accordance with the fax communications from the PIANC Headquarters in Brussels, arrangements have been made to publish the initial report towards the end of April 1995, whereupon IAPH will be able to receive some 1,000 copies of the report for distribution among IAPH members from the Tokyo Head Office. As agreed by the parties concerned, IAPH is to share the cost (approximately 100,000 BEF), which is already earmarked in the budget.

In his recent letter addressed to the IAPH Secretary General, Cl. de Craen, Administrative Director, PIANC, says: "We thank IAPH for the fruitful technical collaboration existing between our two organizations."

World VTS Guide: Status of Entries

On March 7, 1995, we learned from the IALA Secretariat in Paris, by fax, the following information on the latest status of entries to the World VTS (Vessel Traffic Services) Guide:

Entries currently published in the IALA/IAPH/IMPA World VTS Guide

Australia:	Melbourne, Port Hedland, Sydney
Bermuda:	Bermuda
France:	Bordeaux, Le Havre Antifer, Marseille, Nantes-Saint Nazaire, Rouen, Sete
Hong Kong:	Hong Kong
Ireland:	Dublin
Japan:	Bisan Seto, Kobe, Nagoya, Osaka, Tokyo Bay, Yokohama
The Netherlands:	River Western Scheldt, Rotterdam, Ymuiden
Norway:	Brevik, Fedje
Russia:	Nakhodka, Vostochny
Spain:	Tarifa
Sweden:	Göteborg

United Kingdom: Forth Ports, Tees and Hartlepool, Thames Navigation Service

Potential Entrants: Canada, Germany and the USA

IAPH Meetings in Paris

A two-day meeting called by Mr. J. Smagghe, 2nd Vice-President, was held in the conference room of the French Ports Association (UPACCIM) in Paris on 14 and 15 March 1995 to consider the current activities of the various Technical Committees and the working programs of the Sea/Tac Conference. The meeting was co-hosted by Mr. J.M. Pietri, French Ports Association, and Mr. B. Vergobbi, General Manager, Port of Dunkirk.

Before and after the meeting, at the same venue, the meeting of the Legal Protection Committee (Mr. Valls) and the joint meeting of the Port Safety & Environment Committee (Mr. van der Kluit) and the Marine Operations (Capt. J. Watson) took place.

Present at the meeting, on top of Mr. Smagghe, were: Mr. John Mather, Immediate Past President of IAPH & International Liaison, Clydeport Ltd., Ms. Pamela Boynton of the Port of Miami on behalf of President Lunetta, Mr. William Friedman of the Port of Seattle and Mr. R. Koon of the Port of Tacoma.

The chairmen of the committees and liaison officers present were Mr. Peter van der Kluit, Port of Rotterdam (Port Safety & Environment), Capt. J. Watson, Dundee Port Authority (Marine Operations), Mr. David Jeffery, Port of London Authority (Trade Facilitation), Mr. Paul Valls, Paris (Legal Protection), Mr. J. Moulod, Port of Abidjan (Ship Trends), Mr. G. Wennergren, Port of Göteborg (Combined Transport & Distribution), Mr. J. Bayada, Cyprus Ports Authority (Vice Chairman, Human Resources), Mr. A.J. Smith (IAPH European Representative and Liaison Officer with IMO), and Mr. Mkalla, Kenya Ports Authority (Liaison Officer-designate with UNEP).

Also attending were: Mr. F. Palao, Puertos del Estado (Spanish State Ports) Dr. L. Beth, Port of Hamburg; Mr. Tchouta Moussa, General Manager, Cameroon National Ports Authority; Mr. B Vergobbi, Port of Dunkirk; Mr. Cao Hui Liang, Lawyer & Engineer, Guangzhou Harbour

Bureau, China; Mr. Graillot, Mr. J.P. Lannou, Mr. P. Prevot, Mr. J. Coloby and Mr. P. Shcerrer from the Port of Le Havre; Mr. Guillemot and Mr. Patey, Port of Nantes, Saint Nazaire; Mr. Combeau, Port of Marseilles; Mr. R.W.W. Barnes, Felixtowe Dock & Railway Company; Mr. A. Kabuga, Kenya Ports Authority; Mr. Gerard Donnelly, Limerick Harbour Commission, Ireland; Mr. Julio de la Cueva Aleu and Mr. Mariano Navas Gutierrez, Puertos del Estado, Madrid; and Mr. Ramon Alwsanco Gracia, Port of Tenerife; Mr. Dovlo, Ghana Ports Authority, Mr. Paul Hanappe, Inrets, France.

Various national and regional ports associations were represented at the meeting. These included the French Ports Association (represented by Mr. Jean-Marcel Pietri, Chief Executive Officer), the European Seaports Organization (represented by Mr. Fernando Palao and Mr. D. Jeffery as ESPO Vice Presidents and Mrs. Pamela Le Garrec, Secretary General), the Port Management Association of West & Central Africa (Mr. Dovlo, Ghana Ports Authority), and the Port Management Association of Eastern & Southern Africa (Mr. Mkalla, Kenya Ports Authority). The Head Office was represented by Mr. R. Kondoh, Dy. Secretary General.

Among other items, the meeting gave extensive consideration to the activities of the IAPH/IMO Interface Group by looking into various items of prime importance to the port community at large. It addressed such items as the reception facilities at ports, the adequacy of the sulphuric content of ship fuel oil, the biological impacts of ballast water and special port dues for SBT tankers. These subjects should be further considered at the Conference, the meeting agreed. The meeting also observed that the roles to be played by IAPH should be enhanced in the global context by sifting and amalgamating the voices of ports nationally, regionally and/or collectively, so that a unified voice can be reflected in the global theatre. Such a stance was emphatically observed and promoted by the officials of ESPO. The meeting also heard an ardent call for IAPH and the world business community to put greater emphasis on pursuing the development of African ports.

As to the working programs for the Conference, at the presentation given by the Host organization, the meeting agreed that the Technical Committee meetings should take place on Saturday and Sunday, 10 and 11 June, 1995 in accordance with the revised schedules which are announced later in this issue.



A Group Picture taken on the Second Day

IAPH submits a paper to IMO

On February 28, 1995, Mr. A. J. Smith, IAPH European Representative, submitted the following paper to the Secretary-General of the International Maritime Organization (IMO). The paper prepared by the IAPH/IMO Interface Group*, was presented for inclusion in the agenda for the forthcoming meetings of the Maritime Safety Committee (65th Session), the Marine Environment Protection Committee (37th Session) and the Facilitation Committee (24th Session).

Ship/Port Interface Matters

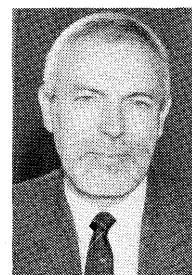
Submitted by the International Association of Ports and Harbors (IAPH)

- 1 IMO's formal endorsement of the Secretary-General's initiative to establish a specific ship/port interface facility (SPI) within IMO was welcomed by IAPH. It can be presumed that there was an evident recognition by IMO's Member States that mutual benefits would derive to ports, shipping and more generally to the international maritime community from detailed examination of ship/port interface problems within the IMO structure.
- 2 IAPH has noted with concern however that views expressed at recent IMO Committee meetings appear to express doubt as to the wisdom of allowing SPI to continue in existence.
- 3 Proponents of such views appear to believe that SPI erodes the authority of IMO Committees to some extent and that SPI work areas should in any event be dealt with by the relevant IMO Committees themselves.
- 4 IAPH has been strongly supportive of SPI since its inception and has participated enthusiastically and constructively both by attendance and by the presentation of documentation at each of the three SPI meetings held thus far. From an IAPH perspective SPI has at no time dealt with the detail of any matter in parallel with work currently under consideration by any other IMO body. Indeed SPI has consistently made it clear that it should address matters relevant to the Ship/Port Interface only in so far as they are not under consideration elsewhere. Furthermore it has been regarded as a pre-requisite of SPI involvement that the results of SPI work should be provided to IMO Committees

in the first instance for such action as they might deem to be necessary.

- 5 IAPH contends that the work of SPI is of clear benefit to the parties involved and is therefore strongly of the opinion that IMO Committees should reaffirm their commitment to SPI and submit an appropriate Resolution on Strategy for Ship/Port Interface for approval and adoption by the 19th IMO Assembly.

Note: *The IAPH/IMO Interface Group was established at the Copenhagen meeting of IAPH's Executive Committee held early in June 1994. The Group is representative of each of IAPH's regions and includes in its membership the highest level of port management comprising:



Jean Smagghe —
2nd Vice-President,
IAPH (French Ports Association) as Chairman
Pieter Strujs (Rotterdam)
Goon Kok Loon (Singapore)
Tom Kornegay (Houston)
John Mather, Immediate Past President, IAPH
(Clydeport)
Philippe Prevot (Le Havre)
Alex J. Smith, IAPH European Representative (London)

Through the Group IAPH, as the representative voice of the world's ports at IMO, has a special responsibility to ensure that their interests are taken fully into account in all IMO's port-related discussions before conclusions are finally reached and the agreed action initiated.

The Group's intention is not solely to mirror the activities of IMO's working Group on Ship/Port Interface but also to scrutinize the broader spectrum of IMO Committees' activities in finer detail than has been the case so far, as prioritize matters for more detailed attention by IAPH's Technical Committees.



Shipping and Trade News
NEWS EDITION TOKYO, WEDNESDAY, FEBRUARY 15, 1995

Tank Containers Complying in IMDG Code to Be Permitted

TSA Adopts Rule Restoration Guidelines

Hanshin: Earthquake Developments

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19TH IAPH WORLD PORTS CONFERENCE

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

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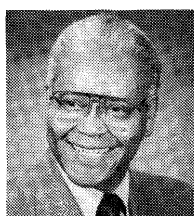
Honorary Committee



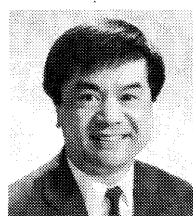
The Honorable Mike Lowry
Governor, State of Washington



The Honorable Norm Rice
Mayor, City of Seattle



The Honorable Harold Moss
Mayor, City of Tacoma



The Honorable Gary Locke
King County Executive



The Honorable Doug Sutherland
Pierce County Executive



Jack Block, Commissioner
Port of Seattle



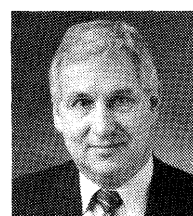
Patricia Davis, Commissioner
Port of Seattle



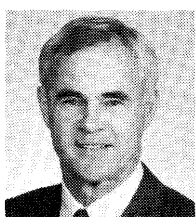
Gary Grant, Commissioner
Port of Seattle



Paige Miller, Commissioner
Port of Seattle



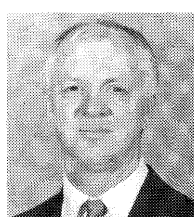
Paul Schell, President, Port Commission
Port of Seattle



Stephen Anderson, Commissioner
Port of Tacoma



Jack Fabulich, Commissioner
Port of Tacoma



Mike Fletcher, Commissioner
Port of Tacoma



Patrick O'Malley, President, Port Commission
Port of Tacoma



Jerry Thorpe, Commissioner
Port of Tacoma

Conference Organizing Committee

Conference Vice-Presidents



Mic Dinsmore, Executive Director
Port of Seattle



John Terpstra, Executive Director
Port of Tacoma

Conference Committee Co-Chairpersons



Margo Spellman, Assistant Director
Port Communications, Port of Seattle



Rod Koon, Director of Port
Relations, Port of Tacoma

OVERALL SCHEDULE

Saturday, June 10

0900-1030	Membership Committee	Chairperson Brinson
1040-1200	Constitution & By-Laws Committee	Jurriens
0900-1100	Port Planning & Construction Committee	Ng
	Dredging Task Force	Lee
	Sea Trade Committee	Liburdi
	Port Safety & Environment Committee jointly with Marine Operations Committee	van der Kluit
	Operations Committee	Watson
	Cargo Operations Committee	Terpstra
1100-1200	Coordinating Vice-Presidents & Chairpersons meet (Port Affairs)	
1200-1330	Lunch for Committee Members	
1400-1600	Ship Trends Committee	Moulod
	Combined Transport & Distribution Committee	Wennergren
	Trade Facilitation Committee	Jeffery
	Port Safety & Environment/Marine Operations Joint Meeting (Reserve)	van der Kluit/Watson
1600-1700	Coordinating Vice-Presidents & Chairpersons meet (Trade Affairs)	
1700-1730	Nominating Committee	
	(To be appointed by the Board)	
1730-1900	IAPH/IMO Interface Group	Smagghe

*Social Program/Accompanying Guest Programs

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

*(Includes travel time to/from the hotel)

Sunday, June 11

0800-0830	Resolutions & Bills Committee	Falvey
0830-0900	Credentials Committee	
	To be appointed by the President	
0900-1100	Finance/Budget Committee	Don Welch
	Human Resources Committee	Goon
	Legal Protection Committee	Valls
	Port Communities Committee	Bellefontaine
1100-1200	Coordinating Vice-Presidents & Chairpersons meet (Human & External Affairs)	
1200-1330	Lunch for Board/Committee Members	
1400-1630	Pre-Conference Joint Meeting of Board and Exco	
1730-1930	Opening Ceremony	

*Social/Accompanying Guest/Programs

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

*(Includes travel time to/from the hotel)

Monday, June 12

0800-0830	Resolutions & Bills Committee	Falvey
0900-1030	First Plenary Session	
1100-1230	Keynote Address Session	
	Session Chairman: C. Lunetta, IAPH President	
	A) Ports — New Challenges for Global Development: TBD	

Ports — New Partnerships for Economic Growth: TBD

Noon IAPH Officers' Meeting

1230-1345 Luncheon for Delegates

1400-1645 Working Session No. 1 — "Human Resources and External Affairs"

Session Chairman: D. Taddeo, IAPH 3rd Vice-President

A) Human Resources: Goon Kok Loon, Singapore

B) Legal Protection: P. Valls, Paris

C) Port Communities: D.F. Bellefontaine, Halifax

D) IAPH Representation work: A.J. Smith

*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)

1730-2315 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

0800-0900 Honorary Membership Committee
(To be appointed by the IAPH President)

0900-1200 Working Session No. 2 — "The Challenge of Global Policy Changes"

Chairman: TBD

A) NAFTA's Impact in the Western Hemisphere: E. Stromberg, AAPA

B) The Challenges of the APEC Countries: D. Hellman, APEC Study Center, U of W (Tentative)

C) African Ports Look to the 21st Century: R.U. Kumedzro, Ghana

D) European Economic Community — An Update: TBD

Noon IAPH Officers' Meeting

1200-1345 Luncheon for Delegates

1400-1700 Working Session No. 3 — "New Port Challenges and Partnerships: A West Coast Update"

Chairman: TBD

A) The Environmental Port Development Challenge: J. Terpstra, Tacoma

B) New Partners for Port Development: M. Dinsmore, Seattle

C) Helping Ports Meet the Intermodal Challenge: J. Vickerman, Vickerman/Zachary/Miller

D) Partnerships for Infrastructure: TBD

*Social/Accompanying Guest Programs

1900-1700 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

1100-1630 Technical Tour (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

0800-0830 Resolutions & Bills Committee

0900-1200 Working Session No. 4 — "Port Affairs"

Chairman: Robert Cooper, IAPH 1st Vice-President

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

Special presentations

ISO-9000 matters: Frawley and Cochrane, Hong Kong

Multi-Purpose Terminal Layout with Covered Storage by John Halling, Tauranga

Ballast waters: Baird, Port Hedland

Green Award Systems — An approach by the Port of Rotterdam

Peter Struijs, Rotterdam

Noon IAPH Officers' Meeting

1200-1345 Luncheon for Delegates

1400-1700 Working Session No. 5 — "Emerging Markets"

Chairman: TBD

A) Vietnam: Hiep Quach, Int'l Banking, U.S.A.

B) Russia: Mikail Robkanov, Vladivostok

C) South Africa: Speaker: Capt. Mors, Portnet, S. Africa

D) South America: Raul Urzua Marambio, EMPORCHI, Chile

1515-1545 English Tea (sponsored by the Port of London)

***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

0800-0830 Resolutions & Bills Committee Falvey

0900-1200 Working Session No. 6 — "Trade Affairs"

Chairman: J.M. Smagghe, IAPH 2nd Vice-President

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
IAPH Technology Award

Noon IAPH Officers' Meeting

1200-1345 Luncheon for Delegates

1400-1545 Second Plenary (Closing) Session

1600-1730 Post-Conference Meeting of the Board and Exco

1730-1830 Post Conference Exco Meeting

***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)

PROVISIONAL AGENDA

THE PRE-CONFERENCE JOINT MEETING OF THE BOARD AND EXCO 1400-1630, Sunday, June 11, 1995

Items on the agenda

1. Board Chairman's opening address
2. Credentials Committee Chairman's report
3. Secretary General's report
4. Internal and Conference Committee Chairmen's reports and recommendations
 - 4.1 Membership Committee
 - 4.2 Budget/Finance Committee
 - 1) Chairman's report and recommendation on the Settlement of Accounts for 1993/1994 (Approval for submission to the plenary session)
 - 2) Chairman's report and recommendation on the Budget for 1995/1996 (Approval for submission to the plenary session)
 - 4.3 Constitution and By-Laws Committee
 - 1) Revision of Constitution
 - 4.4 Resolutions and Bills Committee, if any
 - 4.5 Nominating Committee: Nominations of the President and 1st, 2nd and 3rd Vice-Presidents for the next term (Approval for submission to the 2nd plenary session)
5. Reports by Technical Committees' Coordinating Vice Presidents
 - 5.1 PORT AFFAIRS GROUP: Mr. R. Cooper, for
Port Planning Committee
Dredging Task Force
Port Safety & Environment Committee
Marine Operations Committee
Cargo Operations Committee
 - 5.2 TRADE AFFAIRS GROUP: Mr. J. Smagghe, for
Sea Trade Committee
Ship Trends Committee
Intermodal and Distribution Committee
Trade Facilitation Committee
 - 5.3 HUMAN AND EXTERNAL AFFAIRS GROUP: Mr. D. Taddeo, for
Human Resources Committee
Legal Protection Committee
Port Communities Committee
6. Report and recommendations on the IAPH/IMO Interface Group
7. Board's proposal to the Honorary Membership Committee, if any
8. Report and recommendation by the Chairman of the Resolutions and Bills Committee concerning the issues submitted by the Technical Committees, if any

9. The dates and site (London, UK) of the 20th Conference of IAPH
 - 8.1 Presentation by the Host Organization
 - 8.2 Board's nomination of Conference Vice-President for the next term (For referral to the Resolutions & Bills Committee for submission of a resolution to the second plenary session)
10. Board Chairman's closing address

THE FIRST PLENARY SESSION

0900-1030, Monday, June 12, 1995

Items on the agenda

1. Opening remarks by the President
2. Report by the Credential Committee — Declaration of a quorum
3. Report by the Secretary General
4. Report and recommendation by the chairman of the Membership Committee
5. Settlement of Accounts for 1993/1994
 - 5.1 Board Chairman reports on the conclusion of the Board and Exco joint meeting
 - 5.2 Recommendation by the Chairman of Budget Committee
6. Budget for 1995/1996
 - 6.1 Board Chairman reports on the conclusion of the Board and Exco joint meeting
 - 6.2 Recommendation by the Chairman of Budget Committee
7. Amendment to the Constitution and By-Laws, if any
 - 7.1 Board Chairman's submission of the proposed amendments
 - 7.2 Report and recommendation by the Chairman of the Constitution and By-Laws Committee
 - 7.3 Recommendation by the Chairman of the Resolutions and Bills Committee
8. Report and recommendation by the Chairman of IAPH/IMO Interface Group
9. *Report by the IAPH European Representative
10. Other business, if any
11. Closing address

*: Report and recommendation will be made and proposed at WS No. 1.

Note: The items related to the Technical Committees are to be raised at the three Working Sessions No. 1, No. 4 and No. 6 respectively.

THE SECOND PLENARY (CLOSING) SESSION

1400-1545, Friday, June 16, 1995

Items on the agenda

1. Opening address by the President
2. Report and recommendation by the Chairman of the Resolutions and Bills Committee: Condolences to be followed by prayer in silence
3. Report and recommendation by the Chairman of the Honorary Membership Committee
 - 3.1 Election of Honorary Members
 - 3.2 Presentation of the Honorary Membership Certificate by the President
4. Report and recommendation by the the Chairman of Resolutions and Bills Committee: Resolution of Thanks to the Hosts
5. Announcement of the dates and venue of the 20th IAPH

- Conference in 1997 by the President
6. Invitation address and presentation by the Host of the 20th IAPH Conference
7. Report and recommendation by the President for the adoption of the Resolution pertaining to the appointment of the Conference Vice-President
8. Report and recommendation by the Nominating Committee Chairman
 - 8.1 Nomination of the President, 1st, 2nd and 3rd Vice-Presidents for the next term
 - 8.2 Election
9. Address by the Out-going President (to be followed by presentation of a gold badge by the In-coming President)
10. Inaugural address by the New President
11. *Announcement of the Appointive Members of the Executive Committee for the next term by the President
12. Announcement of the Chairpersons of the Technical Committees and Internal Committees
13. Closing address by the Conference Chairman

*: Election of the Elective Members of the Executive Committee is to be made at the Post-Conference Board and Exco Joint Meeting to be held immediately after the 2nd Plenary Session.

THE POST-CONFERENCE JOINT MEETING OF THE BOARD AND EXCO

1600-1730, Friday, June 16, 1995

Items on the agenda

1. Board Chairman's opening address
2. Election of the "Elective Members" of EXCO for the new term
3. Appointment of Legal Counselors, if any
4. Consideration on the "Terms of Reference" of the Technical Committees for the new term, if available
5. On the venue of the 21st IAPH Conference in the Asian Region in 1999

Presentations by the candidates

 - 5.1 Port of Osaka
 - 5.2 Port of Klang
 - 5.3 Port Authority of Thailand
 - 5.4 Port of Yokohama

Consideration and decision by voting
6. Other businesses, if any
7. Board Chairman's closing address

Newsletter on Sea/Tac Conference Circulated

Recently our hosts in Seattle and Tacoma have circulated to all IAPH members a newsletter highlighting the Conference programs and other information for the benefit of all participants. The newsletter is most informative and we are reproducing part of it later in this issue for the benefit of those readers who have not had the chance to look at it yet.

ARE *you* READY FOR IAPH IN '95 SEATTLE TACOMA?

It's been two long years since Sydney. Lots has happened in the world of maritime business since then. Renew the relationships you formed; develop new ones? Learn about recent trends and issues which may affect your careers, and take a breather at one of the newest and most popular vacation (and business!) destinations in the United States.

Northwest Expeditions

We have a variety of interesting guest programs planned for IAPH delegates guests which are briefly described in your registration materials. Just a reminder—you need to reserve space in each of the programs ahead of time.

So, for those of you who are more adventurous and want to see more than the inside of a hotel room during your visit, the following guest tours are available. Please be sure to check your registration materials for specific times.

Emerald City Exploration

(Saturday June 10, Sunday June 11, Monday June 12)

This offers a great opportunity to orient yourself to lively Seattle. Did you know that Seattle's downtown core was completely destroyed by fire in 1889? The old Seattle still exists underground. But above ground is our historic Pioneer Square district, featuring many art galleries and antique shops.

Besides viewing the University of Washington campus, Hiram Chittenden Locks, and the International District you'll have the opportunity to visit the Pike Place Market. It's said that if cities have a soul, then Pike Place Market is certainly Seattle's. The market opened in 1907 to bring farmers and consumers together, without the middleman. Today it's the oldest continuously operating farmers market in the U.S.

Shop 'til you drop dine at the top!

(Monday June 12 & Thursday June 15)

Experience unparalleled panoramic views of Seattle as you enjoy breakfast at the top of the Columbia Tower, the tallest building west of the Mississippi. This "members only" restaurant features elegant dining. You'll be introduced to Seattle's shopping scene by local guides. Then you're set free (with the new friends you've met at breakfast) to shop Seattle at your leisure. When the feet grow weary, be sure to stop at one of the many sidewalk cafes or coffee stands and enjoy an espresso or latte. This will definitely energize you for a few more hours of shopping!

What's happening in June?

June marks the start of summer in the Pacific Northwest and with it comes a fanfare of festivals and events. Here's sampling of the festivals around the Puget Sound that you may wish to attend during your visit:

June 10-11

Art, Wine and All That Jazz

Located in Sequim, WA on the Olympic peninsula (about a 2 hour drive, including a ferry boat ride). Six Pacific Northwest jazz bands at three venues, art show, ten wineries and food by area restaurants and caterers.

June 16-17

Port Townsend Blues Festival

Located in Port Townsend, WA on the Olympic peninsula (about a 3 hour drive, including a ferry boat ride). This blues festival features some of America's finest country blues musicians.

June 17-18

Northwest Microbrewery Festival

Located in Fall City, about 1 hour drive into the foothills of the Cascade mountains. This Father's Day weekend event showcases a variety of our locally brewed ales, pilsners, bitters and stouts, a beer garden and a picnic area.

SESSIONS & SPEAKERS

Back to Business.... To keep it invigorating we've selected the best in session topics and speakers. While the program is not final yet, we've excited about it so far....and we hope you will be too. Here's a peek at what's confirmed to date:

Tuesday, June 13

Working Session Number 2-The Challenges of Global Policy Changes

- a) *NAFTA's Impact in the Western Hemisphere* - A face familiar to many of you....Erik Stromberg, Executive Director, American Association of Port Authorities.
- b) *The Challenges of the APEC Countries* - (Tentative) Professor Donald Hellmann, Director, APEC Study Center, University of Washington. Hellmann also holds the prestigious position as Chairman of the National Consortium of APEC Study Centers.
- c) *African Ports Look to the 21st Century* - An authority on the subject....Mr. R. U. Kumedzro, Director, Port of Tema (Ghana)
- d) *European Economic Community* - An Update Speaker: F. Suykens (Chairman, ESPO)

Working Session Number 3 - New Port Challenges and Partnerships: A West Coast Update

- a) *The Environmental Port Development Challenge* - John Terpstra, Executive Director, Port of Tacoma
- b) *New Partners for Port Development* - Mic Dinsmore, Executive Director, Port of Seattle
- c) *Helping Ports Meet the Intermodal Challenge* - John Vickerman, President, Vickerman, Zachary, Miller
- d) *Partnerships for Infrastructure*: TBD

Thursday, June 15

Working Session Number 5 - Emerging Markets

- a) *Vietnam*: Mr. Hiep Quach, Sr. VP/Int'l Banking, U.S. Bank
- b) *Russia*: Mr. Mikhail Robkanov, President Commercial Port of Vladivostok
- c) *South Africa* - Captain Mors, Executive Manager, Portner
- d) *South America* - Raul Urzua Marambio, Director, Port of Chile

Friday, June 16

Mr. Jack (John) Creighton, President and Chief Executive Officer of Weyerhaeuser is the featured speaker at the delegates business luncheon. One of the world's largest forest products companies, Weyerhaeuser's exports accounted for \$1.54 billion, or about 15 percent of net sales and revenues in 1994. These sales consisted principally of pulp, newsprint, paperboard, containerboard, logs, lumber and wood chips to Japan; pulp, containerboard, lumber and plywood to Europe; and logs to China and Korea. Many of these products were transported by Weyerhaeuser's wholly-owned subsidiary, Westwood Shipping.

REGISTRATION FEES

After April 10, the registration fees increase to \$1200 US for members and \$1,650 US for non-members. Be sure to fill out those registration forms and fax them today! Fax: (206) 441-6369 Questions? Call (206) 448-7428

ACTIVITIES & ATTRACTIONS

Tuesday, June 13 only

The Mountain

Mr. Rainier is the highest mountain in Washington State at 14,410 feet high (4393 meters). This active volcano creates its own weather, often obscuring Seattle's view of Mt. Rainier with clouds or haze. But when it appears it overwhelms our landscape and you'll hear Seattleites exclaiming "the mountain's out".

On your visit to Mt. Rainier National Park you'll experience ancient growth forests, flowering meadows, and abundant wildlife. You'll have the opportunity to visit the Interpretive Visitors Center and take short hikes to meet the mountain face-to-face. A camera is a must for this outing. (Lunch included.)

Tuesday, June 13 & Friday, June 16

Boeing Town

Here's your chance to make the pilgrimage to the great Boeing Town. The assembly plant in Everett is the largest building in the world by volume. It's 11 stories tall, covers 62 acres, and has hangar doors the size of a soccer field! Home to the assembly of 747s, 767s and the new 777s, you'll be able to view the production stages of these grand "birds" in progress up close and personal.

The growth of the aerospace giant, Boeing, has been synonymous with the history and economic growth of Seattle. Though now we're known for industries as diverse as software, cancer research, coffee, and outdoor outfitters. But Boeing was the impetus for growth in our region, and a visit here wouldn't be complete without experiencing the "birth" of a 747!

Thursday, June 15 only

Drink in the Country

As one of the newest and fastest growing industries in the state, Washington now boasts over 100 wineries. And they produce excellent wines, which win top awards at even the most prestigious international competitions. But don't take our word

for it...come and experience them yourselves.

A short drive from Seattle is rural Woodinville, surrounded by farmlands and dotted with wineries. You'll visit the Ste. Michelle and Columbia wineries and sample their wines. If wine is not your cup of tea...the Red Hook microbrewery is just next door. Red Hook, which features flavorful hand-crafted ales, started the trend of microbrews in Washington, which has grown to over 100 microbreweries statewide. (Lunch included)

Friday, June 16 only

Fire to Glass

World famous glass artist, Dale Chihuly, will open his private studio to this select group. Rarely are outside people granted entrance to his workshop. You'll have a unique opportunity to watch Chihuly and his team perform as they transform hot, molten glass into fabulous works of art. A studio tour featuring a collection of Chihuly's art will also be provided. Afterward you'll visit the art galleries in Pioneer Square which market glass art by a variety of northwest artists.

Evening wear - Social Events

Saturday, June 10

A Taste of the Port

Casual get-together for early arrivals.

Sunday, June 11

Welcome Reception: Pacific Science Center

Multi-cultural theme - recommend to wear garb representative of your country.

Monday, June 12

Tillicum Village Cruise & Dinner

Boat ride is included, so wear rubber soled, flat shoes and warm, casual clothes.

Tuesday, June 13

Woodland Park Zoo

Rainforest Exhibit & Reception

This event is partially outdoors. Wear warm casual or sporty clothing and flat shoes.

Wednesday, June 14

Technical Tour & Chowdown in Tacoma

This is a western theme - cowboy boots and stetsons are welcome! Boat ride included so flat, rubber soled shoes are recommended. Wear warm/layered casual clothes (jeans & sweater).

Thursday, June 15

Evening free

Most restaurants are either casual or business attire. Few restaurants in Seattle require a jacket.

Friday, June 16

Gala Dinner: Museum of Flight

Featuring a Roaring 1920's theme. Black & white party wear is recommended.

CONFERENCE HOTEL

The Westin Hotel, Seattle: The Front Door To City. Seattle's grand entrance to the city's most inviting neighborhood, located in the center of shopping and popular attractions. The Westin has panoramic views and deluxe amenities including a pool, spa, fitness center & 24-hour room service. For dining, choose from the elegance of The Palm Court, NIKKO Japanese restaurant or Market Cafe. The Westin Hotel, Seattle. 1900 Fifth Avenue, Seattle, Wash. 98101. U.S.A. Tel:(206)728-1000 Fax:(206)728-2259

Post-Conference Programs

When the week is over - relax! Spend a few days. Explore the region - the mountains, the seascapes, the only rainforest in North America. Cruise to Alaska. Golf. Visit another country - Canada's right next door!

TWO-NATION VACATION
VICTORIA, BRITISH COLUMBIA, CANADA
2 DAYS, 1 NIGHT, JUNE 17-18
\$653 for two people

Take to the water and cruise Puget Sound north past the San Juan Islands on your way to the land that the British didn't forget. Champagne brunch on board the Victoria Clipper will put you in the mood to relax and experience the quaint city of Victoria B.C. where traditional British character confronts the new world. Get a historical perspective at the Royal B.C. Museum, a political perspective at Parliament, or simply relish the wonderful shopping. You'll spend the night at the world-famous Empress Hotel (a beautiful English retreat) and enjoy an authentic high tea in the body. Your package includes round-trip tickets for two on the Victoria Clipper, champagne breakfast on board the Clipper, transportation to the Empress, luggage handling, overnight accommodations at the Empress for one night, guide book, amenity basket and dinner at the Empress.

ALDERBROOK RESORT GOLF EXTRAVAGANZA
HOOD CANAL
2 DAYS, 1 NIGHT, JUNE 17-18
\$357 for two people

Golf anyone? Overlooking the picturesque Hood Canal and Olympic Mountains, the historic Alderbrook Resort, opened in 1913 and located on 525 acres (213 hectares), features an 18 hole championship golf course, rated one of the top 25 in the Northwest. Bordered by massive ever-green trees, this 6,338 yard (5,795 meter) course is epitomized by the 536 yard (490 meter), par 5, double dogleg on the 8th hole. If golf isn't your game, there's much more to keep you busy. Play tennis in one of the resort's four tennis courts, swim laps in the Olympic size indoor pool or float in a bubbling Jacuzzi. If you're ready for an invigorating plunge, jump into Puget Sound's protected salt-water! Or, rent a boat, to crabbing, fishing, scuba diving, or windsurfing. The decisions are all yours! Your golf package includes transportation, one night accommodations for two, dinner for two, 18 holes of golf for two and golf cart rentals.

FROM MOUNTAIN TO SEA
MOUNT ST. HELEN'S AND TACOMA
2 DAYS, 1 NIGHT, JUNE 17-18
\$630 for two people

Blowing your top can have different meanings in the Pacific Northwest. May 18, 1980 marks the date when Mt. St. Helens blew hers in the first volcanic eruption of the twentieth century in the continental U.S. You'll witness first-hand the dramatic effects of this ashspewing eruption as you view the crater and lava dome created by Mother Nature and see the video of the actual explosion. Or, you can explore today's mountain on foot. Next, head down to sea-level for a night in Tacoma at the Sheraton Hotel. You'll dine at Altezzo overlooking Commence-

ment Bay. After a good night's sleep, visit Point Defiance Park—its famous zoo, rose garden and aquarium. The package includes transportation to and from Mount St. Helens and Tacoma, admission to Coldwater Visitor Center, one night's lodging, dinner for two, and admission and transportation to Point Defiance.

LAKE QUINAUT LODGE
OLYMPIC PENINSULA
2 DAYS, 1 NIGHT, JUNE 17-18
\$509 for two people

Discover one of the best kept secrets in America. Visit the only rainforest in the United States and you'll feel you've entered a completely different world. And you have! Stay on the edge of the forest in the rustic Lake Quinault Lodge, built in 1926 and located in the center of the Olympic Peninsula. Peace, quiet, and the widest shades of green seen outside Ireland. Hike, swim, canoe or seacycle for your day's exercise. If you're not an outdoors person, the Lodge has an indoor pool, a relaxing Jacuzzi, a beautiful fireplace in the lobby and a fine restaurant. The package includes one night lodging for two and transportation to and from Quinault Lodge.

SKY PRINCESS CRUISES TO ALASKA
8 DAYS, 7 NIGHTS, JUNE 17-24
\$2,597 per person, based on double occupancy

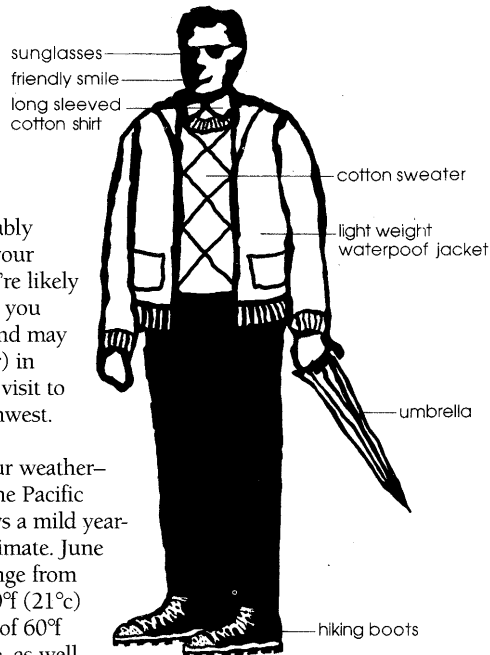
Head to America's final frontier for a once in a lifetime experience. Awesome glaciers and lofty peaks! Emerald forests, foaming waterfalls and enormous iceberg pinnacles are only part of what Alaska offers. Begin your Alaska adventure in Vancouver, Canada and cruise the Inside Passage on board the Sky Princess to Juneau, Skagway, and Sitka. At these ports of call, shop for native handicrafts, sign up for a delicious and authentic Alaska salmon bake, go sightseeing, sportfishing, sea kayaking, panning for gold, or tour the Mendenhall Glacier—the world's most photographed glacier! Don't forget your camera! Sail past countless islands clad in lush green forests and continue on through Glacier Bay National Park or Hubbard Glacier. Return to Vancouver refreshed and ready to tackle whatever's next on your calendar! This 8-day/7-night cruise package for two includes all expenses while on board. (excluding gambling, shopping and alcohol), an outside cabin with two lower beds, and transportation to Vancouver. (If your plans include this post-conference tour, you may want to talk to your travel agent about a return or connecting flight from Vancouver International, or you may want to arrange transportation from Vancouver to Sea-Tac International for your return home).

Please note that individual reservations can be made for the above post-tour programs. For more information please call (206) 448-7421.

IAPH REGISTRATION AS OF APRIL 11, 1995

TOTAL DELEGATES REGISTERED:	199
TOTAL ACCOMPANYING GUESTS REGISTERED:	86
TOTAL NUMBER OF REGISTRANTS:	285

What to wear?



While you probably haven't packed your suitcase yet, you're likely wondering what you need to bring (and may be even shop for) in advance of your visit to the Pacific Northwest.

A word about our weather—*unpredictable!* The Pacific Northwest enjoys a mild year-round marine climate. June temperatures range from 50°F (10°C) to 70°F (21°C) with an average of 60°F (15°C). Sunshine, as well as light rain, can be expected.

It's usually cool in the mornings and evenings, but can get quite warm in the afternoon. So we "layer" our clothes in the northwest and we tend to dress very casually and comfortable.

Membership Notes:

New Members

Regular Member

Commercial Port of Vladivostok [Regular] (Russia)

Address: Strelnikova Street 9
Vladivostok, 690600

Mailing Addressee: Mr. M.F. Robkanov, President

Telex: 213855 RU

Tel: (4232)224-074

Fax:

(4232)222-364/269-861

Associate Member

LCI, Inc. [Class A-2-3] (U.S.A.)

Address: 29007 N. Dune Lane, Suite 101
Canyon Country, CA 91351

Mailing Addressee: Mr. Kurtis L. Wilson
Director, Special Projects

Tel: 805-251-3820

Fax: 805-251-3820

Mr. Kondoh visits Europe

Mr. R. Kondoh attended the African/European regional members' meeting called by Mr. J. Smagghe, 2nd Vice-President, on Tuesday and Wednesday, 14 and 15 March in the conference room of the French Ports Association. He also attended the joint meeting of Port Safety & Environment and Marine Operations Committees in the afternoon hours of Wednesday 15 and that of Legal Protection on Thursday, 16 March.

He, in London the following week, visited the British Ports Association to meet with Mr. David Whitehead, Director, Mrs. Barbara Redmond and Mrs. Monica Williams, senior staffers. With Mr. A.J. Smith, he visited the IMO Headquarters to meet Mr. O. Dijkhoorn and Mr. E.E. Mitropoulos, Director, Maritime Safety Division. At the IMPA Headquarters (H.Q.S. Wellington, Temple Stairs, Victoria Embankment), he met with Mr. Edgar Eden, IMPA Secretary General, Mr. T. Kruuse, Secretary General, International Association of Lighthouse Authorities (IALA), Capt. F.W. Weeks, Institute of Marine Studies, University of Plymouth, Mr. Paul Ridgway, Editor, IALA Bulletin, and observed the IALA/ IAPH/IMPA World VTS Board meeting.

At the headquarters of International Cargo Handling Mechanisation (ICHCA), Mr. Kondoh was received by Mr. P. Wigginton, Director. During his stay, he visited the Port of London Authority, where he was met by Mr. D.J. Jeffery, Chief Executive and Mr. Geoff Adam, Head of Port Promotion. He also visited the head office of Associated British Ports, where he was received by Sir Keith Stuart, the Chairman of ABP.



L to R: A.J. Smith, IAPH London, N. Matthews, former IALA Secretary General, Capt. Weeks (World VTS), Mr. Rigeway (Bulletin), Mr. T. Kruuse, IALA Secretary General, and Mr. E. Eden, IMPA Secretary General (Picture taken by R. Kondoh)

The IPD Fund: Contribution Report

Contributions to the Special Fund Since June 1992 (As of April 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 Saitma, 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
Total:	US\$54,159

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

Visitors to Head Office

On February 4, 1995, Dr. Ing. Romeo Ciortan, Director, Hydraulic Division, Design Institute for Roads, Water and Air Transport, Romania, visited the Head Office and was received by Mr. R. Kondoh. Mr. Ciortan was visiting Japan attending a course designed for container terminal operations organized jointly by the MoT and JICA (Japan International Cooperation Agency).

On March 27, 1995, Mr. Walter A. Abernathy, Manager of Port Systems, Xinde Joint Development Co., Ltd. (50 Beale Street, 4th Floor, San Francisco, California, U.S.A.), accompanied by Mr. Kazumi Nagao, Bechtel Tokyo, visited the Head Office and was received by Mr. R. Kondoh and Ms. K. Takeda. Mr. Abernathy, formerly directing the Port of Oakland, was visiting Japan and Seoul to promote the Daxie Island Superport Project, a joint venture of CITI and Bechtel.

OPEN FORUM

Future Direction of Osaka Port Improvement Projects



By Yoshiaki Okuda

**Manager of Planning Department
Comprehensive Planning Division
Port & Harbor Bureau
City of Osaka**

Introduction

The Great Hanshin Earthquake that struck the region recently served as a strong reminder to the public of the importance of ports and harbors in the transportation of emergency supplies and relief workers. However, the damage sustained by the port facilities in Kobe was on a devastating scale, raising the demand for port improvements that will make such facilities more resistant to disasters.

The Port of Osaka has been deliberating on the direction for future port improvements from a long-range perspective. This paper will outline the general plan, bearing in mind the lessons learned from the recent earthquake.

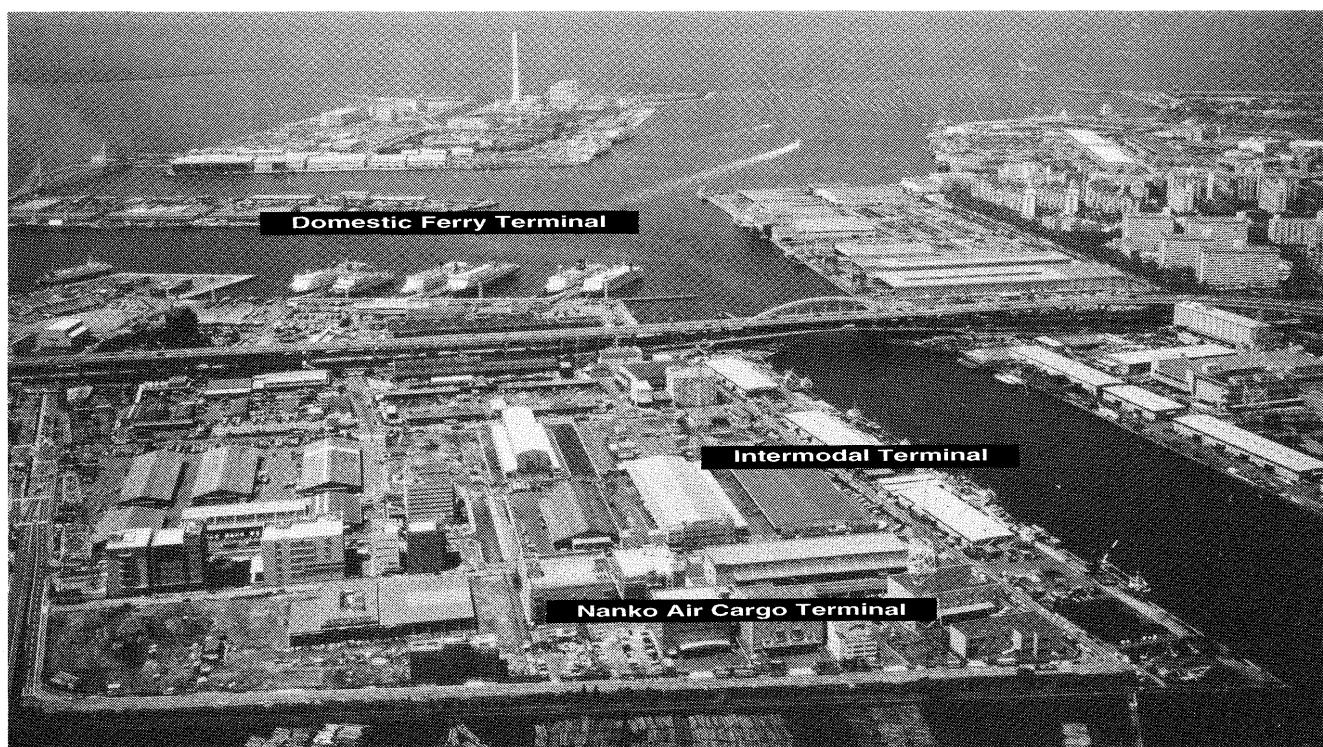
Changes in the Social and Economic Environment Surrounding Ports and Consequent New Demands

With the increased maturation and globalization of the Japanese economy, it is thought that the division of labor already being undertaken with other nations of Asia will

progress even further. Meanwhile, the domestic Japanese industrial structure will become more high-tech oriented and a "hollowing out" of industry will occur, with industrial capacity for the most part being transferred overseas. In order for Osaka to continue to be an attractive world city, there will be demand for the creation of new industrial facilities that will enable Osaka to function as an important hub for people, goods and information in the international arena.

In terms of lifestyle, there will be more marked diversification, due to the aging of the population and increases in income and leisure time. Public interest will focus more on the natural environment while demand will rise for the use of waterfront areas for the benefit of the community. Demand will also increase regarding urban redevelopment projects, encouraging waterfront development to bring about a renewal of facilities to create a richer, safer city.

In the area of freight transportation, the gap between North and South will close, resulting in the increase of international container transport and air cargo. The shipping industry, meanwhile, will grow ever larger and faster. Within Japan itself, there will be a modal shift from road haulage to marine transportation. For domestic and short-distance international transportation, combined high-speed systems



such as the "Techno Super Liner," will become a reality.

Long-range Improvement Plan for the Port of Osaka

Here follows a brief account of the main tasks in regard to long-range improvement work to be carried out on the Port of Osaka, in response to the social and economic environmental changes and demands mentioned above.

Creation of a Safe and Clearly Defined Port Area by Building a New Artificial Island

It is necessary to create a port area with a clearly defined framework in order for the port to be safe and to function easily. Within the limitations of the Port of Osaka, which is hemmed in by the Yodo River, river areas must be secured first, and after that a search should be made for suitable areas for port use. In this regard, a clear and safe navigation system along with sheltered wharfs and berths must be provided by building a western artificial island, which will also serve as a "shelter island."

Through the building of this new artificial island, it will be possible to rearrange the existing port facilities, including wharfs that handle dangerous substances. Thus safe and efficient port management will be realized.

Improvement of Port Facilities Aimed at Creating an International Logistics Center

With the growing international division of labor, the volume of international cargo, including parts and semi-manufactured products, will increase. Moreover, container ships will become larger, necessitating new and even larger container terminals. A container network will be formed linking short-distance international freight with domestic freight.

In addition, in order to back up the logistics of business enterprises, storage, final processing and distribution facilities will emerge as well as a logistics center equipped with exhibition and wholesale facilities. This will require the relaxation of customs and inspection procedures in order to make the system efficient.

Promotion of Modal Shift for Domestic Freight Transportation

There are many disadvantages as regards trucking, the main mode of domestic transportation, in terms of its environmental impact and labor aspects. Thus there will be a modal shift towards marine transportation. Coastal container transportation and ferry transportation will increase their shares of the market. Construction of facilities will get underway to enable Osaka to function as a core port of call for the ultra-high speed boat, the "Techno Super Liner."

Creation of New Industrial Zones

Measures will be taken to replace the existing industrial infrastructure based on the manufacturing and distribution industries with the formation of new industrial zones for international trade, communications and R & D activities. There is also a need to shift greater weight onto the promotion of tourism and convention industries using the potential appeal of the waterfront areas.

In Cosmosquare in the Nanko area, construction is under way of a new urban commercial zone centering on the World Trade Center and the Asia-Pacific Trade Center, both promoted as hubs of international trade, as well as Teleport Osaka, the information and communications nerve-center of the city. In Konohana Ward, a project is in progress for the development of a tourism and visual information industry complex, with Universal Studios as its main feature. These areas will constitute new coastal industrial zones. Thus, there is a demand to transform idle land belonging to large industrial plants in the existing port area into new industrial zones. To bring about such redevelopment projects, there is a need to coordinate efforts with other urban planning projects.

Creation of Community Space Using the Waterfront

The waterfront development projects of existing port areas began, as in the case of the Tempozan Harbor Village, as a combined development of cultural and commercial



Natural Bird Sanctuary

facilities. In future, however, it will be necessary to promote redevelopment by including the entire existing port area. To do this, it is necessary to consolidate and relocate port facilities and thereby generate large tracts of waterfront areas.

In the formulation of the plans, each project has to be designed in such a way that it will encourage citizens to make greater contact with their waterfront areas so that they realize that these are part of their own daily lives. Also, each development area should be organically linked together like a necklace.

Since it is an important task for urban rejuvenation to improve residential zones, it is necessary to incorporate these into the waterfront areas. In this regard, care must be taken to ensure that the waterfront remains a "public" area which is open to all citizens.

Improvement of Facilities Promoting Maritime Culture and Recreation

With the increased demand for marine recreational activities, the need will arise for improvements in passenger liner wharfs and in the provision of marinas. There will also be an increased requirement for cultural facilities due to greater public interest in such themes as international exchange through ports and the historical heritage of ports. In the Port of Osaka, a passenger liner wharf will be built and a large marina is now being planned.

Moreover, a maritime museum and a pavilion for exchange activities with sister ports are under construction.

Creating an Ecology Port

Future port improvement projects must take into account urban and marine environmental conservation. Indeed, there should be a much broader aim of contributing to the creation of a better global environment, that is, of adopting a port plan that creates an "Ecology Port" geared to creating and maintaining a good environment for all.

Some measures have already been adopted. Reclaimed land is to be actively used as sites for the final disposal of urban waste products, for high-grade sewage purification plants, and for waste recycling facilities.

To create a good environment, attempts have been made to find a way to coexist in harmony with other living organisms by making artificial tideland and beaches. In the future, these will be created on a much larger scale, with the aim of improving water quality and of securing natural habitats for organisms.

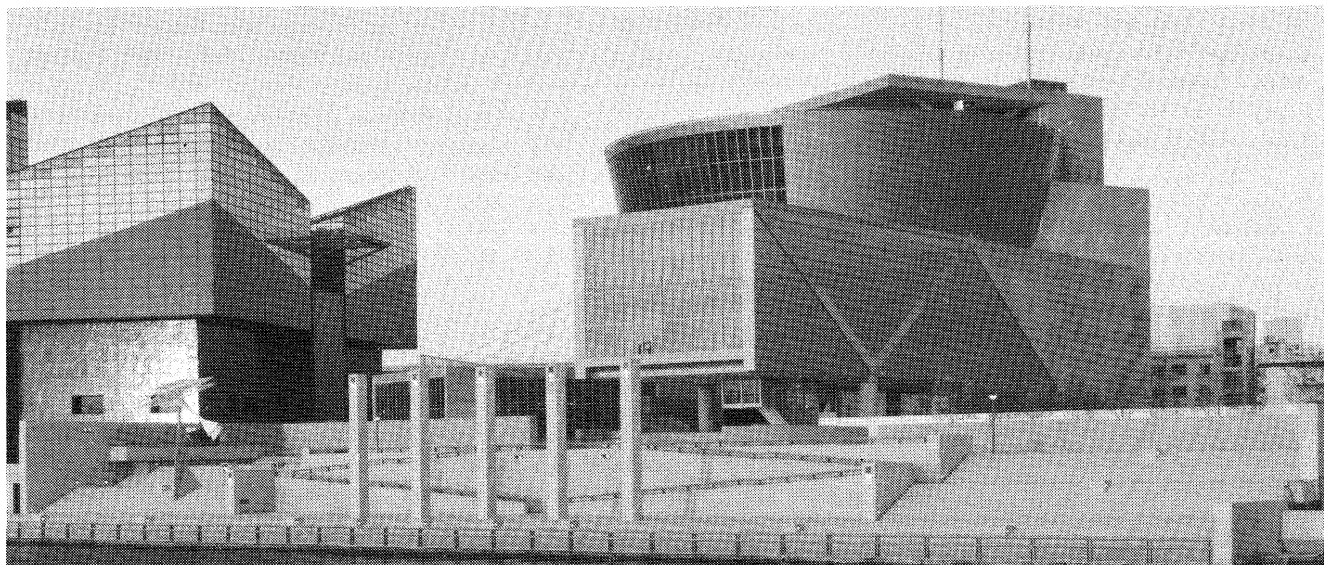
Readiness against Natural Disasters

A moral of the Great Hanshin Earthquake is that it is becoming widely recognized that ports in large cities play an important role in relief work and in reconstruction. For ports to serve these purposes adequately, the port facilities must be able to withstand such quakes, and emergency transit and transport networks between cities must be in constant readiness.

Besides earthquakes, the Osaka Bay area is prone to typhoons. Thus, it is important to have measures in place against flood tides. In addition to the single defense provided by existing embankments, it is necessary to incorporate into all coastal redevelopment projects a more substantial defense, such as bulk reinforcement of soil.

Conclusion

This paper has given a rough sketch of the long-range improvement policy of the Port of Osaka. In this modern age where there exist enormous uncertainties in economic and social terms, such a master plan must seem unachievable to planners in pursuit of perfection. Nevertheless, albeit their present plan is highly ambitious, planners have the duty to submit it for open discussion.



A sea embankment planned to create a scene view (Mermaid Plaza)

International Maritime Information

WORLD PORT NEWS

11th Harbor Congress In Belgium in 1996

The 11th International Harbour Congress will be held 17-21 June, 1996 in Antwerpen, Belgium. The congress will be organized by the Technological Institute - Section Harbour Techniques and the Royal Flemish Society of Engineers

For further information, please contact:

11th International Harbour Congress
Attn. Ms. Rita Peys
c/o Ingenieurshuis
Desguinlei 214
B-2018 Antwerpen (Belgium)
Tel: +32 3 216 09 96
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Funding for European Seaport Development

On the 11-12 July 1995 at the prestigious Langham Hilton Hotel in London, The Waterfront Conference Company is staging an exciting two-day conference on the future financing structures for funding major seaport developments.

The conference supported by Hambros Bank Ltd and Norton Rose focuses on the increasing need to upgrade and develop the seaport facilities of major European countries. The move by many European Governments to encourage the private sector to take on this financial burden has led to the development of new financing initiatives. Other highlights include: -

- Market demands for development capital
- European policy influences on seaport development
- Government funding of transport infrastructure in Europe
- Private financing methods
- Ports as a financial risk
- The views of the ship operator, ship owner and port operator on funding issues

Case Studies include: -

- Associated British Ports
- Medcenter Container Terminal in Italy
- Birmingham Curo-Hub

For further information and an application form, please write, telephone or fax your details to: -

Claire Dexter
The Waterfront Conference Company
Churchill House
136 Buckingham Palace Road
London
SW1W 9SA
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Fax: (44) 71 730 0460

New Publications

East Europe and FSU: Trade & Shipping Prospects to 2005

The most comprehensive and detailed independent appraisal of the trade and shipping prospects for East Europe and the Former Soviet Union (FSU) appears in a new study* from Ocean Shipping Consultants.

FSU and Eastern Europe: Forecast Bulk Imports 1993-2005

million tonnes

	1993	2000	2005
Crude oil*	65.0	92.0	97.0
Oil products*	18.0	29.0	33.0
Iron ore	28.4	31.1	38.5
Coal	16.2	18.0	19.6
Grain	16.0	12.5	12.6
Bauxite/alumina	3.7	2.6	1.7
Fertiliser	1.0	2.0	3.5
Phosphate rock	3.0	4.8	7.0

* seaborne

Source: Ocean Shipping Consultants Ltd.

The enormous economic and political changes throughout East Europe and the FSU have had far-reaching effects on trade and shipping. With prospects

of even more change over the next decade, this study assesses the current situation and presents detailed forecasts of future developments in the oil, dry bulk and container trades. Further chapters review the region's ship operators, ports, shipbuilding and repair sectors.

The following summarises some of the main findings of the report.

Oil Trade & Shipping

- Oil production in the Former Soviet Union and Eastern Europe currently outweighs consumption by a ratio of approximately 5:4. Russia is the dominant producer, whilst the Eastern European countries and most other FSU states are net importers of oil.

- Production in the region accounts for approximately 13% of world oil production — Russia alone accounts for 11% and is the second largest oil-producing nation after Saudi Arabia. Oil consumption in the FSU and Eastern Europe amounts to 332mt, or some 11% of the world total.

- Russia is responsible for a massive 85% of oil production in the region, Kazakhstan for under 6%, Azerbaijan for under 3%, the remaining states of the FSU for under 4% and all the Eastern European countries together for just 3%.

- The real significance of the non-Russian former Soviet states is in their potential rather than their current production levels. Significant production potential lies in Kazakhstan, Azerbaijan, Turkmenistan, with some smaller-scale potential in Lithuania, Estonia, Latvia and Ukraine.

- For the future, the negative demand developments of recent years are set to continue, although the scale of further contraction is not expected to be as significant, when compared with the extent of the recent decline. After falling by 35% over 1989-1993 to 332mt, the consumption aggregate is expected to decline by around 3% between 1994 and 2000, before recovering slowly over the period to 2005. By the end of the 1990s, therefore, annual demand is

projected at around 322mt, rising to 330mt by 2005, which is around the level it reached in 1993.

- The level of future oil production is likely to depend more on the pace at which Russia and the other oil-producing FSU republics can exploit their vast natural resources than on the level of world demand for oil.

- For seaborne oil imports, the aggregate is expected to increase from the 88mt estimated for 1994 to 121mta by 2000 and further to 130mta by 2005. The largest expansion is expected in the oil products sector, where total shipment levels are forecast to increase by over 80% to 33mta by 2005. Crude oil shipments are expected to increase by over 40% by the end of the 1990s, with further expansion limited thereafter.

Dry Bulk Trades and Shipping

- Trade volumes in iron ore have been on a declining trend since the 1980s. Exports have decreased because of the decline in production in the FSU. Despite its position as the world's second largest producer, the FSU's share of world iron ore exports was just 7.4% in 1993, down from 9.5% in 1989.

- For the future development of iron ore trade, Russia is forecast to maintain little more than its present level of exports to the end of the century by which time they should start rising, as the necessary investment in production and transport begin to make an impact. Exports from Kazakhstan and other FSU countries, of which the Ukraine is the most significant, are forecast to develop similarly.

- Poland's gradual climb out of recession, and the restructuring and modernisation of its steel industry should gradually absorb increasing imports of iron ore, although not again at the pre-recession levels.

- It is unlikely that Romania will reach its 1980s level of iron ore imports during the next decade, but its steel industry should begin to climb out of its slump before 2000, raising its imports of iron ore to 5mta, then gradually to 6-7mta by 2005.

- In the long term, FSU coal production from underground mines is expected to remain stable at around 420-450mta. Any growth in output will come primarily from increasing open-cast production.

- Russian demand for coking coal

for steel making is not expected to grow, nor is that for domestic and other direct use of thermal coal. However, coal demand for power generation (which accounts for 70% of current thermal coal usage) is forecast to rise by 30% by 2000 and by 40% by 2010, according to Russia's own forecasts. To meet this, Russian coal output will be required to rise to 400-440mta during the next decade.

- According to Polish coal industry plans, production of hard coal is expected to stabilise around 135-150mta over the next 20 years, which represents only a small increase over the 1993 level of 131mt. The plan foresees the closure or merger of some 16 mines and the development of 6-8mta in new capacity. Brown coal production should also remain stable at 65-70mta.

- The Former Soviet Union accounts for two thirds of the combined grain output of the FSU and Eastern Europe, which amounted to 248mt in the crop year 1993/94. Production has been on a declining trend in both regions during the 1990s, falling by 17% in aggregate between 1990/91 and 1993/94.

- For forward grain supply/demand, in Russia, Ukraine and most other FSU countries, there is still little sign that hoped for improvements in agricultural methods are being achieved on anything like the scale needed. Furthermore, economic recession has reduced the demand for feed grain and there is less hard currency to pay for imports. As a result future import levels are forecast to continue at a relatively low level.

Container Trade & Shipping

- The pace of container trade expansion in the region lagged other parts of the world even prior to the most recent trade decline. Over the second half of the 1980s, whilst container trade volumes for East Europe and the FSU increased by 128%, the scale of expansion for the world as a whole approximated 161%. For the 1985-93 period, expansion of 76% for East Europe and the FSU contrasts to 143% growth for Europe and 196% for the world.

- In terms of the individual countries, the 115,000 TEU handled in 1993 in Poland was the largest, with the 82-83,000 TEU for each of Russia and Ukraine the next most significant.

- There is massive potential for container trade expansion in the region.

As in the past, the realisation of this potential will be dependent on the ability to achieve exports of manufactured goods and to finance imports.

- For the Baltic—and most especially therefore Russia and Poland—the outlook is for continued recovery from the recent low levels, but with the annual aggregate not expected to reach the levels of the late 1980s until around 1997/98.

- For the Black Sea and Adriatic Sea regions, the outlook is more positive, this based on the likely extensive container port development and the pressures for trade expansion in the Black Sea.

- For the Former Soviet Union and Eastern Europe as a whole therefore, container trade is forecast to continue to expand from the recent depressed levels. The previous volume highs will be approached around 1997/98 and then surpassed. Expansion will continue, with accelerated growth in the Baltic trades fuelling average annual growth of a little over 6% for 2000-2005.

- Total TEU levels are therefore forecast to increase from 450,000 TEU in 1993 and 500,000 TEU in 1994, to 790,000 TEU by 2000 and 1.1m TEU by 2005.

The highly detailed 284-page report contains analysis of all aspects of future trade and shipping development, and is essential reading for all parties with an interest in the former East Bloc.

** East Europe and FSU: Trade & Shipping Prospects to 2005*

Published 29th March 1995

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Price £475 or US\$790

The Americas

US Port Traffic: Imports Soar to All-time High

A billion tons of import/export cargo worth more than a half trillion dollars was shipped through U.S. ports in the record breaking year of 1994, according to U.S. Bureau of Census data. Imports soared to an all-time high, while exports, though down in volume for the sixth year in a row, rebounded in the second half.

In detail, the numbers show U.S. waterborne foreign trade totaling just over 1.0 billion short tons (up 5.0 percent from 1993) with a value of \$571.0 billion (+11.9 percent).

Export volume in 1994 fell 13.2 percent, due to a 29.9 percent drop in tanker cargoes. Dry cargo shipments rose by 2.0 percent as an apparent result of the recovery in the second half of the year of the coal and grain markets and solid gains in the high-value containerized cargo sector.

Imports were sharply higher, soaring 11.0 percent compared to 1993 and 27.6 percent from the 1992 total, to a record 659.4 million tons.

Tanker imports (which in 1994 accounted for 43.4 percent of all waterborne import tons and 68.2 percent of total import/export cargo) gained 7.8 percent, to 499.4 million tons, while dry cargo movements jumped 34.6 percent, to 210.0 million tons.

Containerized liner cargo had an outstanding year, with gains of 7.1 percent for exports, 6.7 percent in imports, and 6.9 percent in tonnage overall.

1994 container volume, at 99.6 million tons, was 48 percent higher than the 1988 level, and accounted for 78.6 percent of total liner cargo (compared to 74.9 percent six years earlier).

Breakbulk, or non-containerized liner cargo, though down from the previous year, was still 6.5 percent higher than 1992 and nearly 20 percent greater than the 1988 volume.

That underscores a point sometimes overlooked in the age of the ubiquitous box, namely the fact that breakbulk cargo remains a significant and apparently growing line of business, particularly for the Gulf and South

Atlantic port ranges.

In fact, the liner figures are but a fraction of the breakbulk market to the extent that they exclude the very substantial quantities of goods with breakbulk handling characteristics that move in chartered (or non-scheduled vessel) service. That includes neo-bulk, project and heavy lift — military equipment, heavy machinery, lumber, automobiles, steel, fruit, and so forth. While there are no firm numbers, estimates suggest that the true breakbulk market — counting liner and non-liner services — may amount to 100 million tons a year.

Though perhaps not as glamorous as containers, breakbulk cargo helps pay the bills, spawns proportionally greater economic impacts (because of its labor-intensive requirements), and is bread-and-butter for the nation's non-container handling general cargo ports.

In dollar terms, exports and imports both posted healthy gains. Comparative data for the past five years are displayed below:

U.S. Waterborne Foreign Commerce by Value (Billions of Current Dollars)

	Exports	Imports	Total
1994	\$195.0	\$376.1	\$571.0
1993	\$178.4	\$331.9	\$510.3
1992	\$185.2	\$310.3	\$495.5
1991	\$172.1	\$289.6	\$461.7
1990	\$158.4	\$299.6	\$458.0

Source: U.S. Bureau of the Census
(AAPA Advisory)

FTZ #136 Highest in Dollar Volume of Exports

Port Canaveral's Foreign Trade Zone #136 recorded the highest dollar volume of exports of any general purpose zone in the United States for the second consecutive year. The 55th Annual Report of the Foreign Trade Zones Board to Congress shows FTZ #136 reported exports valued at \$623.89 million for Fiscal Year 1993, the latest year for which FTZ statistics are available. This compares to the \$553.20 million in exports recorded by FTZ #136 in FY 1992 (+12.8%).

The report shows FTZ #136 received \$206.44 million in domestic and \$193.63 million in foreign merchandise into the FTZ in FY '93. The balance of \$223.82

million was the value of merchandise already in the zone. Of the \$623.89 million in exports, \$10.32 million (2%) was domestic and the balance of \$613.89 million was foreign (98%).

FTZ #136 plays a unique role among foreign trade zones, serving the United States and the world in the push into space. The zone contains the only two commercial payload processing facilities located in a foreign trade zone in the United States — Astrotech, in Titusville, Florida and SpaceHab, at Port Canaveral.

Encompassing 4,160 acres, FTZ #136 is one of the largest general purpose zones in acreage in the United States. FTZ #136 is the only transportation facility in the United States offering quadramodal transportation, with connections to sea, land, air and space. The zone includes all of Port Canaveral, Space Center Executive Airport, Spaceport Florida and Melbourne International Airport.

GPA: Development of RF System Planned

At its January meeting, the board of the Georgia Ports Authority (GPA) approved the development of a Radio Frequency (RF) system that will augment existing cargo tracking systems at GPA terminals.

The system's initial inventory control application will enable GPA personnel to remotely access and update key information from container fields in a real-time environment.

This innovative RF technology will eliminate costly re-keying of information and provide swifter, more accurate information to users of GPA computer systems.

The GPA is the first port authority on the U.S. South Atlantic coast to offer RF technology to its customers for container field operations.

In the system's startup phase, clerks will be using handheld computer units about the size of a cellular telephone for special services such as mounting and grounding of containers. Locations and completion of work will be verified instantaneously from the field by Radio Frequency, eliminating paperwork and computer input backlogs.

"RF technology will have a tremendous impact on our operational

efficiency," says Doug J. Marchand, GPA executive director. "It will allow us to provide our customers and the service they deserve and the instant information we need for optimum productivity."

Future applications of the system could include rail car spotting, inventory, breakbulk cargo operations, stevedoring and warehousing.

"Once the system is installed, the sky's the limit for its practical use," says GPA Manager of Systems & Programming David Peterson. "The system will have the flexibility to respond to our changing work environment," he continued.

The RF system will fit into GPA's current 3270 communications environment using existing networks. The new technology should be operational in four to six months.

Transax Systems Company has been selected as contractor to design and install the system for the GPA. Based in Bridgewater, N.J., Transax was formed in 1994 by the merger of Transax Data, Inc. and Americas Systems, Inc. The company is a provider of products and services to the transportation and logistics industry, with extensive experience in ocean, rail and intermodal shipping.

The Georgia Ports Authority was among the first U.S. ports to offer Electronic Data Interchange services to its customers. Currently, 95 percent of ocean carriers calling the Port of Savannah participate as AMS carriers within the GPA's computerized cargo systems. Also offered by the GPA are automated location and breakbulk cargo systems. An April start-up date is expected on an enhancement of the GPA's computerized ship scheduling system.

Container Cranes Arrive At Port of Savannah

The second pair of four new container cranes purchased for \$21.2 million by the Georgia Ports Authority (GPA) arrived in Savannah on February 16.

Manufactured by Kone Crane Corporation in Helsinki, Finland, these post-Panamax cranes feature the height and outreach to service the 4,000+ TEU-capacity container ships calling the Port of Savannah, as well as the

next generation of vessels expected in the future. In addition, the cranes offer a narrower base which allows more cranes to work a single vessel.

The Kone cranes will be put into operation at the GPA's Garden City Terminal, which currently offers 6,526 feet of contiguous berthing, the most of any facility on the East Coast. This addition gives GPA 11 container cranes at the Garden City Terminal, nine of which are post-Panamax size.

"These new cranes represent the latest completed phase of FOCUS 2000, GPA's long-range strategic program for landside and harbor improvements," stated GPA's Executive Director Doug Marchand. "We are committed to providing world class facilities to position the Port of Savannah for the 21st Century."

Port of Stockton Board: New Chairman Elected

The Stockton Board of Port Commissioners has elected W. Ronald Coale to the position of Chairman for the ensuing year. He succeeds Commissioner Sam L. Toccoli. The new Chairman, a Stockton City Council appointee, has been a member of the Board since 1991. He served as Vice Chairman in 1994.

Long Beach, Hanjin Reach Lease Agreement

Port of Long Beach officials have reached agreement with Hanjin Shipping Company of South Korea on the lease of 170 acres of land for a new container terminal, Harbor Commission President Carmen O. Perez announced.

The terminal, slated to be opened during the first quarter of 1997, is located in the north harbor area of the port on property purchased in 1994 from the Union Pacific Resources Company. Hanjin will pay a \$19 million annual guarantee for the terminal over the course of the 15-year lease.

The new terminal will include on-dock-rail facilities to allow cargo to be transferred directly between ships and trains. The terminal also will feature a 3,700-foot wharf, 45-foot-deep berths,

a 20-gate entry, and six gantry cranes capable of serving post-panamax sized ships.

Port of Long Beach Executive Director S.R. Dillenbeck noted, "Hanjin's 57-acre Long Beach terminal has experienced a 250 percent volume increase since it opened in 1991. Today, Hanjin simply needs more space to accommodate its Express Service to Korea, its enhanced Transpacific Service, and its introduction of larger ships. The Port of Long Beach has worked hard to acquire new land to provide added space for Hanjin and other customers."

Dillenbeck said he is particularly pleased to provide Hanjin with dockside rail, a trademark of many other Long Beach container terminals. "Our objective is to provide on-dock-rail to every terminal that wants it. Dockside rail means fewer delays and faster deliveries. We feel it is important to extend this service to Hanjin."

H.T. Hwang, Hanjin's executive vice president for the Americas said, "We are very pleased to have concluded this new agreement with the Port of Long Beach. The new facility reflects Hanjin's ongoing commitment to our customers and to the local community of Long Beach."

Hanjin's new terminal epitomizes Long Beach's commitment to customer service, Perez said. "Our customers needed more space, so we bought more land. Now we will develop the land for new terminals and provide those terminals with competitive features. We will do the same for other customers down the line."

Foster Named Oakland Port Executive Director

Oakland Port Commission President James B. Lockhart announced the appointment of Charles W. Foster, who has served as the port's Deputy Executive Director since 1991, to succeed Charles R. Roberts as Executive Director effective March 1, 1995.

As Deputy Executive Director, Foster supported Roberts and served as Director of Engineering from January 1994 to September 1994, when that position was vacant, in addition to his assignment as Deputy Executive Director. Lockhart said that the position of Deputy Executive Director would

be eliminated when Foster becomes Executive Director.

Lockhart said that "Foster's achievements include catapulting Oakland International into the fastest growing airport in the United States. He is a low key, but decisive leader in whom the Port Commission has great confidence."

Foster described his vision for the port over the next five years under his directorship.

Foster said the port is committed to maintaining and upgrading its commercial real estate holdings to maximize return on investment.

Upon completion of the -42 dredging project, which is currently under way, the port will proceed with a -45 foot dredging project. The deepening of the port channels is critical to the further growth of the seaport, he affirmed.

He explained that the port is highly leveraged because it must rely solely on its revenues and bond proceeds for its operation and capital facility development. Other competing West Coast ports, he pointed out, enjoy tax subsidies or other revenue sources not available to Oakland, but the port must compete aggressively with these ports to protect its business. This must be done, he said, by reducing operating costs, increasing employee productivity, and implementing systems and technologies that will reduce cost and increase customer service and satisfaction.

"The port must privatize more of its operation — looking to joint ventures and creative public-private partnerships — while at the same time ensuring access to facilities and ensuring that facilities and operations meet its standards of excellence," he concluded.

Port of Tacoma Names New Officers for 1995

Tacoma's Port commissioners have named Pat O'Malley to a one-year term as president of the Port of Tacoma Commission.

O'Malley has served on the Port commission since 1980. He served last year as vice president of the commission but took over as president in October 1994 after the death of Port Commissioner Bob Earley. O'Malley will continue in the leadership post during 1995.

In other commission appointments, Mike Fletcher was named vice president, Jerry Thorpe was named secretary, and Jack Fabulich and Steve Anderson were named assistant secretaries on the board. The officer positions are appointed by the commissioners annually.

Looking at the year ahead, O'Malley said the commission will face many key decisions. At the top of the list are acquisition of a new container crane, expansion of shipping and intermodal facilities and construction of a new bypass highway around the Port.

"Our challenge as a board is to chart out the best path for economic growth while maintaining an efficient port and building partnerships within our community and our region," said O'Malley.

Tacoma: Key Projects For Growth Completed

The Port of Tacoma completed several critical development and environmental projects in 1994, laying the groundwork for decades of future growth.

A \$27 million program on the Blair and Sitcum waterways combined dredging, filling, environmental clean-up and terminal expansion. It will open more of the Port to larger vessels and will allow development of new and expanded shipping terminals.

Improvements gained by the Blair-Sitcum project include:

- Deepening waterways to at least 45 feet at low tide.
- Removing and containing contaminated sediments from the Blair and Sitcum waterways. Contaminants consisted of metals left by historic industrial activity.
- Filling an area in the Milwaukee Waterway that will create 23 acres of available land for expansion of the Sea-Land Terminal.
- Creating two marine habitat areas that are being developed and set aside as mitigation for Port development work.

The Blair-Sitcum project has been cited as a model for combining environmental improvements, maritime development and navigational en-

hancements.

"This project not only achieved multiple goals but we were able to complete the vast majority of the work in a year's time," said Pat O'Malley, president of the Port of Tacoma Commission. "This project is setting new standards in the maritime industry."

In addition, the Port completed preliminary work and obtained permits for a future 50-acre container terminal — the West Blair Terminal. This facility could be expanded to 100 acres and will be accompanied by a dedicated 4,000-foot intermodal rail yard.

"This has the potential to be one of the premier container terminals on the West Coast," said John Terpstra, executive director of the Port of Tacoma. The Port is marketing the future terminal and can complete the project within 18 months of a commitment from a customer.

In its overall container business for 1994, the Port of Tacoma saw a slight decline in volume, but still logged more than the equivalent of 1 million TEUs for the fourth consecutive year. The Port's 1994 container volume was 1,027,928 TEUs, compared to 1,074,558 TEUs in 1993. During the last decade, the Port's container volume has grown 584 percent.

This year's 4.3 percent decline was largely the product of a Teamster's union strike at the Sea-Land Terminal in April 1994. The strike closed one of the Port's busiest terminals for a month and caused some diversion of containerized cargo to Canada. Adjustments in service by steamship lines also caused a temporary reduction in mid-year container volumes.

However, during the second half of 1994 the Port returned to a moderate growth trend. The container projection for 1995 is 1,078,000 TEUs.

On the financial side, the Port reduced operating expenses and produced higher net income for the year. Despite slight tonnage and container volume decreases, the Port posted an estimated 3.6 percent increase in net income. The Port's 1994 net income was \$14.2 million, up dramatically from the 1993 level of \$4.5 million, which reflected a one-time special environmental adjustment of \$9.2 million. Without the one-time adjustment, the Port's 1993 net income would have been \$13.7 million.

"We achieved excellent bottom-line results because we responded aggressively with budget constraints, and our business rebounded in the last half of the year," said Don Meyer, deputy executive director at the Port of Tacoma.

Preliminary financial information shows the Port's 1994 gross operating revenue at \$49.3 million, just slightly below the 1993 level of \$49.7 million. These revenues, combined with sharp reductions in operating expenses, produced operating income of \$8.5 million, a 12 percent increase above 1993 levels.

In total cargo tonnage, the Port of Tacoma handled an estimated 11.5 million short tons in 1994, compared to 12.5 million short tons handled in 1993. Reduced grain shipments accounted for the majority of the tonnage decrease. However, during the second half of the year, grain shipments rebounded strongly.

In other business, the Port bought and sold property, purchased new intermodal equipment and won a major new auto import customer in Kia Motors. The Port's real estate management program also achieved nearly 100 percent occupancy for properties in its Industrial Development District by the end of 1994.

Here is a summary of major Port developments for 1994:

- The Port completed negotiations that would lead to the purchase of 52.5 acres from the Union Pacific Railroad for \$7.2 million. The land is a prime site for future intermodal rail expansion.

- Evergreen Line signed an eight-year extension to its lease at the Port of Tacoma, a commitment that now runs through 2004. The Port also called for bids for a new container crane to enhance future Evergreen service.

- Italia Line began calling at the Port of Tacoma through a vessel-sharing agreement with Evergreen Line. The service links the Pacific Northwest with Asia and the Mediterranean.

- The Port negotiated with Asarco for an \$18.75 million settlement related to waste slag deposited on four Tacoma log yard sites. The settlement amount, which was received in early 1995, covers damages, environmental cleanup costs and legal fees incurred by the Port.

- Kia Motors selected the Port of Tacoma as a major import and proc-

essing center for its Korean-made automobiles. The company is expected to ship at least 15,000 vehicles through Tacoma's Pierce County Terminal in 1995.

- The Port sold 15 acres at its Frederickson Industrial Area to Tenaska Power Partners, a company that is developing a natural gas-fired power plant at the site. Sale price was \$2.35 million.

- International Paper Company established a log export yard on a newly leased 10-acre site at the Port of Tacoma. The facility will handle 30 million board feet of logs annually and is generating 45-50 jobs.

- The Port of Tacoma became the first Pacific Northwest port to receive the prestigious "E Star" Award for excellence in exporting. The U.S. Department of Commerce issued the award to the Port in February 1994.

- Pacific Rim Foods created 25 new jobs at the Port when it opened a \$3 million repackaging facility to handle exports of french fries to Japan.

Africa/Europe

Helsinki West Terminal Ready to Be Operational

The new passenger terminal in the West Harbour, the Western Terminal, will go into operation at the beginning of May. Construction work is advancing according to schedule. The first construction object to be received is the passenger bridge and the last one will be the Customs Building for private cars.

In front of the terminal building and at its gables there will be 100 parking slots for short term parking. 100 long term parking slots will be available about 500 meters from the building. Both parking lots are liable to charges. For buses and taxis there will be special parking lots.

Public transports to the West Terminal will be taken care of by bus No 15 of the HKL, the municipal traffic services.

In the West Terminal clients will be served by a bank, a tax-free shop and cafes. There will also be a luggage office.

(Port of Helsinki)

Environment Report on New Port of Helsinki

On February 11, 1994, Helsinki passed a decision in favour of a plan for establishing a port at Vuosaari.

The environment consequences of the port project are now being evaluated according to law. The City of Helsinki and the Finnish National Board of Navigation have a joint responsibility for the project.

The Port of Helsinki gave the task of handling the evaluation process to the Engineering Office Paavo Ristola Oy.

The evaluation programme was ready in November 1994 and on December 12, 1994, the City Board presented it to the Uusimaa County Administrative Board for public announcement and inviting comments.

The programme has been available to the public from January 4 and the term for giving statements expired on February 15. About 75 statements were filed. The County Administrative Board (from March 1, the Uusimaa Environment Centre) is expected to return, before March 15, a comprehensive statement about the programme to those responsible for the project. At that time, the programme shall be final from the point of view of contents.

In the area affected by the proposed port five meetings have been held for inhabitants. There has also been conferences for professional fishermen, amateur fishermen, and conservation societies. At all these events, the consultant has collected information on topics to be dealt with in the report on environmental consequences. From the meetings over 100 answers in writing to questions concerning effects have been received. For further mapping out of consequences considered important by the population, a questionnaire is being posted to 1,800 inhabitants in the affected area.

During the writing of the report, meetings focused on certain themes will be held for inhabitants and organizations. At three information offices the materials are constantly to be seen, and they will be supplemented with partial investigations and statements sent to the County Administrative Board. At the same time, new studies have been initiated and old ones have been updated and rendered more exact.

According to the present schedule, the report on the evaluation of consequences will be ready by the end of May. A proposal concerning the construction of a port at Vuosaari will be submitted to the City Council in late autumn.

(Port of Helsinki)

Cork Cargo Throughput Reaches Record Levels

The port of Cork enjoyed a remarkably successful year in 1994 when

cargo throughput reached record levels. Total traffic amounted to an unprecedented 7.4 million tonnes, an increase of almost 700,000 tonnes or 10.1% over 1993. Imports and exports both rose by 10.1%, imports by 416,000 tonnes to 4.53 million tonnes and exports by 270,000 tonnes to 2.88 million tonnes.

The largest increase was in oil products where combined imports of crude oil and exports of refined products increased by 18.3%. Irish Refining's success in opening new markets and developing new products was the

principal reason behind the substantial increase.

Once again there was a major increase in car ferry traffic with passenger throughput reaching a new level of 344,000 passengers and tourist car throughput a record level of 90,000 units.

Commenting on another year of outstanding achievements, port Chief Executive Pat Keenan stated that the record figures confirmed the port's increased competitiveness and efficiency and, once again, underlined the excellent facilities. He claimed that the

Container Traffic Grows by 10.9% at Bremen/Bremerhaven



1.5 million containers (TEUs) were handled by BLG in the Ports of Bremen/Bremerhaven in 1994.

According to the final figures for 1994, BLG Bremer Lagerhaus-Gesellschaft handled a total of 1,502,286 container units (TEU) in Bremen and Bremerhaven last year. This represented a growth of 10.9 percent over the previous year. In prior publications somewhat lower quantities and thus a slightly lower growth rate were stated on the basis of provisional figures and projections.

The main component of this growth last year was Far East traffic with an increase of 17.6 percent on a TEU

basis. In this sector BLG recorded a total of 283,000 container units handled by its facilities. However, European and American traffic continued to show above-average growth as well. The most important area for Bremen's ports is still North America, particularly the East Coast.

Overall, cargo handling development at the Bremerhaven Container Terminal in the course of the 90s has followed the prognoses of experts, which formed the basis for the decision to construct the terminal (CT III). The

starting signal for expansion through the addition of two berths was given at the beginning of October last year. At the same time the transport and storage areas are to be expanded to 2.4 million square metres. Furthermore, through deepening of the shipping channel of the Outer Weser to 14 metres below sea chart datum the competitiveness of the Bremerhaven Container Terminal is to be improved even more.

major and continuing improvements in the roads infrastructure surrounding the port would inevitably lead to further increases in traffic throughput.

(Portlines)

Amsterdam Port Region: Goods Volume Down

The Amsterdam port region — which includes the ports of IJmuiden, Beverwijk, Zaanstad and Amsterdam — handled 48.1 million tonnes of goods in 1994 against 48.8 million tonnes in 1993 (down 1.5 percent).

This fall was largely caused by a drop in the volume of petroleum products and mineral ores. The growth in other types of goods was not able to compensate fully for this reduction.

The number of hectares taken up by new companies grew strongly. A total of 33 hectares of industrial land were allocated; 18 more than in 1993.

The liquid bulk goods sector fell in 1994 to 9.3 million tonnes (down 9.5 percent). Against this, the quantity of dry bulk goods grew by 1.5 percent to 31.4 million tonnes. There was a slight fall in the general goods sector of 2.9 percent, to 7.4 million tonnes.

The interest of companies in locating in the Amsterdam port region is increasing. The Port of Amsterdam issued almost 33 hectares of industrial land in 1994. This is a significant increase of 18 hectares compared to 1993. At least as important, however, is the increased interest in the market for locating in the Amsterdam port region.

The number of companies with whom contacts were made over a possible

location in the port has grown strongly, certainly in the second half of the year. As a result, it is anticipated that another 10 hectares will be allocated in the first two months of 1995.

Franklin Mint Opens Its EU Centre in Rotterdam

With a brief, but spectacular show, the European Distribution Centre of the post-order company Franklin Mint was officially opened in Rotterdam. Those present included the American owners of the company, Mr. Stuart and Mrs. Linda Resnick, and the Alderman for Port Affairs for the Municipality of Rotterdam, Mr. Rene Smit. Franklin Mint plans to service the entire West European market from its new base in Rotterdam's Distripark Eemhaven. Every year the company will make three million deliveries to clients in twelve countries. The Distripark Eemhaven branch will also be sending around 50 million mailings.

Where Rotterdam is concerned, the advent of Franklin Mint is additional confirmation of its growing role as a European distribution port. Furthermore, Franklin Mint will (eventually) provide 200 direct and 800 indirect jobs in the region.

The fact that Franklin Mint singled out Rotterdam confirms the port's growing significance as a complete logistic service centre. It is clear that the municipality of Rotterdam made a successful choice in the eighties with its Distripark concept. These centres are intended for companies specialising in logistic services. Of the three planned

parks, Distripark Eemhaven (35 hectares) is now virtually full. Distripark Botlek (86 hectares) is 70% occupied, while the first companies will be able to start building at Distripark Maasvlakte (125 hectares) in the second half of 1995.

BPO Hopes for More Cruise Ships in Baltic

Baltic Ports Organization (BPO) wants to see more cruise ships in the Baltic Sea area and has for that reason formed a special sub-committee for cruise business.

A growing number of Cruise Ships calling ports around the Baltic Sea is the proof of this area's popularity among Cruise Passengers and Cruise Lines. BPO wants to support this trend and help make it possible to increase the activities even more.

The members of the new Sub-Committee are Mr. Bertil Boberg — Port of Stockholm, Mr. Eduard Hunt — Port of Tallinn, Mr. Niels Jorgen Arnbo — Port of Copenhagen, Mr. Hans Kümler — Port of Rönne. Chairman of the Cruise Sub-Committee is Mr. Anders Edström from Port of Helsingborg in Sweden.

We wish to streamline and concentrate the efforts made in this area to promote even more Cruise Ships to come here, Mr. Edström says. Today there are a few different organizations working with cruise related matters and it is good that there is a lot of interest and activities, but we believe we have to join forces and create an efficient net work in order to be even more

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successful.

Cruise Business affects many different parties, such as sea ports, air ports, tourist organizations, shops, hotels, incoming and coach companies, etc.

To be able to offer a good product it is important that nothing falls "between the different chairs." For that reason we have now approached one of the leading tourist organizations in the Baltic area to try to establish a cooperation and streamline our efforts in the mutual ambition to increase the number of Cruise Ships in the Baltic Sea area, Mr. Edström concludes.

Spanish Ports Choose Tideland Racons

Tideland Signal of Redhill, Surrey has won a major contract to supply SeaBeacon 2 racons (radar beacons) to Puertos de Estado, the Spanish state-owned enterprise which acts as an umbrella organisation for the country's individual port authorities.

SeaBeacon 2 is a compact, lightweight design which in the standard version weighs only 11.3 kg, complete with power and communication cables and mounting hardware. The remote keypad control allows operators to fine

tune the racon's operating character to suit local conditions, after installation, without having to open up the racon.

The racon is microprocessor controlled and can respond simultaneously and with a unique level of frequency accuracy to the radars of any number of vessels within line-of-sight range, even those with very narrow receiver band-widths. SeaBeacon 2 gives radar operators an exceptionally clear indication of its identity and location. Proportional scaling ensures that the racon trace remains clearly visible on radar displays, regardless of the range scale selected.

High Winds Damage Cranes at Felixstowe

On Friday, 17th March, two Panamax Quayside Gantry Cranes were damaged as a result of freak winds at the Port of Felixstowe. High winds had been forecast (35-45 knots) during the day and every effort had been made to protect both equipment and cargoes. However, at 16.12 hours an unexpected line squall, in excess of 85-90 knots, occurred, which blew a 1981 built MGM crane into a 1981 built Conrad Stork crane, resulting in structural damage to both. No personnel were injured.

A wind warning was received at 16.05 hours and the operations department were in the process of securing the cranes when the wind hit the equipment.

The two cranes (which are two of the oldest in the port), will require detailed repair work and will be out of operation for several months. Neil U.K. Limited, assisted by Seward Wyon Limited, Nelcon BV and Mammoet Transport (U.K.) Limited, under the supervision of Felixstowe engineers and safety department, will move the cranes from the quayside to a special repair area within the Port.

As Britain's premier container port, with over 2.5 kms. of quay and a total of 18 quayside gantry cranes, the disabling of two cranes is serious, however, Felixstowe's extensive availability of equipment and modern engineering facilities ensures that the Port is able to minimise any potential disruption to customers.

Felixstowe, now with 16 ship to shore gantry cranes in operation, still has



Tideland SeaBeacon racons will mark ten Spanish ports including Seville, Barcelona, Algeciras and Santandar.

double the quayside handling capacity of any other U.K. port. At the end of 1995, three additional super post panamax cranes will be delivered as part of Felixstowe's Trinity III expansion programme, bringing the Port's total number of quayside cranes to 22.

ABP Contributing to Town Prosperity

Associated British Ports' (ABP) Ports of Grimsby & Immingham are actively contributing to Grimsby's position as the town with the highest proportion of profit-making business in the UK, as reported in a recent Dun & Bradstreet survey.

In the last ten years, throughput at ABP Grimsby & Immingham has increased by 58 per cent, from 26 million tonnes in 1984 to some 41 million tonnes in 1994. ABP is investing heavily in the ports to ensure their continued growth. For example, at Grimsby, a new £3.5 million 50-acre vehicle-handling terminal built by ABP for the Volkswagen/Audi Group (VAG) came into service in January. VAG imports over 50,000 vehicles per annum through the port. ABP Grimsby is also Toyota (UK)'s principal port for exporting UK-manufactured vehicles to Europe and Scandinavia. Toyota expects to export over 100,000 vehicles through the port by the late 1990s.

Grimsby is one of the country's old established fishing ports. In recent development, ABP has leased Grimsby's Nos. 1 and 3 Fish Docks to a consortium of local fishing industry interests, Grimsby Fish Dock Enterprises, who will be supported by European Union and UK Government funds to develop a modern £13.5 million fish-handling complex at the port.

At Immingham, ABP is investing £13 million in a new roll-on/roll-off (ro/ro) terminal complex with up to four berths for the Danish shipping group, DFDS. The terminal will become operational late in March, allowing DFDS to concentrate its current and future Scandinavian and European operations in one place. ABP's investment in the new terminal is being supported by DFDS who recently placed the largest-ever order for terminal equipment by a UK ro/ro operator to equip the new facility.

Dennis Dunn, Port Manager, ABP Grimsby & Immingham, said: "The twin Ports of Grimsby & Immingham have been a catalyst for the development of the major industrial complex on the south bank of the Humber. The ports handle the import and export of raw materials and manufactured goods to destinations all over the world, directly employing several hundred people; many more people are employed in the industries that have grown up around the ports."

Honda Export Terminal Opens at Southampton

An export terminal developed for Honda Motor Europe Limited by Associated British Ports' (ABP) Port of Southampton, in association with Berkeley Handling, has opened at Berth 202 in the port's Western Docks.

The new terminal will be operated as a vehicle reception and export facility for handling Honda vehicles for export worldwide by Southampton stevedoring company, Berkeley Handling, on behalf of Honda Motor Europe Limited.

Mr. Kenny Honda, Manager - Logistics and Systems, Honda Motor Europe Limited, said:

"The establishment of these facilities at Southampton mirrors our commitment to the provision of excellence in motor technology. The strong relationship which we have built up with our friends here in Southampton augurs well for the future."

The Port of Southampton handled some 340,000 trade vehicles in 1994; 63 per cent of the vehicles were exported.

Cold Store Extension at Southampton Terminal

A major cold store extension to the Canary Islands Fruit Terminal at Associated British Ports' (ABP) Port of Southampton was formally opened by Sir Keith Stuart, ABP Chairman, recently.

The 20,000 cu m extension has been constructed to enable the port to handle the increased volumes of produce being imported from the Canary Islands un-

der a new contract which ABP signed with the Federation of Canary Islands Fruit Growers in November 1994. Under the contract, all Canary Islands' fruit imported to the UK will in future be handled exclusively at Southampton.

At the opening, Sir Keith said:

"These facilities will ensure that Canary Islands' fruit is discharged efficiently from the ship and handled in a way which ensures the highest possible quality fruit is delivered into the UK. We have seen the throughput of Canary Islands' fruit at Southampton rise substantially in recent years; it is anticipated that some 170,000 tonnes will be handled at the port in the current season."

The cold store extension, which has a temperature range of -2 degrees C to +15 degrees C, has increased the terminal's total floor space to over 14,200 sq m.

UK Major Ports Call for 'Level Playing Field'

Britain's major ports handling more than half the country's imports and exports today issued a message to UK and European legislators: "Leave us to get on with the job and we will continue to thrive."

Executive Director of the United Kingdom Major Ports Group, Gordon Johnston told MPs and administrators from Westminster and Brussels: "Britain's ports help keep down costs within the UK by the efficient way they handle imports and boost the UK's export performance by minimising transport costs from this country to ultimate destination."

But he told a reception held at the House of Commons that a level playing field was needed if Britain's ports were to keep their competitive edge with Europe and the world in general. "Transport modes do compete and we do not want to carry burdens which other transport modes escape."

He pointed to the higher 44 tonne weight limit allowed for lorries carrying goods to and from railheads which he said the UKMPG wanted extended to include ports.

"We are doing a good job without Government subsidy and we are confident that we will continue to thrive provided we are not faced with unfair

competition," he said.

The United Kingdom Major Ports Group formed in 1993 to provide a collective and authoritative voice for Britain's major ports, represents Associated British Ports with 22 ports, Belfast, Port of London, the Mersey Docks and Harbour Company with the Port of Liverpool and Medway Ports, Tees and Hartlepool and the Port of Tilbury.

Mr. Johnston pointed out that over 90% of the country's exports and imports moved through Britain's seaports, amounting to more than 500 million tonnes of cargo a year. The major ports were international in character and handled a wide range of trades.

Adjusting to change such as the growth in trade with Europe, involved the ports industry in heavy capital investment all of which — apart from grants open to all industries — had been found from the resources of the private sector.

He said jobs had changed rather than been lost by the ports, many of which had contributed to an increase in local employment and prosperity.

"We applaud the Government's initiative in cutting out unnecessary regulations and red tape, and on environmental issues we ask them to ensure that the wealth creating potential of ports is not curbed by unreasonable interpretation of environmental and conservationist obligations," said Mr. Johnston.

Asia/Oceania

Sydney to Continue With Two Commercial Ports

The release of the MSB Sydney Port Authority's Port Land Use Strategy "Sydney Ports into the 21st Century" confirms the importance of the two commercial ports in Sydney and puts an end to any speculation that Sydney Harbour will cease to be a working port.

Deputy Premier and Minister for Ports Ian Armstrong on 14 March 1995 presented the findings of the detailed and comprehensive report which lays the foundations for the future of the two ports, Sydney Harbour and Botany, well into the next century.

"The two port strategy is responsible

both in economic and community terms and will develop Sydney's competitive edge as Australia's major trading port, vital to both the State and national economies," Mr. Armstrong said.

The Port Land Use Strategy is part of the Government's "Cities for the 21st Century" planning initiatives.

Managed by the Authority, the Strategy is based on work independently conducted by experts in the fields of port planning, transport, environment, economics, social impact risk management and other relevant areas.

"Its preparation has been based on the widest possible consultation process involving port users, community groups and all other interested parties," Mr. Armstrong said.

"The Strategy promotes equity between Sydney Port's environmental, social and transport concerns, while improving the efficiency and flexibility of commercial shipping activities.

"The strategy will maximise the use of existing infrastructure and minimise the requirement for new capital investment in port facilities.

"It also maximises flexibility and ensures that a wide range of shipping and cargo handling needs will be met.

"In particular, the Strategy provides for commercial berths at Darling Harbour, Glebe Island, White Bay and Sydney Cove to be retained as the core port facilities in Sydney Harbour while Port Botany will continue to be developed as the State's principal container and bulk liquid facility.

"With progressive upgrading of container handling equipment and the continuing process of waterfront reform at the Botany Bay terminal there will be capacity for over 1.0 million TEU's per annum throughput by 2015.

"A new development is being planned for Port Botany to store imported bulk liquids.

"A separate oil strategy will soon be developed after consultation with the oil companies and other interested parties.

"By 2010 it is estimated there will be capacity in Sydney Harbour for 10-12 million mass tonnes per annum throughput of general and dry bulk cargo which will be confined to the existing modern deepwater facilities.

"The Strategy focuses on consolidating dry bulk cargoes at Glebe Island by moving out of Blackwattle Bay and Johnsons Bay while continuing general

cargo operations at Darling Harbour, White Bay and berths 1 and 2 at Glebe Island. Passenger terminal facilities will be retained at Sydney Cove and Darling Harbour.

"Importantly, the Strategy provides a flexible framework for accommodating future market demands and changing requirements for port facilities.

"The strategy also takes into account the demands that will be placed on Sydney Harbour to accommodate cruise ships during the Olympic Games.

"A coordinated approach between relevant government agencies and private sector interest will be needed to cater for the competing demands of commercial and passenger vessels.

"Whilst the Port Land Use Strategy sets down the Government's commitment to retaining Sydney Harbour as a working port there is a small group of Waterfront industries that are not mentioned in the strategy but are important to Sydney Harbour.

"The State Government is committed to maintaining the Bays precinct as the centre for maritime activities which therefore excludes residential uses in areas including Blackwattle Bay, Rozelle Bay, White Bay and Glebe Island.

"This will ensure waterfront industries such as the charter boat industry, boat repairers and waterfront contractors have security of tenure and are not displaced again.

"The Department of Planning in conjunction with the MSB, will be undertaking a study of the planning controls as they effect maritime industries elsewhere in Sydney Harbour.

"This strategy along with the reduction in Port Authority charges, which has achieved savings of \$80 million, will deliver real benefits to the people of NSW," Mr. Armstrong said.

Port of Sakai-Semboku, Osaka Prefecture, Japan

1. Tri-Port Southern 21 Project

With increasing economic importance of the Kansai area (Osaka, Hyogo, Nara, Kyoto, Shiga and Wakayama prefectures) to the rest of Japan and to the world, especially since the opening of the Kansai International Airport on September 4, 1994, Osaka

Prefecture has been striving to redevelop and renovate its eight ports (Sakai-Semboku, Hannan, Nishiki, Izumisano, Ozaki, Tannowa, Fuke and Senshu) to meet diverse distribution needs of the area toward the 21st century.

Tri-Port Southern 21 is the centerpiece of major port development projects currently underway at such ports, to build an international distribution center in Semboku District No. 6 of the Sakai-Semboku Port. As its name implies, Tri-Port Southern 21 is designed to establish a global strategic point for land, sea and air transportation where people, goods and information converge from all over the globe.

The site of Tri-Port Southern 21 covers approximately 120 ha of reclaimed land, located 20km south of the center of Osaka, 15km north of the 24-hour operated Kansai International Airport, and the site is well connected to its hinterland and beyond by a network of highways.

Under the project, a foreign-trade container terminal with four berths capable of handling 30,000-ton ships is planned.

A total of 14 berths for domestic trade capable of handling 5,000-ton ships are now in operation, one of which is used for a Ro-Ro regular service. A multimodal terminal to handle land, sea and air cargoes is planned, as well as a warehousing complex, and a port complex building accommodating various port functions is to be built for an efficient and integrated provision of port services. In addition, a huge flower wholesale market integrating those scattered around the prefecture opened in October 1993.

To attract citizens to the projected site, as well as to provide an amenity zone for workers, the area will have a range of service/welfare facilities, including the recently completed greenery area with a multi-purpose square and tennis courts.

2. Kobe-bound containers diverted to the Sakai-Semboku Port

In the wake of the Great Hanshin Earthquake that caused a devastating damage to the Port of Kobe in January 1995, the Port and Harbor Bureau of the Osaka Prefectural Government took an immediate action to accommodate Kobe-bound container ships

at Semboku District No.6, where the Tri-Port Southern 21 project is now underway, at the request of shipping lines and agents and harbor transportation companies, doing business with Kobe.

Though an emergency measure, it has substantially assisted in securing an uninterrupted flow of containerized cargo in the Osaka and Kobe economic region and contributed to the continued stability of the industrial, business and civic activities in the region.

The facilities so far offered under the

relief measure are as follows.

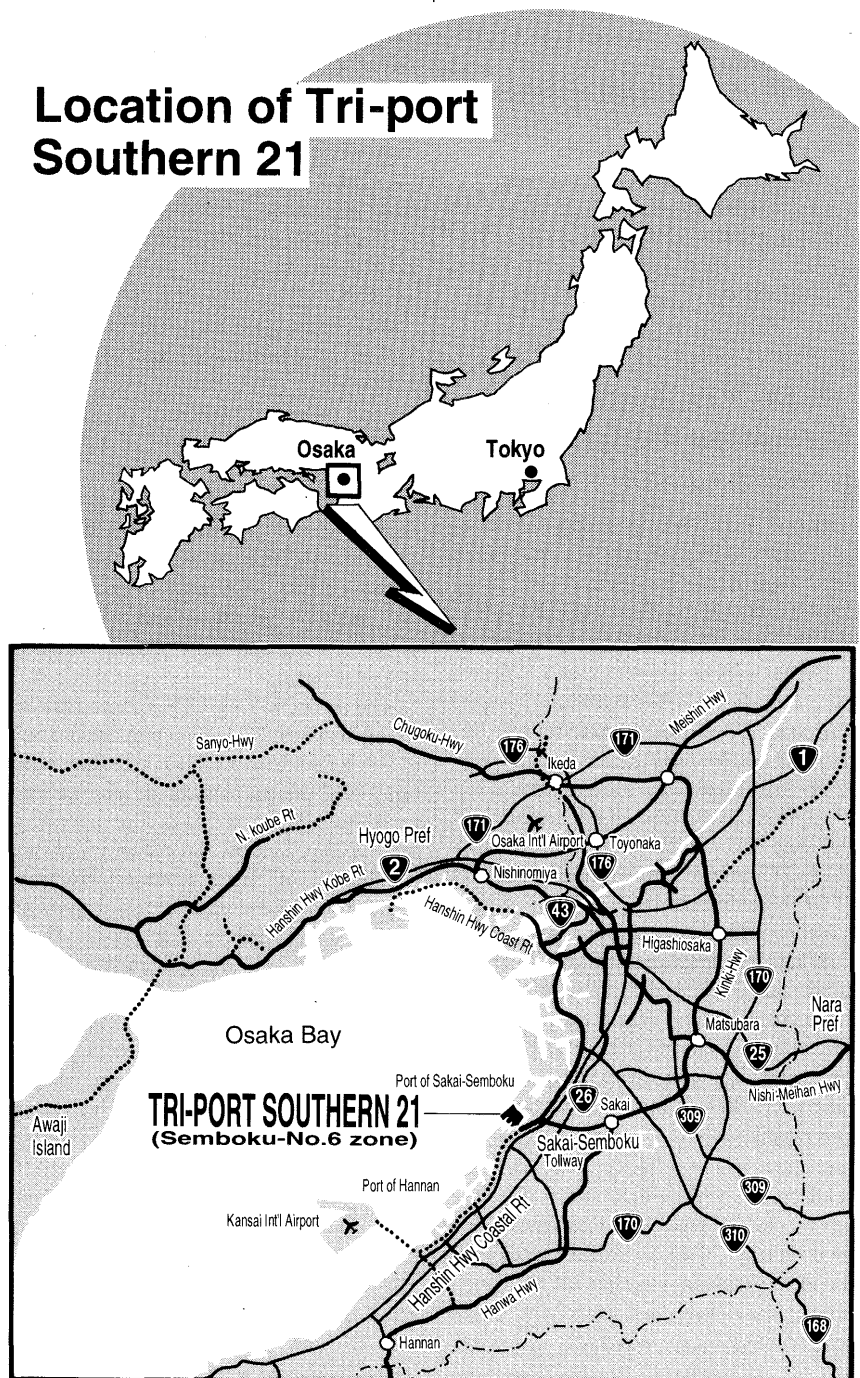
1) Container Berth

Berth (A) of Terminal No. 8, Semboku District No. 6 (depth: 12m and length 240m) has been officially leased;

2) Container Storage Yard

A total area of 8 ha adjacent to the berth (A) was temporarily leased on February 1, 1995 to seven harbor transportation companies. An additional area of 2.5 ha that is now under construction will also be leased

Location of Tri-port Southern 21



to shipping interests till the end of March.

3) Bonded Area

The above-mentioned berth (A) and its adjacent yard space of 5.5 ha was designated as bonded area on March 1, 1995.

Accordingly, a total of thirty-three (33) container ships have called at the port, with approximately 4,000TEU containers handled, as of February 28. It marked the first time in the history of Osaka Prefectural ports that a full-scale container handling started at its port, which was certainly an epoch-making event.

For more information, please contact:

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Fully Automated Yard Operation Technologies

By Shinji Hara, MES

Mitsui Engineering & Shipbuilding Co., Ltd. (MES), which has developed the Computer-controlled Sway Stop, the Automated Guided Vehicle (AGV) and the Automated Operation System of Rubber-tired Transtainer® Cranes, etc., as a pioneer in the field of advanced container handling technologies, has brought the prototype AGV to a container terminal and demonstrated an unmanned operation. This unmanned handling of freight containers using an AGV and a rubber-tired TRANSTAINER Crane in a container terminal, was the first attempt in the world.

In the demonstration, an AGV, a rubber-tired TRANSTAINER Crane, a quayside gantry crane and computerized operational management system were used and loading and unloading jobs were done sequentially. The job commands, which are composed of the operation mode, the type of the job (loading or unloading), size of container, the original address (from) of the container, the new address (to) and the identification number of the container, were inputted into the management system in advance and were sent to the machines via wireless mo-

dem. When in sequential operational mode, a series of jobs can be inputted. The status of the machines is monitored in the management system and job commands are automatically sent to each machine depending on the situation.

Although the quayside crane was operated by a driver because the modification for automation is not allowed in a public berth, both the AGV and the TRANSTAINER Crane were operated without drivers.

When a job command is sent to the AGV by from-to basis, it runs along the prescribed route with the aid of reference points buried in the ground. The sensors and computer system on board the vehicle detect the real-time location and condition of the vehicle itself and adjust its steering angle and traveling speed accordingly.

The main specifications of the AGV are as follows:

Max. pay load: 41 tons
Size of containers: ISO 20' & 40' containers

Max. speed: 25 km/h
Mode of steering: 4WS

The TRANSTAINER Crane also receives job commands which includes type of job, the target address (composed of bay, row and tier), and the size, weight and identification number of the container, and travels toward the destination.

The TRANSTAINER Crane travels straight along the lane using Gyro-TAS (TRANSTAINER auto steering system) and stops exactly at the center of the bay. The stacking profile scanning system installed on the crane measures the height of the containers beneath the crane girder and the most appropriate cycle path is calculated. Then the trolley moves to the target row, the spreader latches the container, lifts it up and returns to the place above the AGV land. When the AGV approaches the crane, the docking sensor begins to search for the center of the crane and the vehicle stops precisely under the center of the crane.

The data collected at the demonstration showed that deviation between the loading platform of the AGV and the spreader is within allowance, as small as plus minus 10 mm to traveling and 30 mm to traversing directions respectively. As a result, even a 40 foot

container, for which a small amount of skew of either the vehicle or the spreader will generated substantial deviation at the corners, can be loaded on the vehicle exactly. When in unloading job, the container caught from the AGV was stacked using "stacking guide" installed on the spreader. The positioning capability of the TRANSTAINER Crane itself and the effect of the guide also proved to be satisfactory such that unmanned multi-story stacking of the containers was safely and exactly done without a single mistake.

The heavy-duty, diesel-hydraulically driven AGV developed by MES has features such as:

- * high speed traveling of maximum 25 km/h
- * stable straightness even on irregular pavement
- * minimum turning radius with 4 WS steering system
- * "crab steering mode" enables lane change in a limited space.

Throughout this trial demonstration, MES has proven that the AGV developed has superior characteristics such as maneuverability, steering, and positioning capabilities, and so on.

MES now has established key technologies towards fully automated terminal operation using rubber-tired TRANSTAINER Crane, which had been considered not to be feasible due to difficulties in precise positioning of the rubber-tired cranes.

(PACECO Newsletter)

Auckland, Shanghai Sign Sister Ports Agreement

The Ports of Auckland and Shanghai Port Authority signed a Sister Ports Agreement on Thursday, 23 February.

The Sister Ports Agreement was the fruit of the development of close relations between the two ports over several years, and a number of visits by representatives of each to the other.

The signing ceremony took place in Auckland. The two ports exchanged gifts. Shanghai Port Authority presented Ports of Auckland Limited with a pair of lions carved from white jade which are now displayed in the foyer of Ports of Auckland's corporate

headquarters.

In turn the New Zealanders presented their Chinese counterparts with a specially carved model replica of one of the canoes used by early Maori settlers when they migrated to New Zealand. A dinner was held to celebrate the signing, at which a number of leading New Zealand business people met the delegation from Shanghai. Also present were the Mayor of Auckland, and the Ambassador to New Zealand of the People's Republic of China, Her Excellency Madam Li Jinhau.

Ports of Auckland Chief Executive, Robert Cooper, told guests and media representatives that Shanghai, as China's leading port, represents one-third of the total port volume of the entire People's Republic of China. He said that the Port of Auckland was New Zealand's maritime gateway and it seemed logical that the two organisations should co-operate closely.

The signing coincided with a seminar on two way trade between The People's Republic of China and New Zealand, jointly presented by the two sister ports.

Mr. Cooper said the two ports had specifically agreed to carry out exchanges in the fields of port construction, management, port trade development, and science and technology. Both ports intended that the relationship would also act as the catalyst for increased two way trade between the two nations, as well as cultural interchange. New Zealand increasingly recognised the importance of its close links with Asia, he said.

The Port Director of the Shanghai Port Authority, Mr. Tu Deming, spoke of China experiencing a 12 per cent economic growth rate. To sustain this, it must import raw materials, manufactured goods, technology and knowledge from all over the world.

To balance its economy, it also seeks to sell manufactured goods overseas.

The signing of the Sister Ports agreement came in a busy month for Mr. Cooper. Ports of Auckland Limited announced a six month tax paid profit that was two-thirds higher than that of the corresponding period in the previous year, and which created an all-time record for Ports of Auckland Limited.

Auckland: Profit for Half Year Up 66%

Ports of Auckland Ltd. has announced a tax paid profit for the half year to 31 December 1994 of \$20.6 million, up 66% on the \$12.4 million for the comparable six months in 1993.

Pre tax profit of \$31 million is up 65% from \$18.8 million.

Revenue for the period was \$72.4 million, up 30% from \$55.7 million.

Announcing the result, the company's chairman, Sir Richard Carter, said it reflected the company's ability to win growing trade volumes while continuing to enhance operational efficiency and use assets effectively.

He predicted that the company's results for the full year to 30 June 1995 would eclipse last year's record tax paid profit of \$31.6 million.

"While some suggest New Zealand's growth rate may slow somewhat, the factors which have enabled the company to achieve this very pleasing half year result, in a very competitive environment, will not change," said Sir Richard.

"The company is committed to further operational efficiencies, to vigorously competing for business, and to enhancing its position as New Zealand's leading general cargo port, handling half of the entire country's container trade," he said.

The company generated net cash flows from operating activities of \$27 million, compared to \$21.5 million for the comparable period of the previous year.

Total assets at 31 December 1994 were \$345.3 million. Net asset backing per share at 31 December was \$1.45, and the result reflects net earnings per share of 10.4 cents.

The company is completing a review of its property holdings to ensure that future port requirements are provided for while also identifying strategies for driving future value from the property portfolio. It is also considering a Balance Sheet restructuring, with 'debt to equity' ratios being important aspects of this deliberation.

The directors have set a fully imputed interim dividend of five cents per share payable on 16 March 1995, with the share register closing for dividend purposes on 3 March 1995.

Operational Figures Up

"Ports of Auckland's 30% increase in revenue for the six months to 31 December 1994 to new record levels is reflected in increased operational statistics," said chief executive Robert Cooper.

There were 983 ship calls, up from 879 in the comparable period of the previous year, total tonnes handled reached five million (4.3 million), and 197,783 containers were handled (161,823).

The increase in trade volumes resulted partly from the company's marketing activities and operational efficiencies in a strengthening economy, but also from the growing momentum toward 'hubbing'. This is the growing practice of ships calling at only one or two New Zealand ports to pick up consolidated export cargoes or to land imported goods for distribution through the country's internal transport system.

The impact of hubbing on Auckland can be illustrated by the fact that 22% of all containers shipped from Auckland during the period did so on shipping lines whose only port of call in New Zealand is Auckland.

The trend reflects the large population base in the Auckland region, the strength of manufacturing in the area, improved domestic transport and the need for shipping lines to operate as efficiently as possible.

With import and export container trades now almost in balance, Auckland has been building its exports and maintained its position as the leading North Island export port for dairy products, meat and wool.

Increasing Efficiency

The company has continued its prudent cargo handling equipment programme to ensure that growing volumes of trade are handled quickly and profitably. The company intends purchasing two new gantry cranes and several items of container handling plant in the next two or three years.

"Selective investment such as this facilitates higher utilisation and increased returns from the port's infrastructure," said Mr. Cooper.

The improved road interchange at the Fergusson Container Terminal became operational during the period under review and has improved its operating efficiency and further

strengthened the company's competitive position. Computerisation of both the rail and road interchanges at the port will be further enhanced during 1995.

The new Westhaven Marina extension project was completed in September on time and within budget. On 15 February 1995 only 17 of the 255 berths remained unsold.

Second Crane for Napier Prepares for Service

The Port of Napier, on New Zealand's East Coast, is about to commission its second mobile container crane.

The German-made Gottwald crane, costing NZ\$6 million, will provide a twin for the port's first mobile crane which has been in duty since 1989. The new HMK 280 model is similar to the existing crane but has a greater lifting capacity and is more technologically advanced. Its lifting capacity is 54 tonnes operating at an 11 metre radius or 35 tonne at a 45 metre radius.

The Port of Napier decided last year to invest in a second container crane because of the increasing cargo moving through the port, with an average increase in container movements of nearly 30% in each year since 1990.

Tauranga: Tent Provides Storage Flexibility

The Port of Tauranga has a new tent — but they're not going camping.

It's a 65m by 30m industrial storage tent the Port acquired from the United States to meet customers' needs as they occur at Mt Maunganui and Sulphur Point.

According to the Port's operations manager Jon Mayson, the tents, made of a aluminium extrusion with a white PVC cover, are extremely stable and durable, designed to withstand the rigours of a European winter.

"It's the first time, to my knowledge, that a portable tent such as this has been used in a New Zealand port but they're very popular in Europe and quite common with three companies manufacturing them for worldwide distribution."

The addition of the tent to the Port's

storage facility will mean greater flexibility in dealing with the ebb and flow of seasonal cargoes.

"It's suitable for most cargoes — such as dried sawn timber and produce like squash — and with our portable concrete foundations we can use it for bulk as well," Mr. Mayson says. (*Portfolio*)

Westgate's Versatility as Export Port Underlined

Westgate Port Taranaki's versatility as a deep-water export port was superbly illustrated recently when the Port was used as the point of loading for a consignment of coal bound for Korea.

The coastal shipping of coal from the West Coast of the South Island to Westgate Port Taranaki has become a regular feature over the last three years, but this is the first time that coal has been stockpiled in the Port and re-exported.

In an exercise involving Coal Corporation of New Zealand, Sea-Tow and the ports of Taranaki and Westport, 7,500 tonnes of coal was barged from Westport to Westgate Port Taranaki. When the 'Sea-Tow 4' barge left Westport it was the largest shipment ever to leave the Port and indeed any port on the West Coast of the South Island. The previous largest shipment from Westport was in 1921 when 5,635 tons of coal was shipped on the vessel 'Bioela'.

On arrival at Westgate Port Taranaki the coal was transferred to a stockpile area adjacent to the berth and subsequently fed into Westgate's shiploader to load the 'Pacific Vigorous' for Korea. The Westgate shiploader, a conveyor belt-based loadout facility constructed on Moturoa Wharf, was originally designed to handle bulk consignments of urea and is still used for that product.

"We have now shown that with some modification the shiploader has considerable potential for handling large volumes of coal," said Westgate Marketing Manager David Sharman.

Coal Corp's Distribution Manager Chris Russell was also impressed with the capability of the shiploader. "The whole operation went remarkably smoothly considering it was the first time coal had been exported through the Port," he said.

"This shipment has underlined the

versatility of Westgate Port Taranaki and provides a further option for the development and export of the West Coast South Island coal resource," added David Sharman. "We are the only deep water port on New Zealand's entire western seaboard, we are in convenient proximity to both Westport and Greymouth, and we have the basis of the required facilities."

ADB's \$30 Million Loan For Saigon Port Project

Saigon Port — Viet Nam's principal international gateway — will be rehabilitated under an SDR 20.594 million (\$30 million equivalent) ADB loan approved early March. The Bank also approved a \$500,000 technical assistance grant to set up a management information system for the Port.

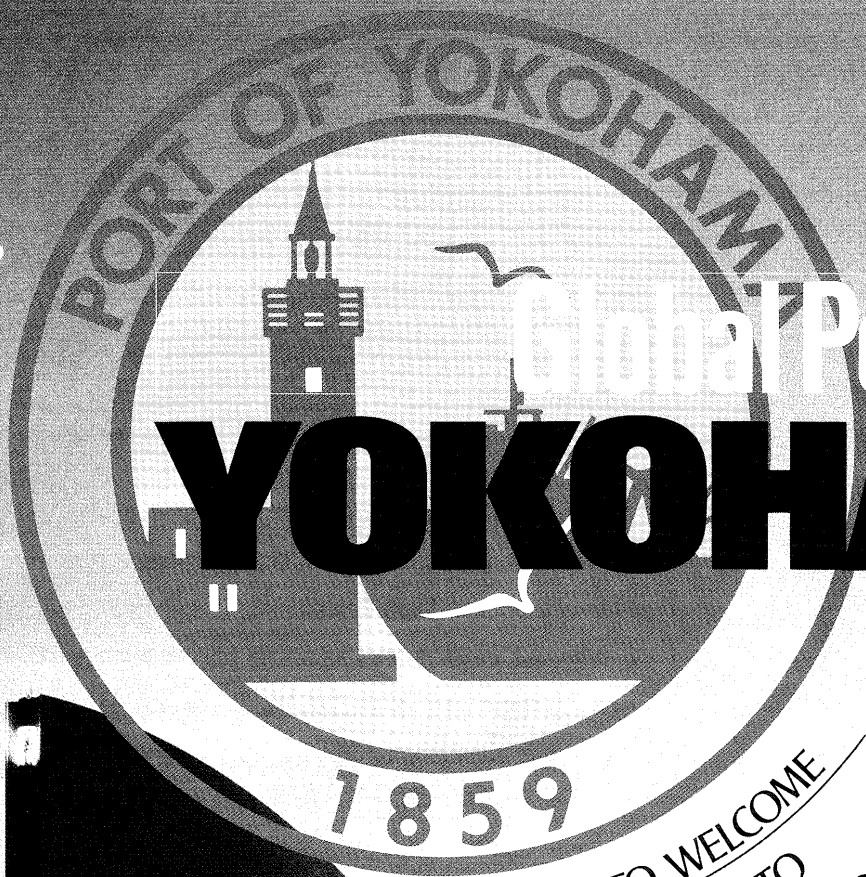
Viet Nam's transport infrastructure is in a serious state of disrepair and poses a major constraint on economic recovery and investment from the emerging private sector. The rehabilitation and upgrading of Saigon Port's facilities are urgently needed to improve efficiency and to meet the surge in traffic growth resulting from the country's market-oriented reforms and economic liberalization program.

The main objective of the project is to conserve and maintain existing facilities at Saigon Port and to improve the productivity of its operations through rehabilitation and modernization. The project aims at arresting the deterioration in facilities at Saigon Port, improving the efficiency of cargo handling operations, and expanding port capacity through streamlining and rationalizing port activities.

The project's main benefit will be reduced ship service time that will lead to lower overall transportation costs. The main beneficiaries will be export industries and consumers in Saigon Port's hinterland.

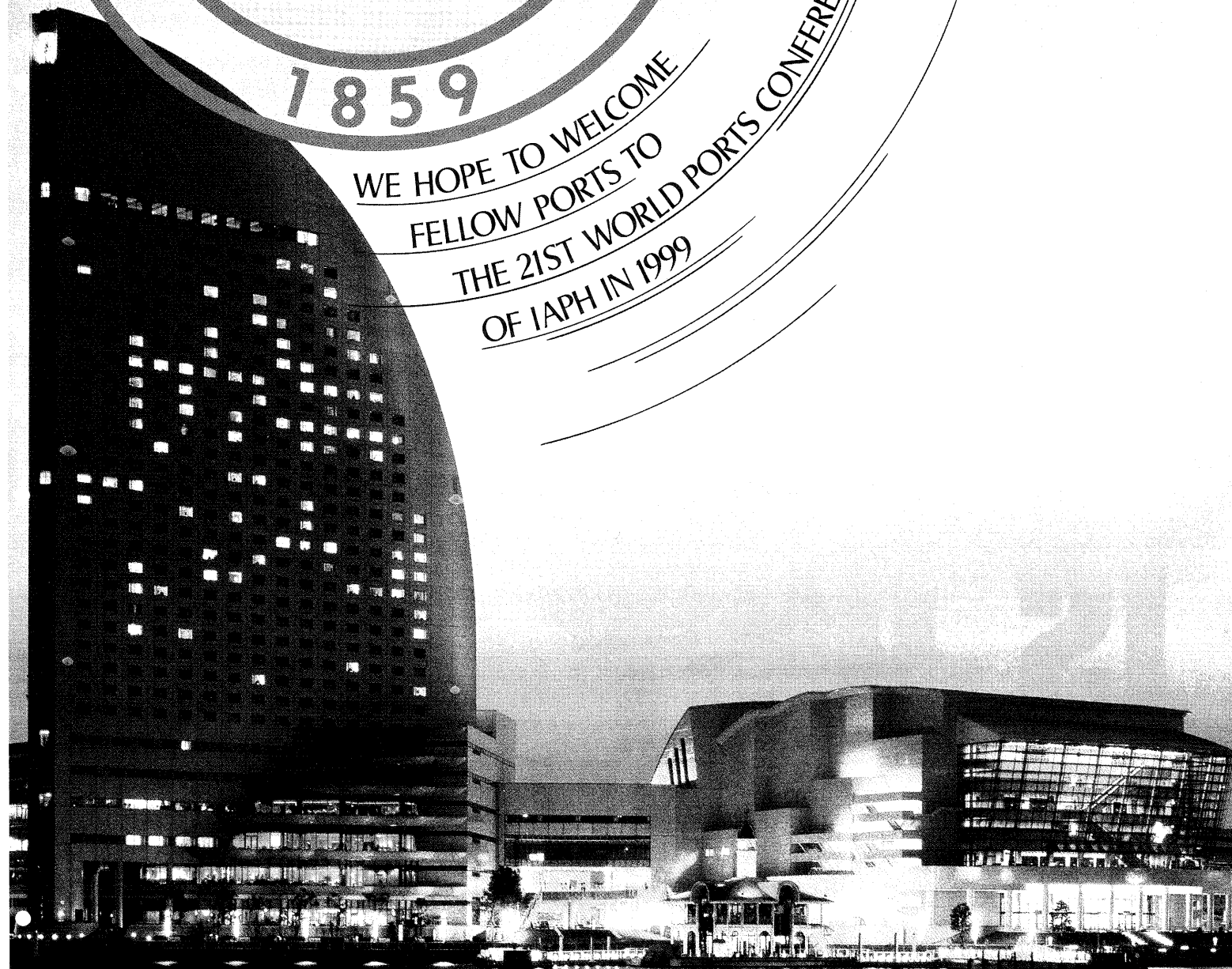
The interest-free loan, from the Bank's concessional Asian Development Fund, has a repayment term of 40 years, with a grace period of 10 years, and carries an annual service charge of one per cent.

The project is expected to be completed by June 1998.



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