

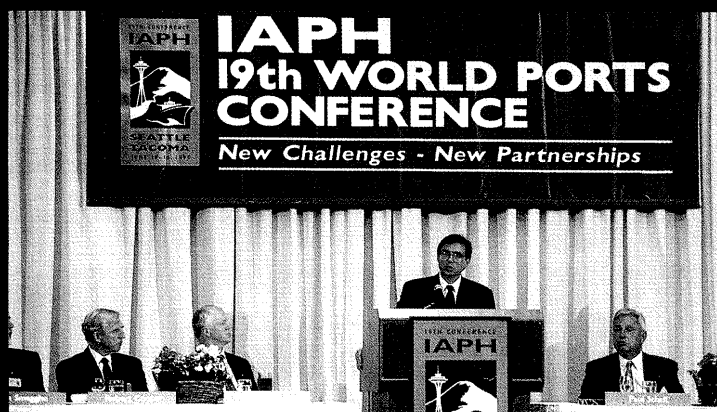
Ports & Harbors

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July-August
1995
Vol.40 No.6



19th World Ports Conference 10-16 June 1995 in Seattle/Tacoma



Luncheon speech by US Secretary of Transportation Federico Peña



John Terpstra, Conference
Co-Chair (Tacoma)



Mic Dinsmore, Conference
Co-Chair (Seattle)



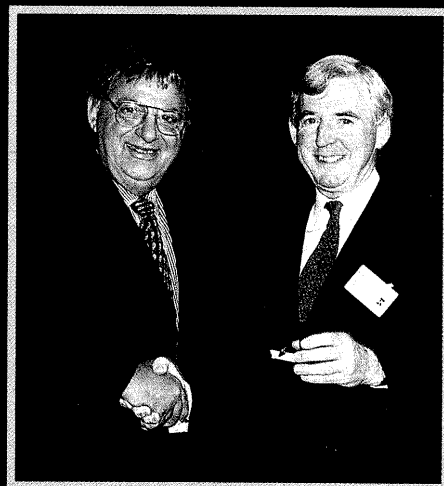
Performance by the Setting Sun Dance
Group (Native American Coast Salish)



The Total Experience Choir
performs for the IAPH gathering



Taiko drummers



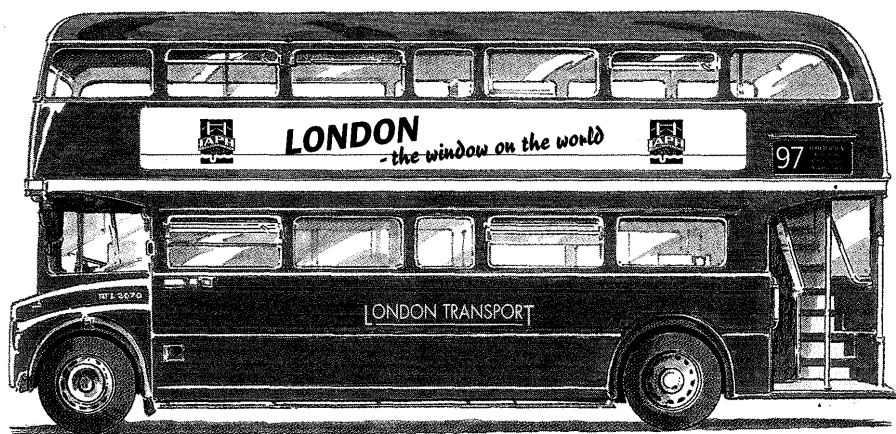
IAPH President Lunetta (left) receives a gold
badge from Incoming President Cooper



IAPH officers and Board/Exco members pose for a group photo at a pre-Conf. meeting on 11 June

(Photos by Don Wilson, Port Photographer, Seattle)

DON'T MISS THE BUS FOR THE 20th IAPH CONFERENCE.



Next Stop London and the venue for the 20th IAPH Conference.

Although two years away, it's never too early to plan your visit, so make a note in your diary - **IAPH London Hilton (Park Lane) 2nd - 6th June 1997.**

As your host, the Port of London Authority will be delighted to provide you with any information you require.

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See you in London.



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Contents

SEATTLE REPORT

19th IAPH World Ports Conference

IAPH gathering confirms "Partnerships are key for growing together, meeting global challenges"	3
Opening Ceremony	4
Pre-Conference Board, Committee Meetings	10
Keynote Address Session	11
First Plenary Session	13
Working Sessions	15
Technical Visit and Evening Functions	17
Luncheon Sessions	19
Second Plenary (Closing) Session	20
Post-Conference Meetings	24
Personnel for the 1995-1997 Term	25
Bills and Resolutions	28

IAPH ANNOUNCEMENTS & NEWS

Tonnage Survey: Deadline Sept. 30 • Membership Directory '96 Features a New Format • IAPH Survey on Ballast Water	30
Obituary: Dr. Hajime Sato	31
Visitors to Head Office • Letter from INTERTANKO	32

INTERNATIONAL MARITIME INFORMATION

WORLD PORT NEWS

5th International Conference of Cities and Ports • Transport & Aid 95 on Delivery of Aid • September APSCO '95 on 'Shipping: 2000' • Mr. Lorentzen Elected President of BIMCO	34
New Publications	35

The Americas

More Autonomy for Harbour Commissions	36
Financing, Environment Top Issues for US Ports • Port of Long Beach OKs \$457 million Budget	37
New Avalons to Japan Through Long Beach • Building Materials Firm to Build in Rivergate • Port of Redwood City: New Executive Director	38
Seattle: \$109 Million for Harbor Project • Tacoma, Seattle to Back BN and Santa Fe Merger	39

Africa/Europe

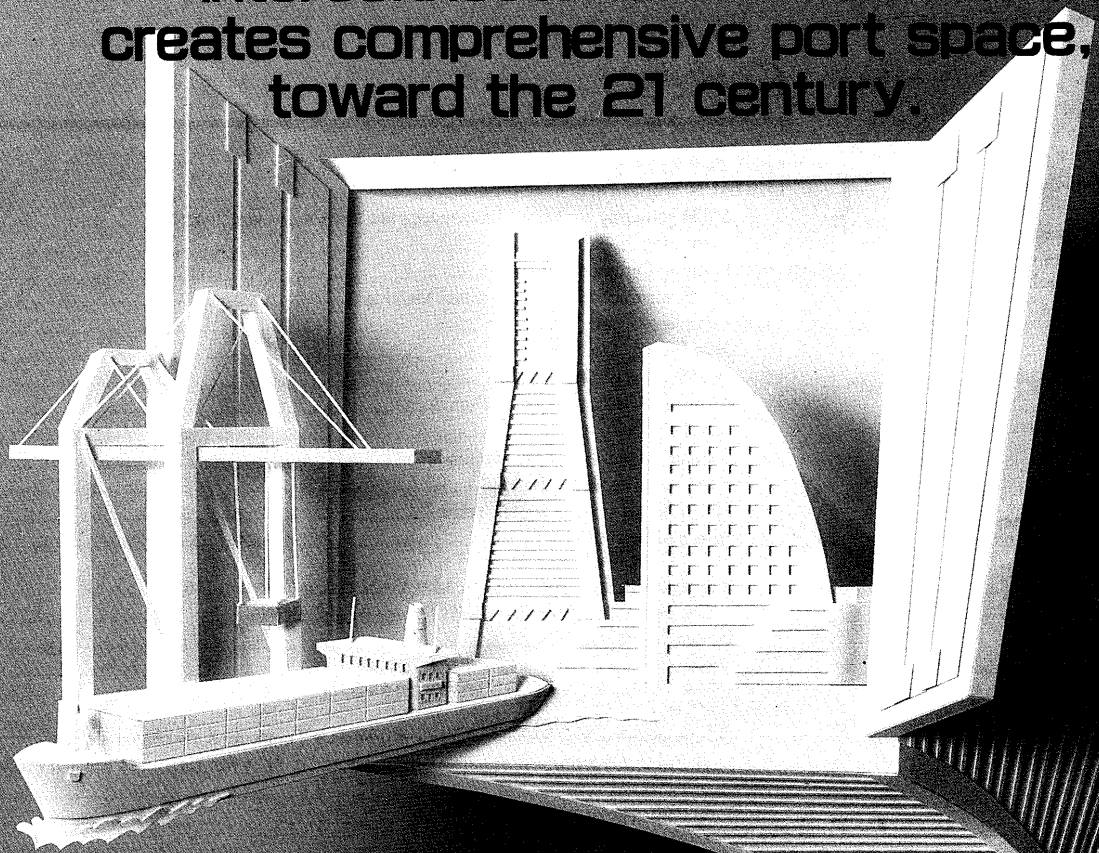
Le Havre General Cargo Registers 12.7 % Growth • Rouen Port: Plan 2000 for Third Millennium	39
Huge Growth in Transit Traffic via Hamburg • £18 million Investment Program for Cork • Container Traffic Increases at Mombasa • KPA Managing Director Elected PMAESA Head • Rotterdam Container Transshipment Rising	40
Most Profitable Year for Port of Göteborg • Göteborg Formulates Environmental Policy • Dundee Port Authority to Privatise Port • Kien Hung Ships to Call at Felixstowe • Immingham: Ro/Ro Terminal for DFDS	41
Agribulk Terminal at ABP's Southampton	42

Africa/Oceania

Cityport Project for Cairns Redevelopment • Union Constructive Re Newcastle Port Corp. • Qingdao: Development of Containerization	42
Penang: Forging Ahead to Greater Heights • Penang Port SDN BHD Vision and Mission • Port of Napier to Start Building New Wharf • Port of Tauranga Boosts Interim Profit by 16 %	43

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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

IAPH gathering confirms “Partnerships Are Key for Growing Together, Meeting Global Challenges”

The 19th World Ports Conference of IAPH, jointly hosted by the Ports of Seattle and Tacoma, was held at the Westin Hotel in Seattle from 10 to 16 June, 1995. Mr. Mic Dinsmore of Seattle and Mr. John Terpstra of Tacoma acted as Co-Chairmen of the Conference, ably backed by the Commissioners from both ports who acted as masters of ceremonies or chaired the working sessions or luncheons. A total of 727 participants, comprising 513 delegates and 214 accompanying persons from 60 different countries and economies, gathered in Seattle to attend the event.

People call it the maritime industry's "Summit Conference", which port leaders cannot miss if they wish to keep abreast with the issues facing the world's ports today. Under the Conference theme "New Challenges—New Partnerships", one keynote address and six working sessions were organized during the Conference week, focussing on the new challenge of

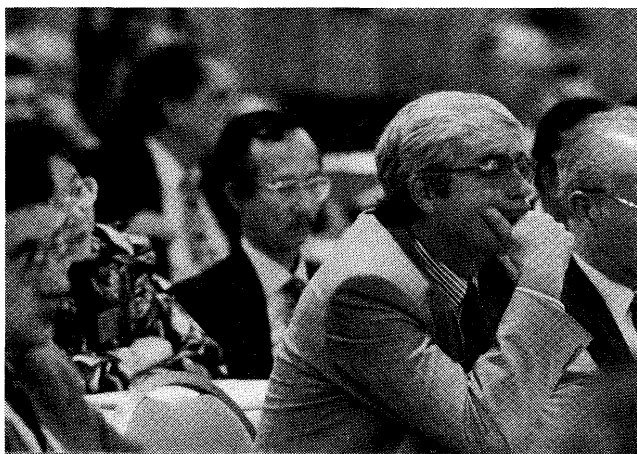
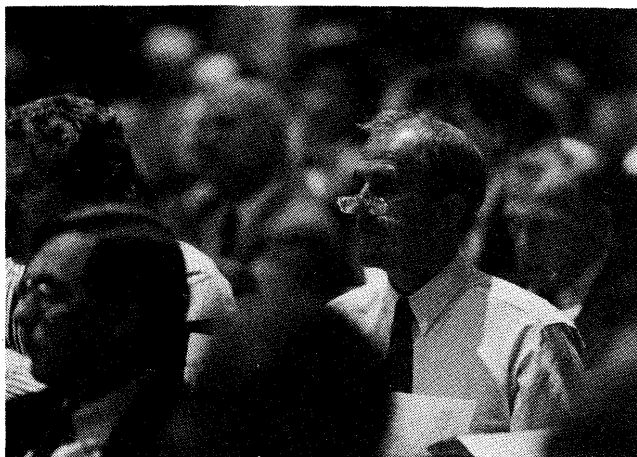
globalization and the changes confronting ports.

In an attempt to convey the essence of IAPH's broad agenda examined at this Conference, the Tokyo Head Office had arranged for Dr. Peter Rimmer from the Australian National University to be present at the Conference and to prepare summaries of the respective sessions. Dr. Rimmer's report synthesizing the presentations in Seattle is introduced later in this issue.

While each IAPH conference is designed to provide participants with opportunities to identify the hot and emerging issues for world ports which the respective delegates address in the light of their own different circumstances, it is at the same biennial conference that the Association draws a new map for the work to be undertaken by IAPH committees and members throughout the period leading up to the next conference.



First plenary session, Monday, 12 June



Conference attracts 727 participants from 60 countries

Traditionally, therefore, an IAPH conference has been the combination of the agenda dealing with the Association's household affairs, including personnel, finances, membership, by-laws, and—more substantially—the work programs for the technical committees, with the business sessions arranged by our hosts. All the speakers have been selected to address particular topics of relevance and concern to IAPH members, in a manner meeting the high expectations of conference participants.

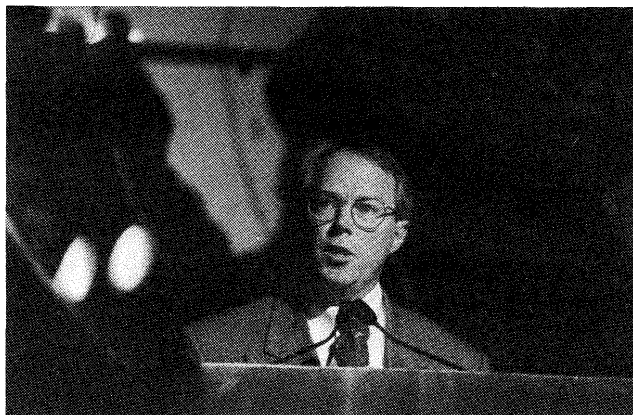
In Seattle, the participants not only heard highly stimulating presentations by the speakers in the main conference halls of the Westin Hotel, but had plenty of opportunities to exchange ideas, banter and business cards during coffee breaks, while visiting the Trade Show in the hotel's Fifth Avenue Room, on board the cruiser to and from historical Blake Island or during the harbor tours of Seattle and Tacoma by boat.

The benefits derived by participants, we believe, were the ample opportunities to renew or make personal contacts that could lead to ties of cooperation between the ports or organizations concerned on an international, regional or even personal level. Moreover, through such partnerships and friendly working relations, IAPH can increase its influence in the service of our common goals: to contribute to the promotion of free trade through enhancing ports' capabilities, thereby promoting world peace, as clearly stipulated in the Constitution of our Association.

It will take a few more months before the proceedings of the conference are made available to all IAPH members, but in this issue we feature the highlights of the conference which we hope will convey the real atmosphere of the event, not only for those who gathered in Seattle but also to those who were unfortunately unable to be with us there. **(Kimiko Takeda)**

Opening Ceremony

The Opening Ceremony staged in the Westin Hotel's Ballrooms on the evening of Sunday, 11 June, began with a performance by the Taiko drummers whose lively display really brought home to the participants what's a truly international, culturally diverse community Seattle is. Introduced by Mr. Patrick O'Malley, President of the Port of Tacoma Commission and the master of ceremonies, Brian Jones, a seven-year-old boy from the City of Yakima, came on stage and sang America's national anthem. Welcoming addresses were given by Mr. Mic Dinsmore, our Conference Co-Chairman and the Executive



Patrick O'Malley, President, Port Commission, Tacoma, acts as MC

Director of the Port of Seattle and the Honorable Joel Prichard, Lieutenant Governor, State of Washington, who declared the official opening of the Conference. The Honorable Norm Rice, Mayor of Seattle, and the Honorable Harold Moss, Mayor of Tacoma, also delivered welcoming addresses. Following the address by Mr. Carmen Lunetta, the President of IAPH from the Port of Miami, Mr. John Terpstra, Co-Chairman of the 19th Conference and the Executive Director of the Port of Tacoma, presented his welcoming remarks. Between the welcoming addresses by the dignitaries, the participants enjoyed the performance of Taiko drummers, the Total Experience Gospel Choir and the Setting Sun Dance Group of Native American Coast Salish



Brian Jones sings America's national anthem

**Address by
Mic Dinsmore
Conference Co-Chairman
Executive Director
Port of Seattle**



Good evening, ladies and gentlemen. On behalf of the Port of Seattle and the Port of Tacoma, welcome to the 19th meeting of the International Association of Ports and Harbors. Yokoso irrashaimashita. Bien venue. Hon Wong Hap Mi da. Velcome, Ton Rab. Willkommen. And to the other members of fifty five nations around the world, we are honored and delighted to be hosting this year's IAPH Conference.

This is our area here and a remarkable place and an ideal place to have the dialogue about this year's theme: "New Challenges and the New Partnerships" that face our industry.

Our harbor in Seattle is located on Elliot Bay, one of the most beautiful, pristine settings in the world; where the city and industrial harbor activities are contiguous to one another; and cranes, yes, those high cranes, serve as backdrops between the Olympic Mountains on one side and the City of Seattle on the other. This region has a long history of leadership and a pioneer spirit eager and willing to tackle new challenges and, yes, new opportunities—particularly in the area of international trade and commerce.

We were the first publicly owned port in the United States in 1911 and one of the first ports in our nation to embrace containerization in 1970, an early entrant into the China trade in 1979. And, yes, Bill Boeing, and his little red barn, in 1912 knew, had the vision, to plan the destiny for air transportation. And, what a vision! Today, innovation has expanded to other arenas in our region, as well: high technology, MicroSoft and McCaw; University of Washington, clearly a leader in research and development of that technology, cancer research, Fred Hutchinson Cancer Research Institute; biotech companies such as Immunex and CTI, and, yes, we are also famous for coffee, a whole variety of coffee, and I would hope by now that many of you in this audience have had the opportunity to try the coffee in our region.

And, then, in the fall of 1993, at the APEC Leaders Conference, we hosted leaders and delegates from 17 nations, searching for and committed to cooperate more effectively to enhance the overall economic vitality of this world. Even though we are a small city here in Seattle, fortunately we have escaped our small town thinking and have grown to be a major international player by taking advantage of our many natural assets. We have deep water ports in our region.

Geographically speaking, we are located an equal distance from Asia and Europe. Nine hours to fly to London, nine hours to fly to Tokyo. And yes, we have a niche as an international distribution hub. And, because of these assets and many more, and the leadership in our region, both in the public as well as the private sectors, we have become the second largest load center in North America for containers. Last year, alone, we had 2.4 million containers come through our port—in excess of \$63 billion worth of commerce. We are the ninth largest load center in the world and we also have a very, very visible trade-based economy.

One out of every 5 jobs in the state is linked to international trade and commerce. Securing our future, however, will demand that we pay more attention to the people-to-people relationships

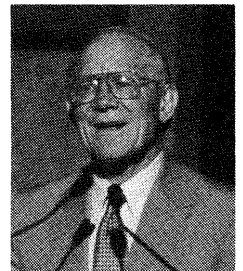
around the world. Just as building facilities has been important, now the people-to-people challenge is even more important. And that quest for balance between so many different and competing factors is clearly a challenge for each and every one of us in this audience. But, to find this harmony—what the Japanese call "wa"—is critical to our future.

I am personally convinced that the partnerships that we are looking to put into place and nurture are at the very core of finding new solutions to new opportunities. It is important to recognize that traditional methods used yesterday won't keep us globally competitive tomorrow. The challenges at our doorstep demand, actually demand, new solutions, and new ways of doing business will clearly be a prerequisite for success. Solutions must combine the resourcefulness that we learned as pioneers with the creativeness of today's entrepreneur in an ever changing, highly competitive global economy. At this IAPH Conference, you can see a partnership between two ports who, although competitors, are committed to working together, both now and in the future, to ensure our region's success.

In the next several days, we will have the opportunity to create a dialogue, to create solutions to issues. We'll have the opportunity to share and learn from one another. We'll highlight the role of partnerships in the competitive global economy, and we'll help share for one another a vision for the ports for the 21st Century, which is rapidly approaching. Since we have learned that visions rarely come with road maps, IAPH can help us chart our course to a successful future.

Much like our early vision of the Port of Seattle as a landbridge, connecting continents, our vision is now one of connecting people to people. Connecting people and partnerships can help keep us competitive. And, as the week goes on, I hope you will come to know a little of the color in this culture that makes the Pacific Northwest truly, truly remarkable.

**Address by
The Honorable
Joel Pritchard
Lieutenant Governor
State of Washington**



I couldn't help thinking, when this young man, Brian Jones, sang the Star Spangled Banner. I think all of us have dreams and things we hope to do, and then, generally, we have a few things we never have to do. And I have my list: I don't want to be a bus driver in New York City; I don't want to try to take a boat through the Panama Canal; and I never, never want to have to try and sing the National Anthem Acapella. I can't think of anything more distressing, and I watched that young man sing, I was just filled with awe and envy.

Well, we are delighted that you are here in the Puget Sound area. It's true, we are very proud of our ports, all of them in the State of Washington, and we do know this: that the movement of goods lifts all of the citizens, all of the citizens of the world in their standard of living. And the cost of the movement of the goods is just as important as the cost of manufacturing those goods. And, so, what you do in your activities, in cutting the costs and moving the goods cheaper; all those things end up to the benefit of all the citizens of the world. And, I know when you come to a meeting like this you get ideas. Somebody tells

you something and it works for your port; or you ask someone that has a port and you say: 'How is that working? And so, we hope that, not only will this trip to the Puget Sound area and to your conference be enjoyable, but I hope that it will be worthwhile.

Now, I have a serious duty here. It says, in conclusion, it is indeed a great honor and privilege that I declare the 19th World Ports Conference of the International Association of Ports and Harbors officially open. Thank you.

Address by The Honorable Norm Rice Mayor of Seattle



Good evening ladies and gentlemen.

I want to welcome our visitors from around the world to our beautiful City. You are correct, we are very proud of Seattle and all that it has to offer. I hope that you'll have the opportunity to explore the wonders of Seattle and the great Puget Sound area in your trip here. There is everything from the working waterfront to the Pike Place Market, the International District and the historic Pioneer Square.

It's a great honor for Seattle to be chosen as the Host for the International Association of Ports and Harbors World Conference, not only because it offers us the chance to show off our beautiful city but also because we have the chance to showcase our Port of Seattle.

We think we have the finest marine and airport facilities in the world. Our port's successes are the result of a lot of hard work over the years to build Seattle into the West's major gateway to Asia and the Pacific Rim.

Kudos must go to Mic Dinsmore, Andrea Riniker, Port Commissioner Paul Schell and all the members of the Port Commission. It's also a testament to the spirit of partnership and cooperation with neighboring ports around Puget Sound. A few years ago, as Pat said, Fortune magazine rated Seattle as one of the 10 best cities for business in the world. Now, I'll hope you'll indulge me, for just a moment, while I boast about the reasons for that high ranking:

- good customer service;
- our manufacturing capability and infrastructure;
- wonderful, wonderful natural resources;
- a sophisticated and well-educated workforce;
- top research and educational facilities; and
- geographical access to international ports.

But make no mistake, we haven't been just sitting around resting on our laurels. We continue to work hard to bolster Seattle's position as a major center for international commerce. Yes, we hosted APEC in 1993, helping to solidify the bonds of friendship and trade in Washington State among the Asian Pacific markets.

We continue to maintain strong ties with many important international trading cities through our large sister city port program. We have been an active partner in business and labor efforts to promote trade throughout the Puget Sound region.

We are doing all this because we know we live in the most trade-dependent state in the United States. One out of every five jobs in Washington depends on international trade and those jobs

provide workers with wages that they can actually raise a family.

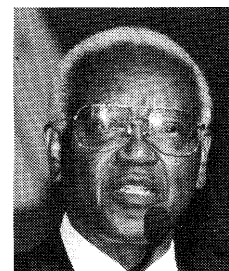
Those higher-wage jobs help make our entire region's economy stronger and more stable, and provide a tax base that I need to provide a high-level city services which our citizens demand.

So, you heard the drums, and you heard the gospel. The drums are symbolic in all of our cultures. They herald our achievements. They call us home. They tell us a story. They communicate to each and every one of us. So we come here, at this point in time in Seattle, to communicate, to share and to strengthen our bonds. Those drums are the heartbeat of humankind and I hope that humankind, as it gathers here in Seattle, really charts a course for world trade and world opportunity.

So, while you are here, I have just one thing to ask each of you: I want you to make a personal commitment to spend just \$250 in the City of Seattle. It really would go a long way to strengthening our local economy and helping me do my job better.

So, welcome to the City of Seattle and have a good time. Thank you very much.

Address by The Honorable Harold Moss Mayor of Tacoma



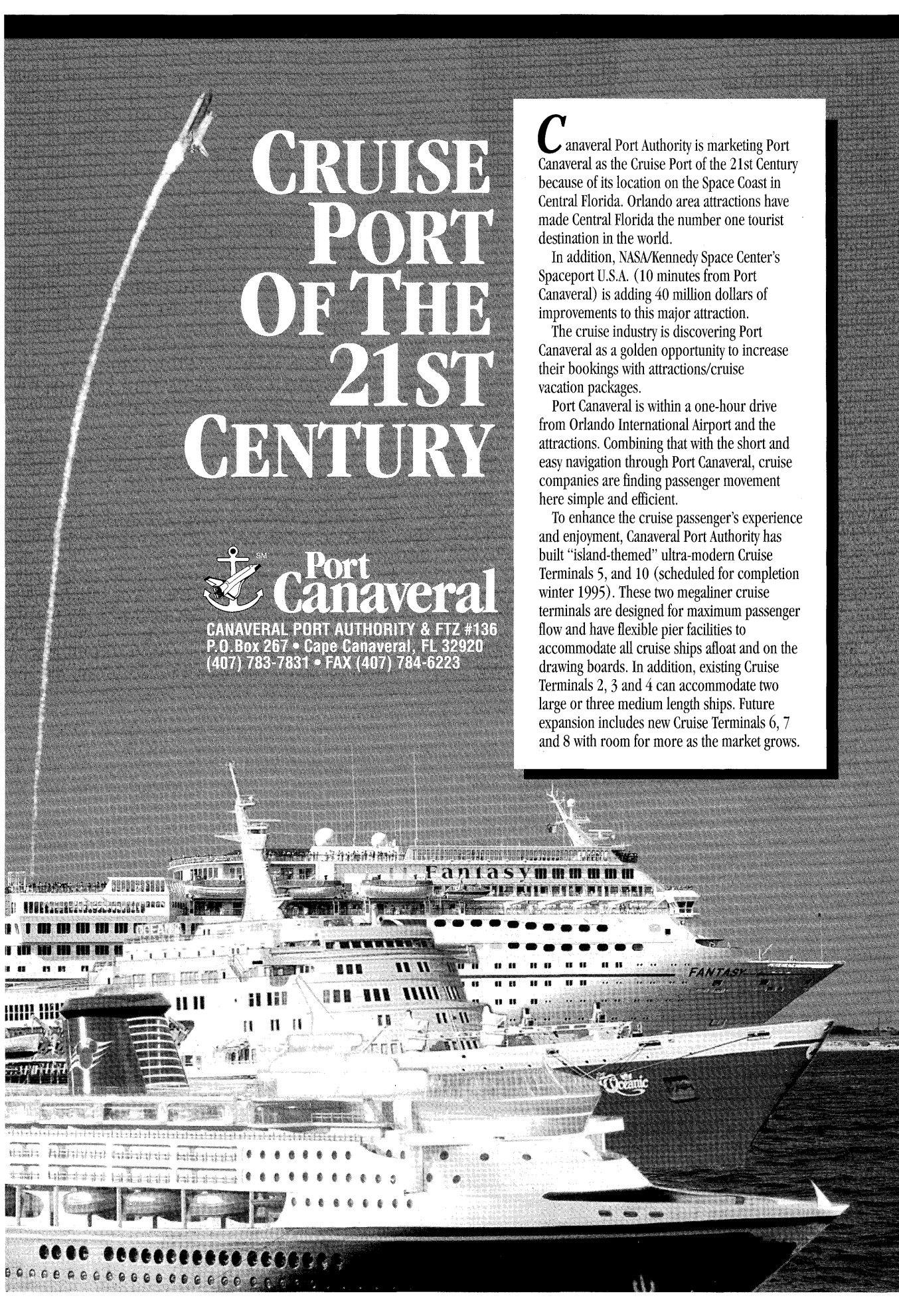
I want to welcome all of you to the Pacific Northwest, and to the Seattle and Tacoma ports. I want to echo the comments of the other speakers: to offer you a very sincere welcome to the Pacific Northwest from the City of Tacoma.

Although Tacoma has one very well-known instance of losing a bridge, and Norm, we never talk about the Lacy B. Morrow sinking, do we? We are building bridges of international understanding through our sister cities program, strengthening relationships with a number of cities around the world.

We are building bridges for increased trade as we work with the port to bring new businesses to Tacoma and to promote exports from Tacoma. We are building bridges in world of art—from blown glass to the performing arts—and some of you may recall that we had a wonderful symphony in Tacoma, with youngsters from all over the world, from all of our sister cities, and that was a concert, really, to remember. It was wonderful.

I compliment you on your conference logo—it has the City of Seattle's Space Needle and the City of Tacoma's Mountain. Now, there may be a little dispute about that, but we got it and we claim it. Although the mountain is a few miles away from downtown Tacoma, we still think of it as our own. I understand you will be visiting Tacoma on Wednesday for a visit to our port facilities, followed by a seafood dinner and a little country and western music. We got all that in Tacoma.

I am honored that you are visiting the City of Tacoma, and I only wish that you could stay longer. So, in closing I hope that you enjoy the week; and I hope that at the time of your visit you remember something that began at this conference, or something that was concluded at this conference so that your memories of the Pacific Northwest at this joint conference, hosted by Tacoma and Seattle, will last with you for a long time. My best to you, and thank you.



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Canaveral Port Authority is marketing Port Canaveral as the Cruise Port of the 21st Century because of its location on the Space Coast in Central Florida. Orlando area attractions have made Central Florida the number one tourist destination in the world.

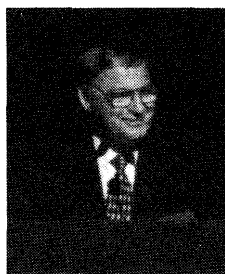
In addition, NASA/Kennedy Space Center's Spaceport U.S.A. (10 minutes from Port Canaveral) is adding 40 million dollars of improvements to this major attraction.

The cruise industry is discovering Port Canaveral as a golden opportunity to increase their bookings with attractions/cruise vacation packages.

Port Canaveral is within a one-hour drive from Orlando International Airport and the attractions. Combining that with the short and easy navigation through Port Canaveral, cruise companies are finding passenger movement here simple and efficient.

To enhance the cruise passenger's experience and enjoyment, Canaveral Port Authority has built "island-themed" ultra-modern Cruise Terminals 5, and 10 (scheduled for completion winter 1995). These two megaliner cruise terminals are designed for maximum passenger flow and have flexible pier facilities to accommodate all cruise ships afloat and on the drawing boards. In addition, existing Cruise Terminals 2, 3 and 4 can accommodate two large or three medium length ships. Future expansion includes new Cruise Terminals 6, 7 and 8 with room for more as the market grows.

**Address by
Carmen Lunetta
President of IAPH
Port Director
Port of Miami**



Lt. Governor Pritchard,
Mayor Rice from the City of Seattle,
Mayor Moss from the City of Tacoma,
Mr. O'Malley, President of the Port of Tacoma
Commission, and the Port of Seattle Commissioners and Port of
Tacoma Commissioners who are with us this evening,

IAPH Conference Vice-President Mic Dinsmore, Executive
Director of the Port of Seattle,

IAPH Conference Vice-President John Terpstra, Executive
Director of the Port of Tacoma, Secretary General Kusaka,
distinguished guests, fellow conferees, ladies and gentlemen.

On behalf of all the IAPH members and guests who are
here this evening, I thank you for your words of welcome and
the hospitality we have all received since arriving in this
marvelous city. We will all remember the friendly reception and
the wonderful people who greeted us.

And it is a special pleasure to be here in this beautiful city
perched on the edge of the Pacific Rim and one of the largest
international centers in our hemisphere. Thank you, too, for the
magnificent program we are experiencing this evening. And
Brian, I am looking for a Deputy Director, if you are available,
please call me.

It certainly gives us a sample of the excitement and vitality
of the Pacific Northwest. This Conference provides an excellent
opportunity for port authorities and maritime interests to discuss
and exchange ideas on current problems. It is also a time to
renew old friendships and make new ones.

Without a doubt, we are living in an era full of challenge
and at the same time full of excitement. That's why our
Conference theme: "New Challenges—New Partnerships" is so
timely and appropriate.

In reality, the ports community is a microcosm of the
world. We are on the cutting edge of change, whether that
change is economic, political or technological. To meet the new
challenges of globalization and change and to manage the
challenges we face each day will demand innovative and bold
new ideas. Amid all this change, it is important for us to
remember that as ports we have a tremendous role to play in
addressing the wide range of current issues, some of which are
included in the presentations to be made at the working sessions.
Issues such as 'the challenge of global policy changes', 'helping
ports meet the intermodal challenges' and 'emerging markets'.

I am sure that meaningful discussions will be generated in
addressing these issues, and while we may not be able to resolve
all of them here in Seattle, we must begin the process that moves
us towards their successful conclusion as we move towards the
21st century.

In the course of these discussions, it's important to
remember the significant role that ports play in the economic
development of our communities, our regions, our nations and
for our people. I think we heard that stated here, many times,
very astutely.

All this economic vitality flows through our port facilities,
and in the process, we must show our communities and our
customers that we care. Because our activities are not always

carried out in a simple environment. A critical issue that
continues to confront the international community is the ability
to resolve permanently the solutions for free and open trade.

It is a simple fact that on this issue, ports remain the leading
advocates of furthering the cause of fair and open trade. Because
we have clearly recognized that fair and open trade is the right
path to peace, strength and growth for all our nations. Clearly
then, we must continue our efforts to further broaden that circle
of fair and open trade. And as those efforts move forward, it is
important to remember that one of the most difficult challenges
we face is competition. Competition between regions as well as
nations. And as the competition intensifies, greater demands will
be placed on our ability to be more efficient and productive.

We are fortunate that over the course of time, IAPH has
developed a spirit of international coordination and cooperation
among ports, promoting the sharing of knowledge and
experience required for us to compete and to grow together in
the competitive global environment in which we live.

And for these reasons, IAPH becomes even more
significant because as we approach the 21st century,
globalization will change the traditional way we have done
business and will require new ideas.

A wise man once said, "the world hates change, but it is the
only thing that brings progress." The dynamics of change within
our industry can be seen in two significant areas.

First, The Privatization of Ports

This is truly a significant change and one that has caused
many nations to rethink their traditional ways of conducting
national policy.

Second, we are seeing a significant change as major
steamship lines continue to consolidate or form conglomerates
such as the recent announcement made by SeaLand and Maersk
to streamline their operations and manage their resources of
ships, boxes and personnel to be more efficient and profitable.

Simply put, they are changing the traditional way they do
business. And, inevitably, where the change occurs the impact
will be felt.

Successfully managing the ensuing change within this
environment will require the most careful attention to trade
routes, competition, cost and the quality of services. Therefore, it
is important for ports to embrace this change and seek ways to
capture the benefits of the progress it will bring.

Let's not forget that in the world of IAPH, none of us
stands alone. Forming partnerships whether official or unofficial
is an essential part of how we accomplish our goals.

And it is significant that we have made new partnerships as
a part of our official theme this year. Whether partnerships
means pooling resources or developing linkages of cooperation
for success.

Finally, it is my hope that we will always move forward
with the attitude that we expect to give, much more than we get
back. Because then only then will IAPH achieve its fullest
potential.

So in conclusion, on behalf of the Vice Presidents, the
Board and Executive Committee and indeed all who have made
the journey to be here in Seattle, please allow me the opportunity
to thank our hosts once again for the warmth of their welcome
and the efforts they have clearly made to welcome us as a
family. Their efforts over the past two years have set the stage
for a very positive and productive conference.

It is my duty to announce the names of the chairmen and
members of the five Conference Committees who were
appointed by the Board of Directors or by the President.

The Chairmen are:

Nominating: Carmen Lunetta, Miami

Credentials: Akio Someya, Nagoya

Budget/Finance: Don Welch, Charleston
Honorary Membership: John Mather, Clydeport
Resolutions & Bills: Hugh Welsh, representing Pat Falvey,
New York/New Jersey

For further information, please examine the full membership list which is posted in the registration area.

And now, thank you for your attention and for this opportunity to share some thoughts with you. Let's begin our 19th Conference!

Address by **John Terpstra** Conference Co-Chairman Executive Director Port of Tacoma



It's my privilege this early evening to have the chance to provide you with the Closing Remarks of the Opening Ceremony. In fact, being the last speaker does provide some problems, but it did give me a chance to hear Mic Dinsmore call Seattle a small city. But it is very difficult to think of something to say, because most everyone has said the most important things, already.

So instead, I will say something old. Something first said by American humorist Will Rogers. Although Will Rogers was not a port director, he showed some insight into the challenges that ports face when he said, "Even if you are on the right track, you will get run over if you just sit there."

As we look at the competitive surroundings that ports operate in, there is a constant need to strive to improve our products, our facilities and services. While ports such as Tacoma and Seattle have grown dramatically in the past ten years, there are numerous challenges that have come along with that growth. The challenge of meeting the need for new and better railroad and highway infrastructure and the challenge of balancing port expansion and environmental concerns.

Although the port challenges we face in the Pacific Northwest may be somewhat different from the port challenges faced in Europe, Asia, Africa and South America, I am confident we have much in common. We all share the continual drive to build, grow, and improve, to be more efficient and to serve our

customers better. In short, we want to make sure that other ports don't pass us by because we ignored Will Rogers' advice, which is not to just sit there.

I look forward to our conference during the week ahead, and to sharing ideas and strategies for dealing with the new challenges and new partnerships that ports throughout the world will face in the years ahead.

As you can imagine, there is a great deal of effort that goes into organizing a conference of this size. We owe a great debt of gratitude to the companies who have recognized the importance of this major international conference and have shown their support by helping to sponsor this conference, and we would like to recognize them.

I would first like to thank our Gold Sponsor, Key Bank of Washington.

At the Silver Sponsorship level, I would like to thank the Boeing Company, and the Port and Harbor Bureau, City of Yokohama.

At the Bronze Sponsorship Level, I would like to thank:

Bogle and Gates
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Holland America Line
Hyundai America Shipping
Lehman Brothers
Port of London Authority
Preston, Gates and Ellis
Sedgwick James of Washington
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TT Club
and Westwood Shipping Lines.

The support of these organizations have helped us develop what we are confident will be a memorable week for all delegates and guests.



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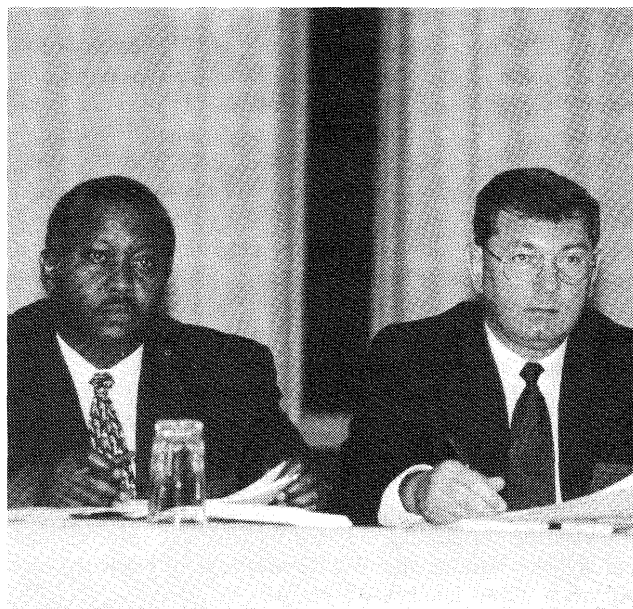
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Pre-Conference Board, Committee Meetings

Prior to the formal opening of the Conference, IAPH's internal and technical committees (a total of 12 in three groups), along with the conference committees which are specially attached to each biennial conference, met on Saturday 10 June and on the morning of Sunday 11 June to discuss the numerous issues entrusted to each of them. On the afternoon of Sunday 11 June, the pre-conference joint meeting of the Board and Executive Committee was held to deliberate on policy matters covering such aspects as membership, financial and legal matters, so as to be able to come up with recommendations to the Board on specific items of the agenda when these matters were put before the Plenary Session for discussion by the delegates at large.

The Board accepted the recommendation of the Constitution and By-Laws Committee to reinstate in the objectives of the IAPH Constitution, the expression "thereby promoting peace in the world and the welfare mankind".

J Mather, in his presentation on the international liaison work, confirmed that Alex J Smith would be available for yet another two years to act as IAPH Liaison Officer in Europe based upon the IAPH/BPA Agreement on Representation.



Various Committees meet on Saturday and Sunday in Seattle



Pre-Conf. joint meeting of Board/Exco

Keynote Address Session

The keynote addresses session on the conference theme was chaired by the IAPH President Mr. Carmen Lunetta. The first speaker was Mr. Lawrence Clarkson, Senior Vice-President, Planning and International Development, The Boeing Company. Highlights of his address are outlined in the summary prepared by Dr. Peter Rimmer from the Australian National University, who acted as our reporter. The second speaker was Dr. Rene Smit, Commissioner, Port of Rotterdam and Vice-Mayor, City of Rotterdam, whose presentations are introduced below. In this session, the presentation was made by Mr. Masaaki Eguchi, Director General, Port and Harbor Bureau, Kobe City Government. Mr. Eguchi shared with the participants the progress of reconstruction at his port following the Great Hanshin Earthquake which struck Kobe on January 17, 1995.



Mr. Clarkson, VP of the Boeing Company



Mr. Eguchi of the the Port of Kobe

Surviving Globalization By New Partnerships

Dr. R.M. Smit

Commissioner, the Port of Rotterdam
Vice Mayor of the City of Rotterdam

"Never prophesy," advised Samuel Goldwyn, "especially about the future." Still, my speech will elaborate on future developments as the Conference presidency has asked me to do. Especially ports have to think carefully about future trends as their investments, mainly in infrastructure, pay back over very long periods; or do not, of course.

I'd like to congratulate and thank President Lunetta, Vice President Dinsmore and Vice President Terpstra for bringing together so many port representatives from all over the world. When you look around, ladies and gentlemen, you will understand the meaning of "The World is a Global Village," this conference is a global village itself.

In elaborating future developments relevant for the port



Dr. Smit, Vice-Mayor of Rotterdam

industry, I will concentrate on the impact that the globalizing of the economy will have on ports and on how ports should react to these new challenges.

Global Development

Forces in the world economy are scaling up due to faster technological progress, importance of economies of scale, and geographical expansion, enterprises are more and more operating on a global scale.

At the same time, this trend is supported by a tendency toward economic liberalization. Governments in the world tend to believe that market dynamism creates more wealth than governmental control. Both intertwined trends have realized a tremendous growth in world trade. Since the end of the eighties, world trade growth has been twice as hard as world output. This underlines the fundamental change in the world economy, named globalization.

In my opinion, we are just at the beginning of this change. The position of the ports will be largely affected by this. I'll discuss four examples of more specific developments affecting ports.

1. Production is becoming more a process of assembling and bringing together raw materials, parts and semi-manufactured products from all over the world, depending on where they are cheapest. Final adjustments to the requirements of a specific country or customer are carried out close to the market. With this, logistics is becoming more important for a company so they try to control it more firmly. Companies who are too small for this global logistic control, will be dependent on logistic service providers. These logistic companies are also growing in size or intensify cooperation. Ports tend to become small players, stuck as they are to one location. They are getting more dependent, being just small parts of a large logistic chain.
2. Concentration is also felt in port operations. This creates a stronger differentiation between ports. Some will become mainports, ports where the large ocean-going vessels will call. These ports will also be supported by the creation of increasingly large, often continental distribution networks, in which also part of production takes place.
3. Growth of world trade and the related growth of transportation will intensify governmental interest. Especially the environmental effects will create a policy in which intermodal transportation will be favored. This coincides with the tendency of concentration.
4. Because of the development of companies, large, medium or small, that operate globally and look much more alike than different, governments in reaction, tend to strive toward multilateral regulation. As professor Bergsten calls it, "Policy Harmonization will become the norm for such

matters as antitrust, technical standards and product liability." This has a major impact on ports who are very often considered a national heritage.

The discussed developments will have a major effect on ports. The impact will differ from port to port. That makes it difficult to discuss a port reaction in general terms. But I'd like to make some suggestions, knowing you understand Goldwyn's earlier warning "Never Prophecy." I could adjust that to "never believe a market leader."

New Partnerships as an Answer

Some of you will have started dreaming a little by hearing that world trade grows twice as fast as the economy and that we are just at the start of it. Ports are to be related to world trade, so that must mean a rosy future. Why bother? An impressive growth of volume will sweeten all negative trends. Well, that could be a strategy, but I tend to think that a more active approach is favorable. Especially, ports should be pro-active, vulnerable as they are, because of their physical immobility and long-term investment. I'd like to suggest some strategies. They are, of course, very much related to my experience in Rotterdam, but I think they have a broader meaning.

1. A first strategy to create a stronger position of a port, is to strengthen and broaden the tie with the logistic chain. In my opinion, it is extremely important that ports continue to optimize their connections with their hinterland. For inland shipping, Rotterdam is naturally a perfect port, because of our geographical position at the estuary of the Rhine river. Almost half of the hinterland traffic is carried out by means of barges. Germany, Belgium, France, Switzerland and nowadays, via the Rhine-Main-Danube Canal, also the countries of Central and Eastern Europe are accessible from Rotterdam via inland shipping. The growth which inland shipping has experienced in the container sector is truly spectacular, from zero containers some 15 years ago to many hundreds of thousands a year now. This could be realized due to organizational innovation. The port played an active role here, creating new partnerships with the inland shipping industry and logistic service providers.

A second example in our case is rail. It is important to further develop rail transport in order to provide our clients with maximum service and quality in the future. In the coming years, heavy investments will be made in the port's rail capacity. The Rail Service Centre in Rotterdam has been expanded substantially over the past year. From here, an increasing number of shuttle trains run on a regular schedule to destinations such as the Czech Republic, Italy and Germany. At the moment, the Dutch Railways together with some chemical industries are also building two Rail Chemical Centres in the port. These will make rail accessible for the large market of chemical products. In coming years, a dedicated goods rail line will be built, which will link Rotterdam directly with Germany. But creating infrastructure is not enough. New products had to be developed, new markets had to be found. The Port of Rotterdam is doing that in close cooperation with some new partners. We are even considering starting an active participation in a new railway company.

Ports are becoming increasingly involved in integrated logistic networks. Ports were already working a lot with shipping companies. After all, these have always been their clients. Nowadays, there is a need for cooperation with large shippers and hinterland carriers. If ports want to remain or become part of these networks, then they will have to adopt an active stance. Often a complete network, full door-to-door transport, is required. And as a port, you must be able to provide this, in partnership.

This network consciousness is penetrating our European

continent more and more. Mainports must therefore form the starting and ending point of Trans-European Networks, says the European Commission.

2. The next century will be the age of intermodalism, I prophesy due to the ongoing containerization, modern EDI, innovations in techniques of loading and unloading. Short-sea traffic will undergo a renaissance. So not only because of main ports and the necessary feeding, but also because of intra-continental flows of goods. This creates new possibilities for cooperation between ports. New partnerships instead of competition only. Therefore, the Rotterdam Port community agreed on a strategic alliance with the Spanish port of Bilbao. Intermodalism also creates a new, positive environmental position for ports, too. As concentration points of goods flows, ports make intermodal transport, the use of environmentally friendly transport modes possible. And ports provide know-how of transshipment. So Rotterdam is involved in setting up dry ports.
3. Environmental policies by our governments are often looked upon as a threat to efficient port operations. In my opinion, it is better to see them as challenges. They give us new opportunities. Intermodal, environmental friendly transport is just one of them.

That's why the European Commission and also Rotterdam are backing as much trade in and out as possible by rail, freight barge, short-sea and combined transport. Safety and cleanliness of ports are getting more and more governmental attention. In response to this not always very appropriate regulation oriented attention, we created a new partnership with the European Seaports Organization (ESPO). Here, we are trying to solve the environmental problems facing all ports, together with the other European ports. This prevents competition in the environmental field and leads to the efficient development of new techniques, amongst other things. By being pro-active, and responsive to environmental issues, extensive governmental regulation and red-tape will be unnecessary. A good example of this is the Green Award System in Rotterdam.

To be clear via the ESPO, the European ports are not only tackling environmental problems together, but also attracting the attention of European administrators and other parties for our common interests.

At the worldwide level, cooperation between ports, particularly between those on different continents, is still a little noncommittal. Cooperation doesn't necessarily have to take place through organizations like the IAPH. But, to my opinion, we should try harder in strengthening this world forum of ports, creating a clear vision on the ports' position in the world.

To conclude, as the world becomes a global village, ports become part of global networks. That's why port managers must expand their networks if they wish to retain their positions. That is no easy task. It takes time, effort and the ability to take stock of the networks in which you, as a port, operate. That is the challenge facing us. It helps a lot if you have reliable partners in these networks, who can help you achieve what you want to become: a modern, flexible, clean and efficient port for existing and future clients.

Globalization makes it necessary for ports to react firmly. In my opinion, ports can strengthen their position by creating new partnerships; partnerships with private companies and other ports to strengthen the ties with the logistic chain. Secondly, partnerships between ports can overcome the negative aspects of new international regulation.

"Never prophecy" but neither stand still. New challenges for ports require new partnerships. I am convinced that the IAPH will provide you some at this conference.

First Plenary Session – Monday, 12 June

At 9 a.m. President Lunetta opened the meeting with his welcoming words to all the delegates and presided over the full session agenda dealing with the Association's affairs.

Quorum: Mr. Akio Someya (Nagoya), Chairman of the Credentials Committee, reported on the status of membership in attendance concerning the Regular and Board members and confirmed that the quorum required in the By-Laws in both categories had been duly met. The numbers reported were: out of 240 Regular Members, 98 were present at the Conference and 38 represented by proxies; out of 93 Board Members, 33 were present and there were 18 proxies.

Secretary General's Report by Hiroshi Kusaka

Mr. President and fellow members of IAPH's global family:

I find myself with the agreeable duty of reporting on the activities of our Association for the past two-year period.

First let me voice my deep gratitude and appreciation to our hosts, the Ports of Seattle and Tacoma, for jointly hosting this year's conference of IAPH. I wish to pay particular tribute to Mr. Mic Dinsmore and Mr. John Terpstra, the respective ports' Executive Directors and co-chairmen for this Conference, and the other members of the Organizing Committee for the selflessness and dedication they have shown in making the arrangements for the Conference, which was officially opened yesterday evening in the impressive manner all of us witnessed. Obviously, we were impressed by the partnership between our two host ports, which well reflects the theme for this Conference: "Ports: New Challenges and New Partnerships".

My deep appreciation goes to all of you here for taking the time out of your extremely busy schedules to travel to Seattle for the Conference.

It is with deep emotion and gratitude that I find a number of our Honorary Members are present here today. Our hearty welcome goes to all our guests who led IAPH in its earlier days.

Our Association has been extremely active during the past two years. To give you a picture of the wide range of tasks our members and committees have been working on, the major activities in chronological order are listed and included in my written Report submitted to this Conference.

We can look back with pride on the numerous achievements we have been able to report to our members. In so doing, we pay due tribute to the President, the Vice-Presidents and the Chairman of the Legal Counselors for the invaluable advice they have offered us, to the committee chairpersons for their sterling leadership and to the committee members for their selfless service.

In Sydney, the Technical Committees were restructured in order to enhance their respective activities while some new work programs were added by the Association. The committees have focused on various issues, such as the changing economic and trade patterns which have had their impact on the ports industry and the other major issues which the world ports must face if they wish to respond to user's varied needs. At this Conference,



you will hear of the fruits of the work carried out by the 12 Technical Committees.

Furthermore, the initiatives of the IAPH/IMO Interface Group have been strongly supportive of the activities of IMO's Working Group on Ship/Port Interface on the grounds that IAPH aims to work closely and harmoniously with other international bodies for the further promotion of world trade while maintaining the interest of the world's ports industry. I believe that the work carried out by this group will become increasingly important to our Technical Committees and will, in turn, benefit their activities and the entire membership of IAPH.

Our membership campaign efforts have enjoyed the backing of countless IAPH officers and other individuals. As for the details of the current situation concerning our membership, we are going to hear the Membership Committee's report in a few minutes.

As for our organization's financial situation, we will be hearing later from the Budget/Finance Committee's Chairman. I sincerely hope that the financial performance as presented in the settlement of accounts for the last term and the budget for the new term to be proposed by the Committee will win the support of this Plenary Session.

All in all, I am very proud of the way in which IAPH members have collaborated over many years and developed friendships through working together to the event that we regard each other as members of IAPH's global family. IAPH, which started with members from 14 countries 40 years ago, has now developed a membership encompassing 86 countries and economies. We have been fortunate to have been able to receive the full support of our members at each critical time throughout the history of IAPH. I believe that the mutual respect, the friendly working relations and the willingness to assist one another which have characterized our dealings will continue.

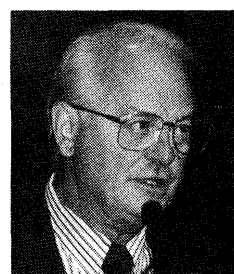
Finally, I am convinced that the Conference convening this week in Seattle will again be most significant in bringing about a stronger IAPH, as it strives both to meet the varied needs of its members and, further, to advance the interests of all ports and port communities throughout the world. Thank you!

Membership: On behalf of Mr. Ron Brinson (New Orleans), Chairman of the Membership Committee, who was unable to come to Seattle, Mr. Erick Schafer (Copenhagen), Vice-Chairman of the Committee, made presentations on the membership situation of our Association.

Mr. Schafer reported that as of May 1, 1995, we had a total of 239 Regular Members (with the number of units subscribed totalling 733) and 104 Associate Members (106 units) from 80 different countries or economies, the largest number ever since the establishment of IAPH 40 years ago.

The report included the recommendation of the continuance of the Temporary Membership scheme, which had been approved by the Board with the dues being increased from SDR500 to SDR600.

Mr. Schafer sought all members' continued support of the Committee's efforts in achieving the further enhancement of IAPH membership.



Erik Schafer,
Copenhagen, chairs
Membership Committee

Finance: The Budget/Finance Committee chaired by Mr. W. Don Welch (South Carolina State Ports Authority) met in Seattle on the morning of Sunday, 11 June. It examined the financial reports submitted by the Secretary General.

Regarding revenues, the Committee noted that there is a continuing problem with exchange rates, particularly the appreciation of the yen in relation to other currencies, although this does not appear to be threatening to IAPH for 1995 or 1996 thanks to the fund carried over from the previous term. However, the Committee recommended that the Association should seek ways in which the revenues of IAPH can be enhanced through means other than raising dues. For this purpose, advertising and promotional opportunities for IAPH members through "Ports and Harbors" magazine should be enhanced. The recommendation also included the establishment of a special task force to explore opportunities for IAPH to organize seminars.

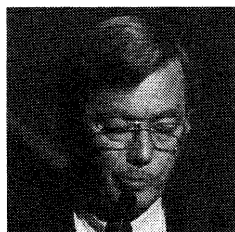
As for expenses, the Chairman found the fund management to be in thoroughly good order, with an extremely good job having been accomplished by the staff to contain costs and with minimal impact on the carry-over funds.

The Committee's recommendations for adoption of the Settlement of Accounts for 1993/1994 and the Budget for 1995/1996 were unanimously accepted by the Association's members present at the Plenary Sessions.

Bills and Resolutions: In accordance with the recommendations from the Constitution and By-Laws Committee chaired by Mr. Kick Jurriens (Rotterdam), after having been scrutinized and reworded by the Resolutions and Bills Committee, chaired by Mr. Hugh Welch (Port Authority of New York and New Jersey), the Conference passed the three Bills and four Resolutions which are introduced later in this issue.



W. Don Welch, Charleston, Chairman, the Budget/Finance Committee



Kick Jurriens, Rotterdam, presents a report from the Constitution and By-Laws Committee



Hugh Welch, New York/New Jersey, chairs the Resolutions and Bills Committee

Reports from Technical Committees

Written Reports from the 12 Technical Committees covering the work carried out by the respective committees during the past two years were distributed to the participants as a conference kit which included the other conference papers prepared by the Organizing Committee. Each Vice-President as Coordinator for the three groups of Technical Committees, expressed appreciation for the work carried out by his committee

and urged the audience to take an active part in the Working Sessions as well as in committee activities. The presentations at the Working Sessions by the respective committees are summarized in Peter Rimmer's report.

IAPH/IMO Interface Group

Mr. Smagghe, chairman of the Group stressed the need to enrich IAPH's ability to work in a manner compatible with the Ship/Port Interface initiative adopted by IMO.

A summary of his presentation follows:

In 1992 IMO had set up a Working Group on Ship/Port Interface (SPI) to develop standards, guiding and recommendations appropriate to the ship/port interface, which would enhance safety, prevent pollution of the marine environment and improved the facilitation of maritime traffic.

It was clear that not only had IAPH to identify with the work of the SPI Working Group, but we should also take steps to play a leading role in the Working Group's deliberations.

At the 1994 mid-term Exco meeting in Copenhagen IAPH therefore established an IAPH/IMO Interface Group under my chairmanship to relate primarily to the activities of IMO's SPI Working Group. Our Group would also pay particular attention to the on-going port-related work of other IMO bodies.

The printed report of our Group which has been circulated details our activities and the results of the six meetings held in the last year.

At our meeting yesterday we endorsed three position papers which had been put to us by our Technical Committees dealing respectively with Financing Port Reception Facilities, Reduction of Port Dues for Environmentally Friendly Tankers and Fuel Oil Quality. We also discussed the need for more basic work to be done within IAPH in the first instance on Unwanted Aquatic Organisms in Ballast Water and the Use of Tri-butyl-tin on Ships' Hulls.

Our workload is heavy. We think it would be helpful to us:

- (a) to expand our Group from its present two representatives from each IAPH region to three;
- (b) additional to the chairpersons of our Technical Committees who are of course invited to attend when subjects of interest to them are under discussion also to invite representatives from regional associations such as ESPO, AAPA and other similar bodies in Associate Membership of IAPH;
- (c) to hold Group meetings outside London on occasion in the



Jean Smagghe (left) chairs IAPH/IMO Interface Group meeting on Saturday 10 June

- various regions of IAPH; and
- (d) to allow me to designate a deputy for occasions when I cannot be present at Group meetings.

Proposals on these matters have been made to Exco and the Board of Directors.

Finally, I must thank all Group members for their supportive efforts, the Secretary-General, IMO, Mr. William O'Neil, who has always been keen to develop the IAPH/IMO relationship and, in particular, Alex Smith whose devotion to our Group activities has been invaluable.

IAPH European Rep. Report

by A.J. Smith

(A summary of the presentation made at Working Session 1 on 12 June)

The many facets of the printed and circulated report on the status of the IAPH/BPA Agreement on Representation for the biennium 1993-95 hopefully speak for themselves. They do however reflect the message that IAPH is able to be a major player in the international maritime transport scene to the extent that it wishes to do so.

I like to think that the Agreement on Representation has made a positive contribution in achieving that situation and in consolidating IAPH's authoritative standing in the Europe/Africa Region.

IAPH is now able to become actively involved in an ever-increasing number of activities and joint action programmes with other like-minded organizations. Indeed these organizations now expect an IAPH involvement as a matter of course. But

IAPH cannot do everything. It must operate within its means and capacity.

It is the IAPH membership which in fact must ultimately decide whether and in the event to what extent they can allow their personnel and resources to be used to develop and project IAPH contributions to international debates and related activities.

The non-availability of funds is often a major constraint to IAPH membership involvement in international activity. It is important to point out however that funds can be made available by a range of international agencies. Particular attention is drawn for example to commitments made for such funding by the following organizations:

- The Economic and Social Council (ECOSOC)
- United Nations Committee on Trade and Development (UNCTAD)
- United Nations Capital Development Fund (UNCDF)
- United Nations Development Fund (UNDP)
- United Nations Environment Programme (UNEP)
- International Labour Organization (ILO)
- United Nations Educational, Scientific and Cultural Organisation (UNESCO)
- The World Bank
(The International Bank for Reconstruction and Development)
- The International Financial Corporation
- The Global Environment Facility (GEF)

In concluding this brief presentation I must acknowledge with appreciation the support and encouragement given to me by the Director, BPA and his staff. Similarly, my thanks also due to Secretary General, IAPH and his staff from whom advice and guidance has always been readily available.

Working Sessions

Altogether six Working Sessions were held using three full mornings and three afternoons during the Conference week. Out of the six, Sessions 1, 4 and 6 were devoted to the 12 Technical Committees under the three groups, while Sessions 2, 3 and 5 were organized on the initiative of our hosts under the theme: "The Challenge of Global Policy Changes", "New Port Challenges and Partnerships; A West Coast Update" and "Emerging Markets" respectively.

Among the varied items of prime importance debated at the working sessions, the following subject areas were particularly indicative to us. One concerns adapting, implementing and familiarizing people with the image of EDI matters, certainly inclusive of Internet systems. Demonstrations made by quite a few ports gave an impression that the EDI networking was so easily visualized and becoming anyone's tool. The other is the movement toward stepping up IAPH's participation in educational and training programs for ports in developing economies. At the initiative of the Human Resources Committee by setting up collaborative affiliation with the two port management associations located in Western & Central and Eastern & Southern Africa, Pilot projects might be inaugurated in Africa.

The speakers and the titles of their presentations are listed below.

**Working Session No.1—
Monday afternoon, 12 June**
"Human and External Affairs"

Overall presentation: Dominic Taddeo, Montreal
IAPH Third Vice-President



*Dominic Taddeo, Montreal,
chairs Working Session 1*



*Goon Kok Loon, reports on Human
Resources Committee work*



*Pall Valls, reports on Legal
Protection Committee work*

Technical Committees:

Human Resources: Goon Kok Loon, Singapore
Legal Protection: Paul Valls, France
Port Communities: David Bellefontaine, Halifax

Liaison Work: Alex Smith, IAPH Liaison Officer
with IMO and Representative in Europe

Working Session No.2— Tuesday morning, 13 June

"The Challenge of Global Policy Changes"

Session Chairperson: Commissioner Patricia Davis, Port of Seattle



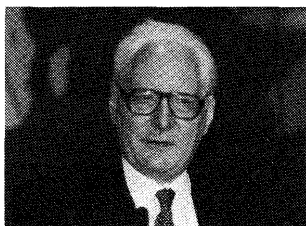
Patricia Davis, Port Commissioner of Seattle, Session Chairperson

R. Kumudzro, Tema, Ghana, speaks on the future of African ports



Erik Stromberg, AAPA president, makes presentation on the future of region's trade and impact on ports.

Fernand Suykens, ESPO chairman



"The Future of Hemispheric Trade Alliances and Their Impact on Ports" by Erik Stromberg, President, American Association of Port Authorities

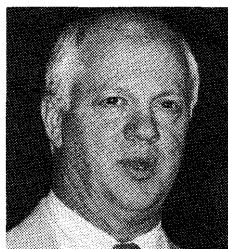
"The Challenges of the APEC Countries" by Donald Hellmann, APEC Study Center, University of Washington
"African Ports Look to the 21st Century" by Raphael Kumudzro, Director of Port of Tema

"European Economic Union—An Update" by Fernand Suykens, Chairman of the European Sea Ports Organization

Working Session No.3— Tuesday afternoon, 13 June

"New Port Challenges and Partnerships: A West Coast Update"

Session Chairman: Commissioner Mike Fletcher, Port of Tacoma
"The Environmental Port



Commissioner Mike Fletcher

Development Challenge" by John Terpstra, Executive Director, Port of Tacoma

"New Partners for Port Development" by Mic Dinsmore, Executive Director, Port of Seattle

"Helping Ports Meet the Intermodal Challenge" by John Vickerman, President, Vickerman, Zachary, Miller
"Partnerships for Infrastructure"

by Dwayne Lee, Deputy Director, Port of Los Angeles

Working Session No.4— Thursday morning, 15 June

"Port Affairs"

Overall presentation: Robert Cooper, Auckland

IAPH First Vice-President

Technical Committees:

Port Planning and Construction:

Philip Ng, Singapore

Dredging Task Force: Dwayne Lee, Los Angeles

Port Safety and Environment:

Peter van der Kluit, Rotterdam

Marine Operations: John Watson, Dundee

Cargo Operations: John Terpstra, Tacoma

Special Presentations:

Presentation by John H. Sargent, Senior Vice-President, PIANC

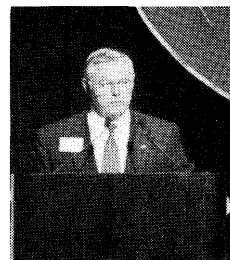
ISO-9000 issues: Tim Frawley and Robert Cochrane, Hong Kong

Coastal Erosion: Joseph Lapolla, Port Canaveral

Multi-Purpose Terminal Layout with Covered Storage: Frazer McKenzie, Tauranga

Ballast Waters: Ian Baird, Port Hedland

Green Award Systems—An approach by the Port of



John Terpstra reports on the work of the Cargo Operations Committee work



Commissioner Paige Miller, Port of Seattle, chairs Session 5



Hiep Quach, U.S. Bank, speaks on Vietnamese market



M. Robkanov, president, Commercial Port of Vladivostock

Rotterdam: Pieter Struijs, Rotterdam

Working Session No.5— Thursday afternoon, 15 June

"Emerging Markets"

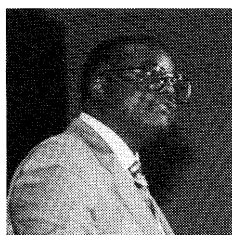
Session Chairperson: Commissioner Paige Miller, Port of Seattle

"Vietnam": Hiep Quach, Sr. VP International Banking, U.S. Bank

"Russia": Mikail Robkanov, President, Commercial Port of Vladivostock

"South Africa": Jan Mors, Executive Manager, PORTNET, Johannesburg

Working Session No.6— Friday morning, 16 June



*J.M. Moulod, Abidjan,
makes presentations on
the Ship Trends Committee*



*Lillian Borrone,
New York/New Jersey,
reports on the Sea-Trade
Committee's undertaking*

"Trade Affairs"

Overall presentation: Jean Smagghe, UPACCIM, Paris
IAPH Second Vice President

Technical Committees

Sea Trade: Lillian Borrone, New York/New Jersey
joined by Michael Sclar, DRI/McGraw Hill, and Mike
Zachary, Vickerman, Zachary, Miller
for topic: "Emerging Patterns in World Trade and What
They Mean for Ports"

Ship Trends: Jean Moulod, Abidjan
joined by Chris McKesson, Art Anderson Associates
for topic: "High Speed—A Decisive Factor for Future
Ships"

Combined Transport & Distribution: Stefan Samuelson,
Göteborg

for topic "The Port: Passive Spectator or Aggressive Actor
in Combined Transport?"

Trade Facilitation: David Jeffery, London

for topic "Information Highways or Cul de sac?"

IAPH Information Technology Award Presentation:

The recipients of the 1995 awards were as follows:

Gold Award: Port of Sundsvall, Sweden



*O. Linton (above) of Sundsvall and A. Someya of Nagoya receive the
plaques for the 1995 Information Technology Awards*

Technical Visit and Evening Functions

The delegates enjoyed Seattle and Tacoma—the warm
hospitality of the people, the ever-changing weather and the
colorful arrangements for the evening functions, designed to
enable them to see and experience most of the area concerned.
They were invited to the Pacific Science Center and the Zoo
Park, and they experienced the Blake Island Tillicum Village

Excursion. The technical visit to the Ports of Seattle and Tacoma
ended with a "Chowdown" event, which was a lively
demonstration of Western-style hospitality. The Museum of
Flight, reflecting the fact that Seattle is the home of the Boeing
Company, was chosen as the venue for the Farewell Gala Dinner
on the Friday evening.



*Delegates at a reception held at the Port of
Seattle's Headquarters at Pier 69 on Saturday,
10 June*



*Welcome reception at the Pacific Science Center
held on Sunday 11 June*



Blake Island - Tillicum Village



Reception at Seattle's Zoo park



*Participants at "Tacoma Chowdown" event
on Wednesday 14 June*



*Gala Dinner at the Museum of Flight
on Friday 16 June*

Executive Summary of the 19th IAPH World Ports Conference

by Dr. Peter Rimmer, IAPH Reporter
(Australian National University)

The Seattle/Tacoma Conference's Working Sessions have covered two distinct areas: three sessions elaborated the Conference Theme of "New Challenges and New Partnerships" for ports; and three sessions showcased the work of the Technical Committees for Human and External, Trade and Port Affairs.

As the Conference Theme provided the context and issues for ports in the future, it is discussed before highlighting the work of the twelve technical committees which offer a variety of methodologies for tackling some of the key questions raised.

As highlighted by the Keynote Addresses, the logic shaping the port system is more complicated than the simple model of a center serving a distinct hinterland. The new behavioral logic of a global network firm like the Boeing parallels and partly determines the new organizational logic of the port system, where phenomena of specialization and networking also appear.

This new pattern of territorial relationships opens up new degrees of freedom for planning activity, as a port is confronted with wide possibilities and alternatives in charting its development path. The case opens up for port strategies both at the level of the single center and the entire port system.

Port strategies have to acknowledge the critical importance of "regional alliances and structures" that help manage trade and economic development. In the Western Hemisphere there is a need to go beyond the limited impact of NAFTA on ports and look forward to the anticipated rapid growth of trade in Latin America and a common commitment to removing barriers by 2005.

In the APEC Forum the network of educational institutions, governments and businesses have stressed the importance of telecommunications and air transport but the economy cannot be sustained without ships and seaports. The importance of APEC was further highlighted in a luncheon address by Federico Peña, Secretary, US Department of Transportation in the presence of the Transport Ministers from the Forum's eighteen countries.

In Africa, much needed institutional and organizational reforms are required if its ill-equipped seaports are to tackle the myriad of challenges, opportunities and threats to their commercial and financial viability. In the European Union, a common European Seaports policy will probably never be formulated despite the profound influence of integration on their development.

These regional organizations cannot be effective until they are part of a truly global structure that maintains stability without stifling regional and local autonomy. As highlighted in a luncheon forum, particular attention needs to be paid not only to implications of the globalization of capital but the propensity for labor to internationalize.

The importance of regional and local autonomy was reflected in the "West Coast Update on New Port Challenges and Partnerships". Local partnerships in Tacoma with both an Indian tribe and government agencies featured in meeting its environmental port development challenge. Seattle's full partnership with its community is reflected in the port jobs scheme for minorities and disadvantaged and the central waterfront project providing access to the waterfront.

The West Coast ports, renowned as pioneers of on-dock

and near-dock intermodal facilities, must now see their role as but one element in the overall national transportation system and seek partnerships that provide fully-integrated multi-modal solutions. Partnerships for infrastructure are evident in the innovative Alameda Corridor Project involving both Long Beach and Los Angeles in the rationalization of rail access.

"Emerging Markets" have been featured. Special attention has been afforded the opportunities, difficulties and challenges of doing business in Vietnam; the rapid progress made by the Russia's joint stock company, Commercial Port of Vladivostok since being freed from Moscow's control in 1992; and the pivotal role of ports in South Africa's re-entry into the international arena.

The issues raised in discussing challenges and partnerships justifies the effort in streamlining the terms of reference of the three groups of "Technical Committees" (though we may need some adjustments to learn lessons from natural disasters such as the Great-Hanshin Earthquake and its devastation of the Port of Kobe).

Within the "Human and External Affairs" group, the financially-constrained "Human Resources Committee" has been active in developing and administering a program of training, education and technical "software" assistance for developing countries; the "Legal Protection Committee" has concentrated on ensuring new or revised laws do not inhibit port operations and ports are not financially penalized by the rights of others; the "Port Communities Committee" has surveyed and analyzed the much neglected public relations arena; and the importance of "liaison work", in opening up windows of opportunity for IAPH and its members, was also highlighted.

The "Port Affairs" technical committees reflected the heightened interest in ports worldwide illustrated by moves towards privatization and IMO initiatives on the ship-port interface.

The "Port Planning and Construction Committee" pinpointed the need to consider urgent technical issues affecting port operations; the "Dredging Task Force" has been preoccupied with the scientific implications of amendments to the London Dumping Convention; the "Port Safety and Environment Committee" has been attentive to the implications of IMO and the European Commission; the "Marine Operations Committee" has been heavily involved in matters such as the IMO's ship-port interface deliberations, vessel traffic services and substandard vessels; and the "Cargo Operations Committee" has concentrated on container dimensions, gantry cranes and automatic equipment identification.

Special presentation featured quality assurance and ISO-9000 issues, coastal erosion, multi-purpose terminal layout with covered storage, ballast waters and the Port of Rotterdam's Green Awards.

Finally, the newly-constituted "Trade Affairs" group has made considerable progress since the Sydney Conference on sea trade, logistics and trade facilitation issues. The "Sea Trade Committee" has focused on developing standardized statistical definitions, options for forecasting general cargo trade and a model of handling capacity in the world's major trade lanes; the "Ship Trends Committee" has provided a pathbreaking study of the main trends in maritime transport including data on the world economy, the world fleet and specific types of vessels; the "Combined Transport and Distribution Committee" has reported the findings of a collaborative study between Swedish and Japanese researchers on ports as providers of global logistics services; and the "Trade Facilitation Committee" has evaluated customs procedures and EDI, and instituted the Information Technology Award.

Luncheons

The delegates enjoyed the presence of The Honorable Federico Peña, US Secretary of Transportation, and his presentation on the roles of APEC. The significance of his attendance and what he said was particularly great as he was giving his presentation in the presence of the transportation ministers of 18 APEC countries and economies. Through the adroit arrangements of the Organizing Committee, the luncheon sessions were turned into yet further opportunities for the participants to hear the voices of the port industries of the West Coast ports.

Luncheon Speech by The Hon. Federico Peña

**US Secretary of
Transportation
on Thursday, 15 June**



Seven months ago, President Clinton proposed that APEC transportation ministers meet for the first time. But nobody imagined we would be sharing lunch with hundreds of port directors and harbor officials from around the world. I speak for all the ministers—we are delighted to be here with you.

APEC represents 18 Asian-Pacific economies—2 billion people—in the fastest growing region in the world.

On Monday and Tuesday we met—in the other Washington—then we stopped in Denver to see the new airport, and from here we're headed to San Francisco to see a showcase of American technology.

All of this week, we have been looking to the future—determining what kind of transportation systems we will need in 10, or 20, or 40 years.

Today, I will talk about that future, but first I want to look back. After all, this is your 40th anniversary.

Take it from someone who is in his 40s, you are a young organization.

I grew up in a port town, Brownsville, Texas, and I would watch ships steam in, as I worked in my father's cotton business.

But 40 years ago, who would have thought that trade among the world economies would increase by 50 fold? But it has—50 fold. Of course, no one understood that more than ports—the gateways for international commerce.

Forty years ago, who would have thought that the world would see productivity and the standard of living rise faster than in any 40-year period, meaning more people are consuming more goods.

We talked about this on the plane coming over. In the last 40 years, I believe the biggest changes in American ports have been caused, first, by government initiatives to liberalize the transportation regulatory climate; and second, by technology.

In 1978, we deregulated airlines; then in 1980, we deregulated railroads and trucks; then in 1984, we liberalized the regulatory environment in shipping, so carriers could contract directly with their customers. The combined effect made door-to-door intermodal service possible.

And technology made intermodal transport cost effective.

Intermodal freight containers could be transferred from ship to truck to rail. Then came double stack rail cars for containers. So when goods came into the United States from our friends in Asia, they could pass through our west coast ports and head east through a land-bridge, saving at least a week versus moving through the Panama Canal.

Now, we even have intermodal trade between three continents and three modes. We have Asian goods coming in marine containers through the North American ports of Seattle and Tacoma, then transferred by truck to Sea Tac Airport, for delivery by air to European consignees.

If that isn't an intermodal man's dream, I don't know what is? We are proud of that intermodal transportation began here and that our U.S.-flag carriers have led in adopting technology to intermodal transportation.

But what about the next 10, or 20, or 40 years? How do we prepare for a world that many not look anything like it does today? A world, that at least in the coming decade, will have three-fourths of the growth in trade coming from transitional countries.

I say to you, and I believe my distinguished colleagues would agree, regulatory policies and new technologies will have a big impact on ports, just as they did in the past.

So, too will private investments in infrastructure, and training people on using the technologies. But the biggest impact will come from all of our governments' desires to open markets. It is not easy to open markets. People the world over are scared that with increased trade, they will lose their jobs.

President Clinton has worked harder than any American President to liberalize trade—he's in Halifax working on it right now with our G-7 partners.

And look at the trade commitments made in just the last year by all our leaders. Who would have thought 100 economies from Europe and Asia and the Americas would sign up for GATT, lowering tariffs by a third on manufactured goods?

Or that 34 nations in this hemisphere would commit to a free trade zone within 10 years (and we already have one between Canada, the United States, and Mexico—NAFTA). From the European Community, we learned the benefits of regional trade.

Or who would have thought that APEC leaders would commit to free trade by 2020?

At fast paced as this sounds, I will tell you—governments are behind our industries. As part of our APEC discussions, we had 160 industry leaders with us, and some are here today. They are entrepreneurs. They are so quick at making cutting-edge decisions that they are able to break new ground faster than we in government can.

My challenge is to keep up with them, so we can synchronize our policies with what our industry is doing. Let me tell you what impressed me most about my fellow transportation ministers. After they heard the industry leaders talk, they said: we must incorporate their ideas into our planning.

You, as port directors, know that. You cannot build facilities unless you have some reasonable expectation private sector carriers are willing to use them.

This week, we deepened our appreciation for each other—and for just how important transportation systems will be to continued growth in the APEC region.

On Tuesday, we issued a joint statement to conclude our meetings. I am happy to report that was set a number of priorities.

First, we want to encourage more private capital financing of the \$1 trillion in infrastructure projects the Pacific Rim will see in the next five years. We particularly want to identify

bottlenecks, such as crowded or inadequate ports.

Second, we want to address institutional constraints affecting transportation services, so all our companies can compete on a fair basis. One issue that concerns our carriers is to have the ability to invest and operate over the length of the transport chain. They should be able to go door to door and not be stopped at docks or air terminals.

Third, we want to adopt new technologies and train people on their use. A very powerful point that was made is that we must cooperate to upgrade and standardize curricula across the region.

Fourth, we want to enhance aviation and maritime safety and security.

Fifth and finally, we want to develop transportation systems that are energy efficient and friendly to the environment. We

started the process this week, and we are going to build on it.

Let me end today, where I started—looking back. Forty years ago, when this organization was born, you had a slogan: World Peace Through World Trade, World Trade Through World Ports.

As you being your next 40 years, the world is more peaceful, we trade 50 times more than we did, and our port cities are vibrant. Do we have problems? Of course. That's why we meet.

As for the next 40 years, it is up to us in government to set the right policies. And it will be up to you to make sure you have the technology and the training and the investment in your transportation systems to keep up with all of this growth.

I am confident you will meet the challenge. On behalf of my fellow ministers, thank you for letting us visit.

Second Plenary (Closing) Session— Friday afternoon, 16 June

The Conference culminated in the second plenary session (closing ceremonies) held in the early afternoon of Friday, 16 June 1995. The second plenary session paid tribute to colleagues who had passed away in the preceding two years and observed a one-minute silent prayer in their memory. The plenary session expressed wholehearted thanks and appreciation to the Host ports and their staff, who had worked so hard to make the conference a successful and enjoyable event.

President Lunetta expresses IAPH's deep gratitude to hosts:



Mic Dinsmore, Conf. Co-Chair (Seattle)



John Terpstra, Conf. Co-Chair (Tacoma)



Margo Spellman (Seattle)



Rod Koon (Tacoma)

Honorary Members Elected

In accordance with the recommendation by the Honorary Membership Committee chaired by John Mather (Clydeport), the Conference elected the two individuals, namely Carmen Lunetta, IAPH President and P.J. Falvey, Chairman of IAPH Legal Counselors as Honorary Members.



Out-going President Lunetta (right) receives an Honorary Membership certificate from new President Robert Cooper.

New President, VPs Unanimously Elected

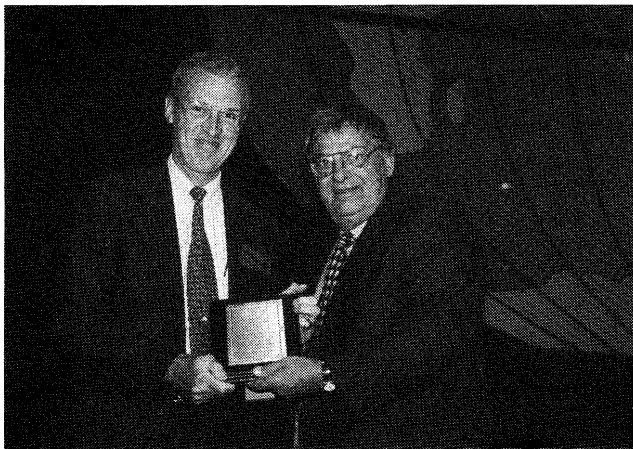
Also the assembly unanimously elected the new President and Vice-Presidents for the new term as follows.

President:	Robert Cooper, Chief Executive Ports of Auckland Ltd, New Zealand
1st Vice President	Jean Smagghe, Vice President French Ports Association, France
2nd Vice President	Dominic J. Taddeo, President & CEO, Port of Montreal, Canada
3rd Vice President	Akio Someya, Executive Vice

President, Port of Nagoya, Japan
Conf. Vice President: D.J. Jeffery, Chief Executive
The Port of London Authority, UK

The out-going President Lunetta in office since the Sydney Conference bid farewell and thanked everyone for their support and cooperation, which had contributed to the advancement of IAPH in the international maritime community. In doing so, he presented plaques to the three retiring individuals Dwayne Lee (Port of Los Angeles), Kick Jurriens (Port of Rotterdam) and Yoshiro Haraguchi (Port of Nagoya), expressing his appreciation of their tireless efforts.

Robert Cooper, the newly elected President, expressed his commitment to the furtherance of the cause of the Association and asked for members' continued support and cooperation for the advancement and enhancement of IAPH activities. President Cooper announced the nominations for the "appointive" members of the Executive Committee for the next term, which were unanimously accepted by the session. (The list of Exco membership is included later in this issue.)



President Lunetta presents plaques to Lee, Jurriens and Haraguchi

Address by the outgoing President Carmen Lunetta

Let me begin by saying I can't believe it's been two years since I took over the Presidency from John Mather in Sydney. It just shows how fast time is moving in the world we live in. The rapid evolution of events worldwide has us all caught up in a whirlwind.

As I reflect on my time as an officer of IAPH, I have fully come to realize that the value of those years, meeting and working with most of you, this has been one of the highlights of my 37-year career in our industry.

I learned a lot, and I can only hope that I was able to pass on to you what I considered to be one of the most essential ingredients to success in all our endeavours and that is a family attitude toward each other, and the people we represent.

It is my hope that we will always move forward with the attitude that we expect to give much more than we get back, because then and only then will IAPH achieve its fullest potential.

Without a doubt, this has been a very productive week, both work-wise and socially, and congratulations are in order for both Mic Dinsmore of Seattle and John Terpstra of Tacoma, and particularly, their Organizing Committee and staff, for all their hard work and dedication—not only this week, but since their selection as conference site back in 1993 in Sydney. I am sure you will agree they have done an outstanding job for all of us. Join me in a well-deserved round of applause.

Our Conference theme, "New Challenges, New Partnerships" was surely on target.

The presentations at this Conference reflect the broad sweep of IAPH's agenda. They underline the need for IAPH to define and redefine its mission and priorities to meet the challenges presented by the rapid global change that we have touched on so many times in this Conference.

Let's briefly touch on some of the main issues we have examined this week.

- As highlighted by the keynote addresses, the logic behind the shipping industry that is shaping the port system is more complicated than the simple model of a center serving a distinct hinterland.
- Port Strategies have to acknowledge the critical importance of regional alliances and structures that help manage trade and economic development. In the western hemisphere, there is a need to go beyond the limited impact of NAFTA on ports and look forward to the anticipated rapid growth of trade in Latin America and a common commitment to removing barriers by 2005.
- In the APEC region, ports and shipping are emphasized to sustain other economies, in addition, educational institutions, governments and businesses have stressed the importance of telecommunications and air transport.
- In Africa, much needed institutional and organizational reforms are required if its seaports are to tackle the myriad of challenges, opportunities and threats to their commercial and financial viability.
- In the European Union, despite the profound influence of integration of their development, a common European seaports policy will be difficult to obtain.
- Particular attention needs to be paid to the implication of the globalization of the capital, markets.
- And yesterday, we were delighted to have Secretary Peña and the ministers of the APEC nations here at our conference and to hear Secretary Peña state they are

making headway in promoting open and free trade, so vital to our nations.

It is important to remember that where it might seem we have limited power to affect an outcome. You can be assured that we will never lack in the power that comes from working together for our mutual benefit.

That, friends and colleagues, is the reason for IAPH and the reason it is so important for all of us to support what we do.

If I leave you with any thought at the end of this Conference, it is to remind you of the tremendous economic benefit we generate through our facilities.

We are the economic engines that power the strength of our local, regional and national economies.

Having said that, we must continue to provide the strength and support for three very essential components of IAPH's work program. They are:

First, our Technical Committees and thanks go to all Committee Chairmen. Without their dedication and hard work, IAPH would not be the organization it is—and we would not have the voice in international bodies that we now enjoy. To our committee chairmen and the members of their committees, thank you, and keep up the good work!

Secondly, the IAPH/IMO Interface Group, created by your Executive Committee last year. This effort has borne fruit already.

IAPH is now directly involved in various activities with a range of other international organizations, and we are very active in the development of quite a number of issues under consideration by IMO. I know I don't have to tell you what this means—to have active participation and a voice in these critical issues.

As you heard in both Smaghe's and Alex Smith's reports, IAPH is being heard. We are making a difference.

And third, the report of the Membership Survey, which has produced some very significant findings to address the concerns of our members, it requires our best effort.

Therefore, I encourage our future officers to make this a high priority during the next two years.

In conclusion, let me begin by expressing my special thanks and appreciation to my colleagues, and friends, our vice-presidents:

Bob Cooper, First Vice-President;
Jean Smaghe, Second Vice-President; and
Dominic Taddeo, Third Vice-President

for their support and assistance during my term of office, especially while working through our Association's structural change so successfully. Thank you gentlemen.

Next, many thanks to Hugh Welsh, who agreed at the eleven-hour to be our Legal Counselor, when a family emergency made it impossible for Pat Falvey to attend this Conference. Hugh has kept us on the straight and narrow path throughout this Conference. Thanks so much for agreeing to step in, Hugh.

Secretary General Kusaka, Mr. Kondoh-san, Kimiko and all the IAPH Secretariat staff. Please stand and accept our thanks.

The dedication and commitment of these people in guiding our organization from our Headquarters in Tokyo. It is truly remarkable the amount of work these few people can produce. They provide the margin of excellence, making IAPH one of the leading international organizations in the world. Please join me in a well-deserved round of applause.

And so, friends and colleagues, we come to the end of another two-year cycle. The wheels of time continue to turn, and

we prepare to return to our homes and our work.

Perhaps we have made new friends this week, certainly old friendships have been renewed.. and I hope we all have a better understanding of our Association, the path we are on together, and renewed appreciation for the men and women who make it work.

I wish each of you a safe journey home, and good health and prosperity in the future.

And finally, please accept my deep appreciation for bestowing upon me the honor of being your president for the past two years. I hope I have fulfilled your expectations and honored your trust. I can tell you that for me, the pleasure has been all mine. Thank you and God bless you all.

It is now with great pleasure that I turn the meeting over to someone for whom I have great admiration and respect. Over the past two years, I have had the opportunity to work with him, to be the beneficiary of his support, and to witness his leadership skills. He is a seasoned, solid leader, and IAPH will be in excellent hands in the next two years. Ladies and gentlemen, your next IAPH President, Mr. Bob Cooper from the Port of Auckland, New Zealand. Mr. President.

Address by the new President Robert Cooper

I am greatly honored that today you have entrusted me with the Presidency of the Association for the next two years. It is a particular pride that I share with my colleagues of many years in the New Zealand port industry, and also characterises the egalitarian nature of IAPH with its opportunities for all members, from ports in countries large and small, near or far.

This Association has a notable history. It is 40 years since the first of these Biennial Conferences was held in Los Angeles in 1955. Now, 40 years on, the Association is still growing both in membership and international stature.

I feel quite certain that founders of our Association and their worthy successors who have held office in the subsequent years would feel well pleased with the development and achievements of the Association.

My earliest and somewhat peripheral contact with IAPH was in the early 1970s, and a lasting impression was of the ease and familiarity with which port people transcended the barriers, perceived rather than real, of different cultures and nationalities.

Over the years my increasing involvement has reinforced my impression that people of goodwill and with a commonality of interest can make a worthwhile impact on international relations and trade through an Association such as ours.

We can draw strength and resolve from our beginnings, but if we are to continue to prosper we must focus on the challenges of the future.

I see these as two-fold:

First, within our own Association we need to work in close co-operation for the mutual benefit of our members.

Although many ports can identify their competitors, the very fact that we prosper through seaborne trade means that at each end of a shipping link there are more partner ports than competitors. Indeed, it is true to say that there is much more that unites us all than that which separates our interests.

Despite the differences in size, complexity, climate, political and economic backgrounds, there are so many port aspects and issues of the port business which we have in common that it is not surprising that we of the IAPH family can identify so strongly and converse so easily with one another. This is the very fabric of our Association.

How can we help strengthen this?
How can we accept the challenge and forge the partnerships of the future?

I have a view that the terms "developed" and "developing ports" are misnomers. I think that we are all developing, and it is simply that some are further down the endless development path than others.

Nonetheless, the pace of change is relentless and there remains a valid need at national and regional levels for the more advanced ports to help others who have yet to advance to the same degree. This issue has been addressed again at this Conference, and I am confident we will progress this further in the term of my Presidency. In striving to do this, we should be careful that we are offering a hand-up, not hand-out.

Secondly, there are challenges at international levels.

There is renewed interest in the port industry worldwide, and some sectors are under scrutiny as evidenced, by way of examples, structural reform, moves towards privatization, port state control, legislation and IMO initiatives impacting on the port interface.

At the international level there is a compelling need for the port industry to make a persuasive contribution to the consideration of these and like issues. If we do not, events will pass us by.

Not easy, but very worthwhile, and it will need appropriate resources.

In this, we are fortunate to have an extremely competent Secretariat.

Equally, we are indebted to the Chairmen and members of our Committees for their important, voluntary input into the affairs of the Association.

However, if we, as members of the Association, subscribe to these objectives, then we, too, should be prepared to make similar commitments.

When we are gathered as the IAPH family in such hospitable surroundings as we have experienced and enjoying such good company, such commitments to the Association's affairs come easily.

Understandably, the difficult part comes after we have dispersed, returned to our desks and the "too hard basket" which inevitably await us, and we become engrossed in the absorbing business of ports.

Let me appeal to you, in whatever position you occupy in whatever port or organization around the world, to carefully consider what contribution you or your technical staff can make to the future to this Association.

In closing, I would like to pay tribute to our Past President, Carmen Lunetta. He has given us fine leadership during his term of office, and he has set high standards for us to follow. Fortunately we will continue to benefit from his wise counsel.

As for the Secretary General Mr. Kusaka and his dedicated staff, it is difficult to find the words which will adequately express our gratitude for the way in which they serve this Association. Many members see them only at the biennial conference. They shine in the success of such a forum but it is away from the limelight and in their daily efforts that they help glue together the far-flung membership of this Association. In this I include our respected Representative in Europe, Alex Smith. On your behalf, I thank them most sincerely.

To all our hosts, personified by Mic Dinsmore and John Terpstra, allow me to add my thanks for both the technical and social programmes; I feel sure that their workload will have given a whole new meaning to 'sleepless in Seattle.'

Finally, I pledge that during my stewardship of this high office I will do my utmost to foster the fraternity of this Association and further its enviable international reputation

20th Conference in London in 1997

The official address of invitation to the 20th IAPH World Ports Conference in 1997 in London was made by Sir Brian Shaw, Chairman of the Port of London Authority, at the second plenary session. The Conference, with the theme of "Maritime Heritage—Maritime Future", is to be held at the London Park Lane Hilton Hotel from 31 May to 6 June, 1997.

The presentation entitled "London—the Window on the World" was authentic and typically London-flavored with the presence of two Dogget's Coat and Badge men, each holding a long oar and clad in red medieval costume, two Heralds, a Town Crier and a Piper.



London impresses participants with its unique presentations

Invitation Address by **Sir Brian Shaw** Chairman, Port of London Authority

Mr. President, Members of the Executive Committee, Distinguished Guests, Ladies and Gentlemen.

First, may I say how delighted I am to be able to join you here in Seattle for the 19th World Ports Conference of the IAPH. I would also like to thank our hosts, the Ports of Seattle and Tacoma, for allowing me to make this presentation to you.

It is my privilege today to extend an invitation to all leaders of the international ports industry to come together in London in June 1997 for the 20th IAPH World Ports Conference. Yesterday afternoon, I was able to meet a number of you when the Port of London Authority sponsored the traditional English



Sir Brian offers PLA's invitation to London Conference '97

cream tea. I hope that gave you just a taste of what is in store for you in two years time.

As your host in 1997, the PLA is planning a stimulating conference, supported by an exceptional social programme for delegates and their accompanying partners.

Since Roman times, the Port of London has carved a special place in maritime history. Today, London is not only home to the largest port in the United Kingdom, but also to many organizations directly connected with the international maritime industry.

Indeed, most people regard London as the maritime centre of the world and institutions like the International Maritime Organization, Lloyd's and the Baltic Exchange are all based in our City.

It is a great honor to have London chosen by the Board of Directors as the first city to host an IAPH conference for a second time.

The ports industry, shipping, technology, world trade and the environment have all changed dramatically since London hosted the 4th IAPH conference at the Cafe Royale in 1965. Since that time, the Port of London has also changed out of all recognition but it remains a modern vibrant port, leading the field in Britain.

Our theme for 1997 is "Maritime Heritage-Maritime Future". This will reflect the global changes in our industry as well as confronting the issues that will be facing the world's ports at that time. We very much hope that the papers presented will generate healthy and lively debate, both inside and outside the conference sessions.

If you have not collected your 1997 Information Pack from our exhibition stand during the week, my colleagues will be at the exits as you leave to hand you one.

Mr President, on behalf of the members of our conference steering committee and as the host of the 20th Conference, I invite you all to come together again in London in June 1997. We look forward to welcoming you.

But now, I would ask you to sit back and enjoy a short video presentation as we introduce you to the sights and sounds of London, which will bring back memories for some of you and, I hope, encourage many others to join us in 1997.

Post-Conference Meetings

Friday afternoon, 16 June

The post-conference joint meeting of the Board of Directors and the Executive Committee for the new term completed yet another step towards solidifying the ground for the future of the Association. The meeting agreed to the nominations of the "elective members" of the Executive Committee.

Moreover, the meeting endorsed the creation of an office to be known as "Chargé de Mission for International Affairs" and named John Mather to the post. In addition, the Board agreed to appoint R. Rezenhel, Secretary General of the Port of Dunkirk, as a Legal Counselor.

The 21st Conference in 1999 in Asia

The Joint Meeting received three invitational presentations concerning the 21st IAPH World Ports Conference in 1999 in the Asian Region made from the three candidates, consisting of the Port of Osaka, Japan, the Port of Klang, Malaysia, and the Port of Yokohama, Japan.

As a result of the vote, the Joint Meeting decided that the 21st Conference shall be held in Kuala Lumpur, Malaysia, in 1999, hosted by the Port of Klang with the full support of the Malaysian port community. The Joint Meeting expressed its sincere thanks and appreciation to the two ports which were not chosen.

The mid-term Exco Meeting in 1996

The post-conference meeting of the Executive Committee, held immediately following the Joint Meeting, was the very final step towards agreeing on the venue of the Committee's mid-term meeting in 1996. The meeting received an invitational presentation by Mr Sudjanadi, Sea Communication of Indonesia, and unanimously agreed to meet in Indonesia in 1996, while leaving the exact dates and venue to be finalized and announced by Mr Sudjanadi and the secretariat.



SABAH PORTS AUTHORITY

LEMBAGA PELABUHAN-PELABUHAN SABAH

SPA Headquarters Building, Tanjung Lipat, Locked Bag 2005,
88617 Kota Kinabalu, Sabah, Malaysia. Tel : 088-256155, 252140 (DL)
Fax : 088-223036

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- Fresh Water Supply



Personnel for the 1995-1997 Term

Officers:

President: Robert Cooper, Chief Executive
Ports of Auckland Ltd., New Zealand
1st Vice-President (Responsible for the Port Affairs Group
of Technical Committees):
Jean Smaghe, Vice President
French Ports Association, France
2nd Vice-President (Responsible for the Trade Affairs
Group of Technical Committees):
Dominic J. Taddeo, President & CEO
Port of Montreal, Canada
3rd Vice-President (Responsible for the Human and
External Affairs Group of Technical Committees):

Akio Someya, Executive Vice President
Port of Nagoya, Japan
Immediate Past President
Carmen Lunetta, Port Director, Port of Miami,
USA
Conference Vice President:
D.J. Jeffery, Chief Executive
The Port of London Authority, UK
Chargé de Mission for International Affairs:
John Mather, Chairman
Clydeport Limited, UK
Secretary General: Hiroshi Kusaka, Tokyo, Japan

Members of the Executive Committee

African/European Region

Patrick Keenan, Cork Harbor Commission, Ireland (E)
J M Moulod, Port of Abidjan, Cote d'Ivoire (E)
Fernando Palao, Puertos del Estado, Spain
Pieter Struijs, Port of Rotterdam, the Netherlands
Göran Wennergren, Port of Göteborg, Sweden

Joseph Bayada, Cyprus Ports Authority, Cyprus (A)
Simeon M Mkalla, Kenya Ports Authority, Kenya (A)
Godfried van den Heuvel, Port of Amsterdam,
the Netherlands (A)

American Region

David Bellefontaine, Port of Halifax, Canada (E)
Lillian Borrone, Port Authority of New York and New
Jersey (E)
Alexander Krygsman, Port of Stockton, USA (E)
Charles M Rowland, Port Canaveral Authority, USA (E)
W Don Welch, South Carolina State Ports Authority, USA
(E)

Errol Bush, Port Authority of the Cayman Islands, Cayman
Islands (A)
Mic Dinsmore, Port of Seattle, USA (A)
H. Thomas Kornegay, Port of Houston, USA (A)

Asian Region

Goon, Kok-Loon, Port of Singapore Authority, Singapore
(E)
John Hayes, Sydney Ports Corporation, Australia (E)
C T Huang, Keelung Harbor Bureau, China (E)
M Rajasingam, Port of Klang, Malaysia (E)
Tu Deming, Port of Shanghai, China (E)

Min, Byung-Sung, Pusan District Maritime and Port
Authority, Korea (A)
Sudjanadi, Sea Communication, Ministry of Communica-
tions, Indonesia (A)
Hideaki Toshima, Ministry of Transport, Japan (A)

Notes: (E): elective, (A): appointive

Chairs of Committees and Legal Counselors

Legal Counselors: P.J. Falvey, The Port Authority of NY &
NJ, USA

Internal Committees

Constitution and By-Laws: Carl Veng, Port of Copenhagen,
Denmark
Finance: W Don Welch, South Carolina State Ports
Authority, USA
Membership: Ron Brinson, Port of New Orleans, USA

Technical Committees

Port Affairs Group

Coordinating Vice President: J Smaghe

Port Planning and Construction, Philip Ng, Port of
Singapore, Singapore
Dredging Task Force: Anthony B MacDonald, American

Association of Port Authorities (As Acting Chairman)
Port Safety and Environment: Peter van der Kluit, Port of
Rotterdam
Marine Operations: John Watson, Port of Dundee, UK
Cargo Operations: John Terpstra, Port of Tacoma, USA

Trade Affairs Group

Coordinating Vice President: D Taddeo

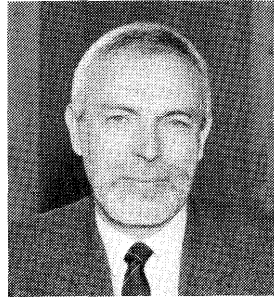
Sea Trade: Lillian Borrone, Port Authority of New York
and New Jersey, USA
Ship Trends: J M Moulod, Port of Abidjan, Cote d'Ivoire
Combined Transport and Distribution: Göran Wennergren,
Port of Göteborg, Sweden
Trade Facilitation: Hassan Ansary, Ports Canada, Canada

(Continued on page 28)

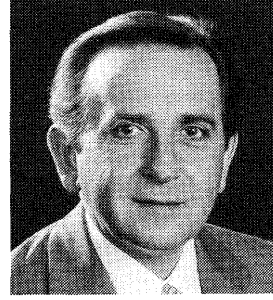
Executive Committee



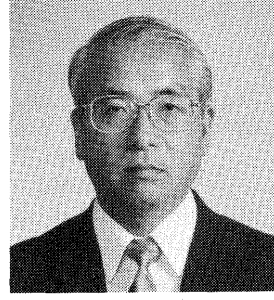
President
Robert Cooper
Ports of Aukland Ltd.
New Zealand



1st Vice-President
Jean Smagghe
UPACCIM, France



2nd Vice-President
Dominic Taddeo
Port of Montreal, Canada



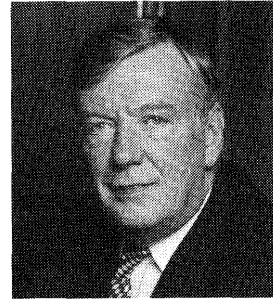
3rd Vice-President
Akio Someya
Nagoya Port Authority
Japan



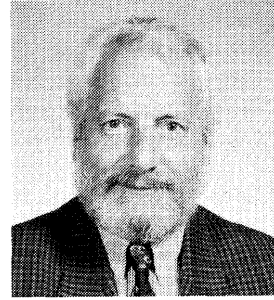
Conf. Vice-President
David J. Jeffery
Port of London, U.K.



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



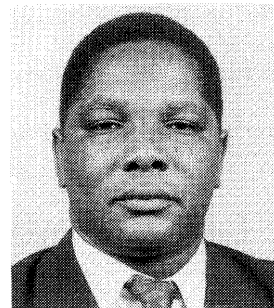
**Chargé de Mission for
International Affairs**
John Mather
Clydeport Limited, U.K.



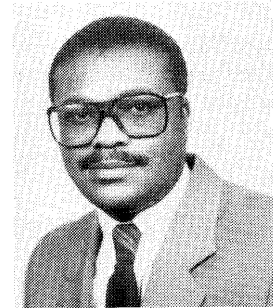
Joseph Bayada (A)
Cyprus Ports Authority
Cyprus



Patrick J. Keenan (E)
Cork Harbour Commissioners
Ireland



S. Mkalla (A)
Kenya Ports Authority
Kenya



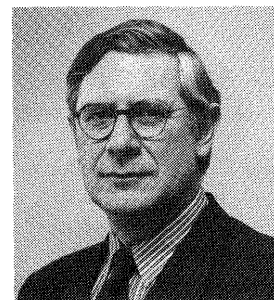
J.M. Moulod (E)
Port of Abidjan
Cote d'Ivoire



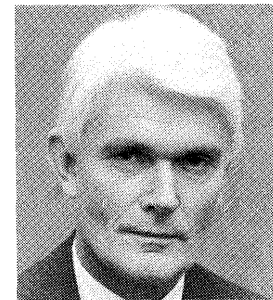
F. Palao (E)
Puertos del Estado, MOPU
Spain



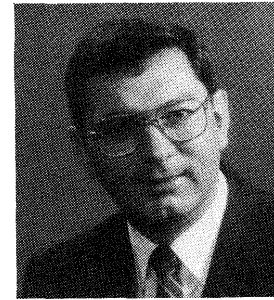
P. Struijs (E)
Port of Rotterdam
Netherlands



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



G. Wennergren (E)
Port of Göteborg
Sweden

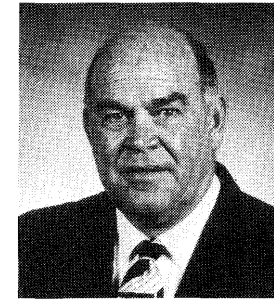


D. F. Bellefontaine (E)
Port of Halifax
Canada

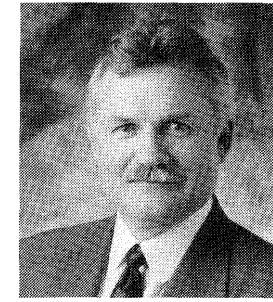
Members (1995-1997)



Lillian Borrone (E)
Port Authority of NY & NJ
U.S.A.



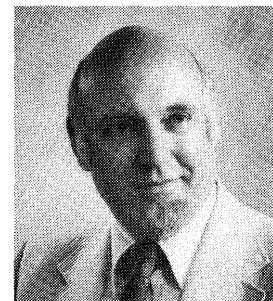
Errol L. Bush (A)
Port Authority
of the Cayman Islands
Cayman Islands



Mic R. Dinsmore (A)
Port of Seattle
U.S.A.



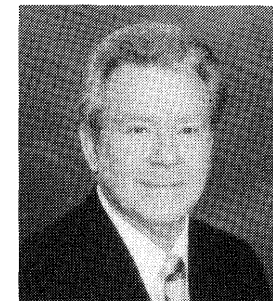
H. Thomas Kornegay (A)
Port of Houston
U.S.A.



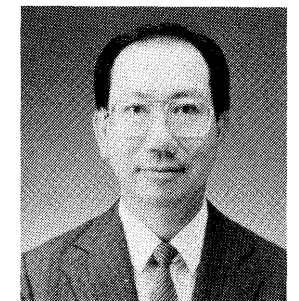
Alexander Krygsman (E)
Stockton Port District
U.S.A.



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



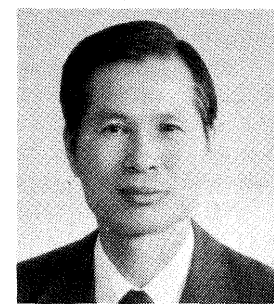
W. Don Welch (E)
South Carolina State
Ports Authority
U.S.A.



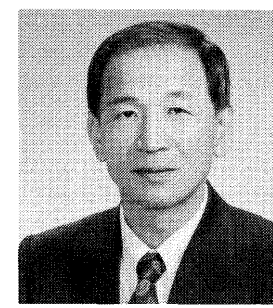
Goon Kok-Loon (E)
Port of Singapore Authority
Singapore



John Hayes (E)
Sydney Ports Corporation
Australia



C.T. Huang (E)
Keelung Harbour Bureau
China



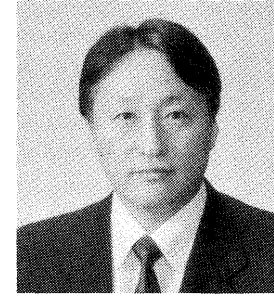
Min, Byung-Sung (A)
Pusan District Maritime and
Port Authority, Korea



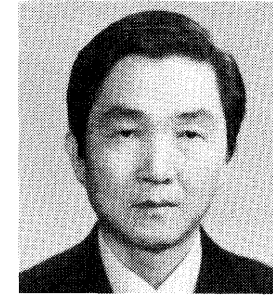
M. Rajasingam (E)
Klang Port Authority
Malaysia



Sudjanadi (A)
Sea Communication
Indonesia



Hideki Toshima (A)
Ministry of Transport
Japan



Tu Deming (E)
Port of Shanghai
China

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

(Continued from page 25)

Human and External Affairs Group

Coordinating Vice President: Akio Someya

Human Resources: Goon, Kok-Loon, Port of Singapore, Singapore

Legal Protection: Paul Valls, Bordeaux, France

Port Communities: D F Bellefontaine, Port of Halifax, Canada

IAPH/IMO Interface Group

Chairman: Jean Smagghe, French Ports Association, France

Africa/Europe Region: Pieter Struijs, Port of Rotterdam, Netherlands

P Prevot, Port of Le Havre, France

Mariano Navas Gutierrez,

Puertos del Estado, Spain

America Region: H Thomas Kornegay, Port of Houston, USA

Asia Region:

A Krygsman, Port of Stockton, USA

Norman Stark, Port of Vancouver, Canada

Goon, Kok-Loon, Port of Singapore, Singapore

John Hayes, Sydney Ports Corporation, Australia

Tu Deming, Port of Shanghai, China

Liaison Officer

Alex J Smith, IAPH Liaison Officer with IMO, UK

IAPH Liaison Officers

ECOSOC: Lillian Borrone, Port Authority of New York and New Jersey, USA

IMO: Alex J Smith, IAPH Representative in Europe, UK

UNCTAD: Goon, Kok-Loon, Port of Singapore, Singapore

UNEP: Simeon M Mkalla, Kenya Ports Authority, Kenya

WHO: Hassan Ansary, Ports Canada, Canada

WCO: Hassan Ansary, Ports Canada, Canada

Bills and Resolutions of the 19th Conference

Bills (Summaries)

(Related to the revision to the Constitution and By-Laws)

Bill No.1—To amend the Constitution

This is intended to reinstate in the objectives of the Association and expression to the effect that IAPH places importance on promoting peace in the world and the welfare of mankind.

Bill No.2—To amend the By-Laws in relation to the appointment of the members of the Nominating Committee

This is intended to make the process more flexible in relation to possible changes in the schedules of the individuals serving on this conference committee.

Bill No.3—To amend the By-Laws in relation to the Special Port Development Technical Assistance Fund

This is intended to enable the Associate Members to contribute to the Fund (which is widely known as the IPD Fund and provide funding for the IAPH Bursary Scheme and the IAPH Award Scheme).

Resolutions

Resolution No.1

Pertaining to the Precautionary Wording

WHEREAS, the Association prepares various publications, some under the name of the Technical Committees, Working Groups, or jointly with other organizations, related to port

operations, management, administration, environmental protection and other matters, intended to be referred to or utilized by IAPH members or other parties,

WHEREAS, such documents do reflect the state-of-the-art knowledge, expertise and experience at the disposal of the individuals taking part in the production of such materials,

WHEREAS, such documents are not intended to be binding or enforceable,

WHEREAS, it is warned by the legal authority that the publisher as well as the individuals involved in the production, publication and dissemination of such documents should be protected from any legal implication, be it financial or not, to be made by the third party, be it legal or individual,

NOW, THEREFORE, BE IT RESOLVED BY THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS, at its 19th Conference convened in Seattle, Washington, USA, that the Association's publications carry proper precautionary wording to protect the Association as well as its members and their personnel from any possible legal disputes to be generated.

Note: This is intended to protect IAPH and its organs as well as individuals involved in the production of written materials from any legal disputes generated by third parties with or without reference to the materials thus created by the Association.

Resolution No. 2

Resolution of Condolence

WHEREAS, the 19th Conference of the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS

notes with sadness the passing of certain colleagues during the past two years since the 18th Conference of IAPH held in Sydney in April 1993. They include **the Right Honorable Viscount Simon**, the 6th President of IAPH and former chairman of the Port of London Authority; **Mr. James F. Stewart**, IAPH Honorary Member and former General Manager of the Port of Wellington; **Dr. Willis E. Pequegnat**, a California-based scientist, who served as scientific advisor to IAPH on dredging; **Mr. John S. Kyandih**, Commercial Manager, Kenya Port Authority; **Dr. Alessandro di Cio**, President of Venice Port Authority; **Ing. Shaul Razial**, Director-General of Israel Ports and Railways Authority; **Mr. Yonekichi Yanagisawa**, former commander of Japan's Maritime Safety Agency and a Founder Honorary Member of IAPH and **Mr. Noel Shanley**, former Chief Executive of Dublin Port.

WHEREAS, the said persons were sincere friends and staunch supporters of the Association, and

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

NOW, THEREFORE, BE IT RESOLVED that THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS hereby testifies to its deep sorrow upon their untimely deaths and expresses its profound sense of loss.

IT IS FURTHER RESOLVED that 19th Conference of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS assembled at Seattle/Tacoma, Washington, USA, from 10 to 16 June 1995, be adjourned for a moment of silent prayer in memory of the friendship and affection its members held for them.

Resolution No. 3 Resolution of Conference Vice-President

BE IT RESOLVED by THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS at the Plenary Meeting of its 19th Conference assembled at Seattle/Tacoma, Washington, USA, on the sixteenth day of June 1995 that

Mr. David Jeffery, Chief Executive
The Port of London Authority

is hereby elected as the Conference Vice-President of the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS, (and therefore ex-officio member of the Executive Committee and the Board of Directors) during the term commencing on the closing day of the 19th Conference to do the work specially assigned by the President, consistent with the Constitution and By-Laws, including arranging for the conduct of the forthcoming 20th World Ports Conference of this Association.

Resolution No. 4 Resolution Expressing Appreciation

RESOLVED that THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS does hereby express its deep appreciation to:

The Honorable Mike Lowry, Governor, State of Washington
The Honorable Norm Rice, Mayor of Seattle
The Honorable Harold Moss, Mayor 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
Mic Dinsmore, Executive Director, Port of Seattle
John Terpstra, Executive Director, Port of Tacoma
Margo Spellman, Assistant Director, Port Communications, Port of Seattle
Rod Koon, Director of Port Relations, Port of Tacoma

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

Last but not least, our gratitude goes to:

Christie Watt, Shelly Hauser and the other members of the Columbia Resource Group and the Westin Hotel

and those who in various capacities supported the 19th World Ports Conference of this Association. Without their dedicated services and help, the Conference would not have been such a success.

Resolution adopted by the Board of Directors (Summary)

Board Resolution No. 1: Resolution to reaffirm the conditions for IAPH "Temporary Membership"

The aim is to continue to provide the status of "Temporary Membership" so that non-IAPH member ports can see and test what advantages could be derived from being an IAPH member before joining as full-fledged regular member. The system has been in place since 1980. Another point is that the dues for such members were raised to SDR600 from SDR500 in the light of the fact that they were last increased in 1983.

Recommendations related to the Sea Trade Committee (Endorsed by the Board and Exco Meeting)

Recommendation on Port Statistics
Recommendation on Sea Trade Forecasting Services
Recommendation on IAPH Access to INTERNET

Brief Annotation: These recommendations will be studied further by this office with consultation with the Sea Trade Committee for implementation.

IAPH Position Papers endorsed by the Board of Directors

Position Paper on "IMO—Draft HNS Convention"
Position Paper on "IMO—Revision of the 1976 Convention of

(Continued on page 33)

IAPH ANNOUNCEMENTS AND NEWS

Tonnage Survey: Deadline Sept. 30

Once every two years or every conference year, a survey is conducted of all Regular Members of IAPH for their updated tonnage figures, which should form the basis for the coming two years' dues assessment.

A circular from the Secretary General dated June 30, 1995 and a survey form have been sent to all IAPH Regular Members from Tokyo. Upon receipt of the entry form, each Regular Member is requested to file with the Secretary General a report of the tonnage handled during the latest one-year period following the last such report, which was conducted in July 1993.

The deadline for receipt of this information at the Head Office has been set at September 30 so that the data collected can be used when the Secretary General's office issues invoices for the 1996 dues to all members in late December this year, and likewise for the 1997 dues in December next year. Members' cooperation in returning the completed forms will be highly appreciated.

Membership Directory '96 Features a New Format

Towards mid-July, all IAPH members will receive a circular from the Secretary General requesting the members' cooperation concerning the 1996 editing of the IAPH Membership Directory.

Effective from this edition, we are introducing a new format aimed at cost-saving as well as ease of use by our members. It is also designed to be in line with the international standard for the size of documentation as promulgated by the ISO. Our new format will be A4 size -210mm (width) x 269 mm (height).

Upon receipt of the form, all members are requested to check the attached information and make the necessary corrections and changes. The completed form should be returned to the Head Office by September 25, 1995.

Members are also invited to run their advertisements in the Directory at reasonable rates, which are listed below.

For previous editions some members have regrettably not returned the updated entry forms, and therefore reference to such members has been made from the information previously reported, with an asterisk (*).

We urge all members to make the latest situation concerning their respective organizations available to the Head Office in time for insertion in the new edition of the Directory, which is recognized as one of the most convenient reference

books for identifying "who's who" in world ports.

We are afraid that we will have to limit our reference to members who have not replied to the name and address of the organization only in the new edition of the Directory.

Advertisement rates for the IAPH Membership Directory 1996 are as follows:

Space/Location	Width	Height	Cost (Japanese Yen)
Inside 1 page (Black & White)	176mm	x 250mm	¥80,000
Inside 1/2 page (Black & White)	88mm	x 250mm	¥50,000
Inside 1/4 page (Black & White)	88mm	x 125mm	¥30,000
Cover P2, P3 & P4 (Black & White)	176mm	x 250mm	¥100,000
Cover P2, P3 & P4 (Full Color)	176mm	x 250mm	¥200,000

IAPH Survey on Ballast Water

At the Conference in Seattle, Ian Baird of Port Hedland made a special presentation on the subject of ballast water under a working session dealing with "Port Affairs". In Seattle, it was agreed that a survey should be conducted of the member ports for information on the transportation of ballast water between ports. The questionnaire form, which was originally drafted by Mr. Baird's team in Seattle, has been recently sent to all IAPH member ports from the Tokyo Head Office. The questionnaire and Secretary General's covering letter are reproduced hereunder.

Dear IAPH member ports:

July 5, 1995

BALLAST WATER SURVEY

At the recent Conference in Seattle, it was decided to survey the member ports in an effort to determine just how much



Ian Baird, Port Hedland (left) at session in Seattle

ballast water is transported between ports.

Member ports will be aware that the International Maritime Organization (IMO) endorsed Resolution A744 in November 1993, ratifying the "Guidelines for Preventing the Introduction of Unwanted Aquatic Organisms and Pathogens via Ships' Ballast Water and Sediment Discharges", and recommending that the Guidelines should be developed to become a new Annex to MARPOL 73/78.

In developing the proposed Annex, ports' input to the Marine Environment Protection Committee (MEPC) of IMO is very important.

It has to be clearly realized that the translocation of marine organisms in ballast water is a WORLD problem.

It is therefore particularly important for IAPH to obtain the information required by the survey questionnaire. It is realized that some of the information requested will not necessarily be part of a port's statistical base. It may therefore be necessary to enlist the help of others, such as Ships' Agents, who will have the information on a ship by ship basis, from which can be determined a percentage for specific types of ships and thus the port's estimate built up.

Your cooperation in this survey is earnestly requested.

Sincerely,

Hiroshi Kusaka
Secretary General

IAPH QUESTIONNAIRE BALLAST WATER

NAME OF PORT

ADDRESS

1. How many ships entered your port last year?

Coastal.....Foreign Trade

2. How much ballast is loaded at your port? If exact figures are unknown, please estimate as accurately as possible.

Tonnage.....M3

3. How much ballast is discharged at your port? If exact figures are unknown, please estimate as accurately as possible.

Tonnes.....M3

4. Is your Flag State involved in ballast water management?

Yes.....No.....Don't know

5. Are you aware of any unwanted organisms which have been introduced into your port waters in recent years?

6. What is the status of ballast water management practices to minimize the transaction of marine organisms at your port?

* None is place.....

* Ballast water practices being introduced

* IMO Guidelines in place

* Other

7. Are you aware of any research which is taking place in testing or control of micro organisms in ballast water?

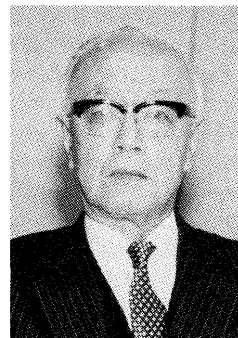
Yes.....No.....

If Yes, please give rough sketches on a separately sheet.

Please reply to Captain Ian Baird, General Manager, Port Hedland Port Authority, P.O. Box 2, Port Hedland, Western Australia 6721. Fax number +61-91-73-1760

OBITUARY

Dr. Hajime Sato, Former Secretary General



Dr. Hajime Sato, who was the third Secretary General of IAPH for 15 years until 1987, died from terminal illness on the morning of June 30, 1995 at his home in Tokyo. He was 82 years old. In addition to his wife Sadako, he is survived by a daughter and her family. The funeral service was held at a buddhist temple in Tokyo on Wednesday, 5 July, 1995, attended by some 700 relatives and friends, including Mr. Toru Akiyama, Secretary General Emeritus of IAPH. From the Head Office, Secretary General Kusaka and all the staff attended the service.

Dr. Sato's involvement with IAPH dates back to the London Conference in 1965 (the 4th IAPH Conference) when, as the Director-General of the Bureau of Ports and Harbours, Ministry of Transport, he presented the offer to host the 1967 Conference in Tokyo, on behalf of the late Mr. Eisaku Sato, the then Prime Minister of Japan.

At the Tokyo Conference (the 5th Conference) in 1967, he was nominated to serve as Deputy Secretary General under Mr. Toru Akiyama who had succeeded as Secretary General from the late Gaku Matsumoto, the first Secretary General from 1955.

At the Amsterdam/Rotterdam Conference in 1973 (the 8th Conference), Dr. Sato was appointed by the IAPH Board of Directors as Secretary General, succeeding Mr. Toru Akiyama.

At the Seoul Conference in 1987 (the 15th Conference), he stepped down from the office of Secretary General, and was elected as Secretary General Emeritus and an Honorary Member. He was a staunch supporter of IAPH. He served on the Board of Directors of the IAPH Foundation, a Japanese institution created in 1973 to support the cause of IAPH, first as the Director General and later as an adviser, a post he retained throughout his latter years.

Dr. Sato's involvement in Japanese ports was remarkable as well. He joined the Japanese Government in 1937 as a civil engineer. He directed the Bureau of Ports and Harbours, Ministry of Transport from 1964 to 1967.

Upon retirement from government office, Dr. Sato served on the National Council for Ports and Harbours from 1961 to 1982. He was also a Member of the National Fishery Ports Council from 1972 to 1980.

He presided over the Japan Port and Harbour Association (JPHA) from 1978 to 1984 and was made the Honorary President of JPHA in 1978. He received the Second Order of the Rising Sun Award in 1984.

As recently as May 1995, Dr. Sato was commended by the Japan Society of Civil Engineers for his meritorious service of long-standing to the development of ports and harbors of Japan.

Due to illness, his activities were rather limited from 1993. He had planned to attend the Sydney Conference but reluctantly

abandoned the idea on his doctor's orders.

President Cooper, Mr. John Mather, a former President of IAPH from Clydeport and our European representative Mr. Alex Smith as well as Mr. Cheung Yeun-Sei, an IAPH Honorary Member, who is Chairman & President of the Korean Register of Shipping, sent their messages of condolence, which were forwarded to the bereaved family via the Tokyo Head Office.

Presidential Letter dated 3 July 1995

Dear Mrs. Sato,

It is with a sense of deep sadness that, as President of the International Association of Ports and Harbors, I offer you and your family the condolences of all members on passing of your husband and our deeply respected friend and colleague, Dr. Hajime Sato.

I am sure you will know how widely respected and admired your husband was within the international port community, not only for his great professional contribution, but also for the very sincere and understanding manner of his influence in our lives.

In our Association we take the great pride in referring to our "international family," and Dr. Sato was truly a highly esteemed member of that family, and will be sadly missed.

In this time of sadness, I hope you and your family will draw comfort and strength from the many expressions of sympathy, and the sense of sharing in your sad loss by so many friends and colleagues around the world.

In deepest sympathy,

Yours sincerely,
Robert Cooper
President, IAPH

Visitors to Head Office

On the evening of May 15, a four-man delegation from the Port of Saigon, visited Tokyo, where they met Mr. Kondoh and Ms. Takeda of the Head Office. The visitors were Messrs. **Nguyen Chi Hung**, Director of Operation, **Nguyen Van Minh**, Manager, Science & Technology, Dept., **Ho Kim Lan**, Manager, International Relations Dept and **Le Nhu Phan**, Director, Import—Export and Service Company. Prior to



Vietnamese visitors with Tokyo Head Office staff

visiting Tokyo, they attended the 7th Sister Ports Conference held in Osaka on the occasion of the opening of "Fureai Minato-kan", which houses an exhibition on the seven port cities (San Francisco, Melbourne, Le Havre, Shanghai, Valparaiso, Pusan and Saigon) with which Osaka has sister port affiliations.

On May 31, **Mr. and Mrs. Andre Pages** from Bordeaux, visited the IAPH Head Office. They also paid a courtesy visit on Mr. Toru Akiyama, IAPH Secretary General Emeritus. They were en route to Seattle to attend the 19th IAPH Conference. The picture was taken at Mr. Akiyama's office.



Seated from left, Mr. Akiyama, IAPH Secretary General Emeritus, Mr. and Mrs. Pages. Standing : Mrs. Tatsuta (Mr. Akiyama's daughter) and Kimiko Takeda of IAPH Secretariat.

Letter from INTERTANKO

To the Editor, Ports and Harbors

Dear Sir,

Oslo – February 28, 1995

Port dues on SBT tankers

Your *PORTS and HARBORS* magazine of December 1994 contained a speech which Mr. A.J. Smith, IAPH European Representative, delivered at the 7th IAPH Japan Seminar, on 13 October 1994 in Tokyo.

Some comments regarding tankers with segregated ballast tanks (in the paragraph regarding "European Union") could easily give the impression that IAPH is against SBT exemption. However, I refer to IAPH's Resolution A4 on tanker port fees, passed in Spain in 1991:

"...therefore, IAPH acting at a Plenary Session of the 17th Conference has resolved that port fee formulas should be reviewed by port operators to ensure that tonnage, weight, volume or other factors used in the calculation of port fees or charges for tankers do not tend to discourage the construction and operating of tankers having segregated ballast tanks designed primarily for protection of the environment."

Two years later, at the Sydney meeting, another IAPH resolution was passed. In *PORTS and HARBORS* September 1993 your readers will find Mr. Kusaka's letter to Mr. O'Neil, IMO Secretary-General, and the latter's reply from which I

quote, "It is regrettable that, in spite of our efforts, there are many ports in the world which do not recognize the need to deduct dedicated ballast spaces in tankers from the gross tonnage on which port dues, etc. are calculated..."

Ports' implementation of IMO RESOLUTION A. 338 (X) has been slow. I am surprised to see that decisions and recommendations passed by the U.N.'s Maritime Organization are considered by ports to be something which the ports do not have to take into account.

It is nearly twenty years since IMO became aware that segregated ballast tankers would be financially penalized at port calls when charges and dues are calculated on vessel's GT. For this reason, IMO RESOLUTION A. 388 (X) was passed in 1977 – nearly eighteen years ago!

In Mr. Smith's speech I find, under European Union "...the European ports are united in their opposition to this measure on the very basic grounds that it is entirely wrong in principle for the Commission to introduce a measure which interferes with port tariffs which must, we believe, be determined by the ports themselves. There is a present impasse on this question. Current port thinking favours the adoption of a differential of at least 10% on tonnage fees in favour of SBTs as a possible compromise position".

I believe that Mr. Smith means that European ports are united in their opposition to the involvement of the European Union (E.U.). However, I believe that this involvement is a consequence of the extremely unsatisfactory pace of implementation in various countries.

Mr. Smith used the expression "a measure which interferes with port tariffs". How can the purpose be achieved without it? (Please see IAPH's Resolution 4A, Spain 1991, saying, i.a. "...port formulas should be reviewed...") It must be stressed that the level of dues and charges is not at stake. Ports may calculate on various criteria, e.g. on LOA x beam x laden draught, or on cargo carrying capacity, or on NT, or on GT. INTERTANKO has never protested against calculation on GT, but if calculation is made on GT, then SBT tankers should be dealt with in accordance with IMO RESOLUTION A.747 (18) or indeed Resolution No.4A passed by the 17th IAPH Biennial Conference in May 1991, in order to ensure that tonnage, weight, volume or other factors used in the calculation of port fees or charges for tankers do not tend to discourage the construction and operation of tankers having segregated ballast tanks designed primarily for the protection of the environment. In the case of GT-based charges or dues, this means, as you know, SBT exemption.

The EU Commission wants adherence to IMO Resolution A.747 (18) or, as an alternative, a discount of not less than 17%.

For my own part, I find it rather pathetic, 17 years or more after the IMO Resolution, 4 years after the IAPH resolution, and after the European Union found it necessary to intervene, to see the attitude of a few (not at all the majority) of European ports declaring that they do not like a solution agreed by the United Nations' Maritime Body.

The international community's resolution, albeit a recommendation only, is a just solution to the problem which operators of the environment-friendly SBT tankers have when charges or dues are calculated on vessels' GT, and I would hope that the world ports will demonstrate environmental awareness by implementing IMO RESOLUTION A. 747 (18).

Yours faithfully,

Ove Blydt-Hansen
Manager, Ports and Terminal Section
INTERTANKO

(Continued from page 29)

Maritime Claims

Position Paper on "Arrest of Sea-going Ships—Work by the UNCTAD and IMO Joint Group of Experts

Brief Annotation: These position papers were hosted by the Legal Protection Committee and endorsed by the Board and Exco at its post-conference joint meeting. It is strongly suggested that IAPH members should be prepared to bring these positions to the attention of their governmental delegates to the IMO.

IAPH Position Papers Finalized at the Conference and Submitted to IMO on June 23, 1995

Position Paper on New Annex to MARPOL 73/78 on Air Pollution from Ships

Position Paper on Fuel Oil Quality

Position Paper on Reduction of Port Dues for Environmentally Friendly Chemical Tankers

Position Paper on Financing Port Reception Facilities

Brief Annotation: These positions papers, finalized at the Seattle/Tacoma Conference jointly by the technical committees and experts concerned, have been submitted to IMO on June 23, 1995 by A J Smith, IAPH Liaison Officer with IMO. It is strongly suggested that IAPH members should be prepared to bring these positions to the attention of their governmental delegates to the IMO.

Note: Full texts of the above papers will be carried in the next issue of this journal further to their reference made in **General Report** of the Conference (recently circulated to all IAPH members).



Delegates in session

Correction

In connection with the article entitled "Spanish Ports Come of Age" by Roderick Lee appearing in the April 1995 issue (Vol 40, No.3, page 31), this office was requested by the author to correct the figure of 35,000 given as the number of people directly employed by Spain's Puertos del Estado. The correct figure is 10,000. Mr. Lee apologizes for any misunderstandings he may have caused.

IAPH Head Office

International Maritime Information **WORLD PORT NEWS**

5th Int'l Conference Of Cities and Ports

In Dakar, November 22 - 25, 1995

Since 1988, the International Association Cities and Ports has encouraged cities and ports to increase the ways in which they work together so that they can assert themselves as an essential agent in regional development. The 5th International Conference Cities and Ports aims to give port-cities the opportunity to highlight their assets and ambitions as part of a debate which will assemble local decision-makers, national authorities and international organizations responsible for regional development.

Themes to be worked on: Port-cities, an opportunity for regional planning; the impact of port activities on a city's economy; and port-cities and sustainable development.

For further information, please contact:
International Association Cities & Ports
45 rue Lord Kitchener
76600 Le Havre (France)
Tel. (33)35 42 78 84
Fax (33) 35 42 21 94

Conference Secretariat: International Association Cities & Ports

Program and Sponsoring: Olivier Lemaire and Bruno Delsalle

Coordination and registration: Corinne Lallemand and Eric Guéguen

Press: Eric Guéguen, Information Autonomous Port of Dakar

Fatouma Doucouré Faye
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Fax (221) 23 42 57

Transport & Aid 95 On Delivery of Aid

The challenge of delivering aid to disaster areas will be the focus of an international conference to be held in New Zealand in October this year.

"Transport & Aid 95" will cover a wide range of issues relating to international and local transport and shipping. Some of the subjects to be studied include transport systems, port development, railway engi-

neering, storage and distribution, rehabilitation and the reconstruction of damaged facilities.

The conference is being organized by the Chartered Institute of Transport in New Zealand, in conjunction with major government departments and aid agencies.

CIT's Executive Director, Peter Goodwin, said the conference provided a unique opportunity for anyone involved in the shipping and transport industries. Papers will be presented by world experts in logistics and the management of aid projects, as well as people with practical experience in the field. Delegates will also meet with representatives of the United Nations, government and other official organizations and major military and aid agencies.

"Efficient transport services must be a priority in any aid and rescue operation," he said. "The interface between shipping and land transport at the ports is critical and there is often a bottleneck.

The programme is divided into four main segments: preparedness, including early warning systems and the stockpiling of supplies; relief and humanitarian assistance which includes emergency management, logistics and monitoring; rehabilitation, which will focus on reestablishing services and infrastructure after war and disaster; and longer term development and services, particularly in the areas of health and transport.

The conference is being held in Christchurch (the "garden" city of New Zealand) from October 2-5, 1995. Registration forms are available from the Chartered Institute of Transport: Fax: +64-3-379 4762.

For further information:

Peter Goodwin, Executive Director

The Chartered Institute of Transport in New Zealand

Phone +64-3-365 4920;

Fax +64-3-379 4762

September APSCO '95 On 'Shipping: 2000'

The APSCO '95 Conference is organized by the Singapore National Shipping Association, with the active support and contribution from 13 key local and interna-

tional maritime and trade organization. It will be held on 13 - 14 September 1995 at the Raffles City Convention Centre, Westin Stamford and Westin Plaza, Singapore.

With "Shipping: 2000 and Beyond" as its central theme, the Conference programme will cover wide spectrum of topics pertinent to all sectors of the shipping industry. World-renowned personalities from international maritime circles and governmental organizations have been invited to share their expert views at the Conference. Mr. Jiro Nemoto, Honorary Chairman of the Asian Shipowners' Forum and President, Nippon Yusen Kaisha will lead the Conference by delivering the Keynote Address. Like previous APSCO conferences, this year's Conference will highlight government policies, shipping and port developments in the Asia Pacific region which are aimed at encouraging faster growth of international shipping. It will include presentations on current shipping trends, forecasts and bottlenecks in the various shipping sectors. The sub-themes of the 2-day Conference will be:

- * Trends & Future Prospects for Asia-Pacific Shipping
- * Global and Regional Initiatives in Shipping
- * Port Developments & Innovative Port Services to meet Users' Requirements
- * Current Issues Affecting Asia Pacific Shipping

Mr. Lorentzen Elected President of BIMCO

Following his election as the new President of The Baltic and International Maritime Council (BIMCO), Mr. Fridtjof Lorentzen paid tribute to his predecessor Mr. Cheng-Eng Lua for the dynamic and innovative manner in which he had led BIMCO during his period as President.

Announcing the intentions for his terms, Mr. Lorentzen said that he will endeavour to make BIMCO's view known to decision makers in various parts of the world. "BIMCO must continue to play its part, presenting the true picture of the shipping

industry. It should be generally acknowledged that sea transportation is the safest, least polluting mode of carriage of goods. As all other activities of humans, it needs regulations and conventions", said Mr. Lorentzen. "Regulations are there to meet the problems at hand and should not be misused to satisfy cravings in the media, or to increase the administrative burden and costs of the industry by establishing rules which do not contribute to improved safety or prevention of pollution."

"I am concerned that due to the high visibility of our industry, particularly at times of accidents, the shipowner will continue to be in focus until such time as the public in general, and therefore also the regulators, become preoccupied with other problems". Mr. Lorentzen continued, "Some of the problems existing today are far more serious than those directly attributable to shipping but have not yet caught the attention of the public, or are being put aside because they are not that easily identifiable and therefore do not have the same media appeal. Furthermore, it must not be forgotten that the cost of solving these problems will more directly affect the pocket of the public."

New Publications

Containerisation International Yearbook 1995

In her preface to *Containerisation International Yearbook 1995*, editorial director Jane Boyes highlights the pressures prompting carriers to develop survival strategies. She cites rate and direction of traffic growth, Asian dominance of container activity (10 out of the top 20 lines are now Asian, and nearly 45% of world container traffic moves over Asian ports), the industry's "lacklustre" financial performance, customer pressure, and government intervention in the perceived "anti-competitive tendencies" of liner partnerships as the significant factors for this trend.

Although the individual strategies of major carriers are different, a consistent pattern is emerging, characterized by restructuring, cost reduction, improved asset utilization, a more global outlook, closer partnerships and enhanced service levels.

The Yearbook's "Register of Container-Carrying Vessels" shows that the 20 largest operators control over 46% of the

world's 4.1 million TEU slots, and further analysis reveals that 539,000 TEU of additional shipboard capacity will come into service by 1997. Container traffic over the world's ports increased by more than 9% in 1993 (the latest year for which full figures were available for this edition's "World Container Port Traffic League") and totalled over 112 million TEU.

By the end of 1995, there will be over 1,800 ship/shore gantry cranes in service worldwide, according to a recent survey commissioned by *Containerisation International* magazine and summarized in the 1995 Yearbook. Analysis of their principal features confirms the recent upsurge in ordering to post-Panamax specifications.

Containership orders are partly responsible for the recent upturn in the container manufacturing industry, according to another industry overview featured in the Yearbook. During 1994, when over one million TEU of boxes were built, supply and demand were generally better balanced than in the previous year and prices moved upwards. Of the world's 8.4 million TEU box fleet in service at mid-1994, 47% was owned by lessors. In a more detailed review of the leasing sector's fortunes, it appears that lessor confidence is returning, with utilization levels having stabilized at around 90% for the majority of lessors by the end of 1994.

Confidence is also the prime reason behind the upturn in intermodal traffic volumes, both in the US and in Europe. Separate features in the 1995 Yearbook discuss recent developments and future problems affecting intermodal service providers.

The new edition includes updated, comprehensive sections covering container carriers (their services, ports of call, vessels and boxes operated), the register of container-carrying vessels (listing over 5,700 ships in service and 235 newbuildings on order), containership managers and shipbrokers, and intermodal rail operators. The Equipment Guide, with many tables of individual model specifications, also covers container manufacturers and their production figures, and a guide to software packages for the shipping industry. Container leasing and repair companies are covered in detail in separate sections.

Containerisation International Yearbook 1995 is published by Emap Finance & Freight Ltd and is available from:

Readerlink Ltd
Lansdowne Mews, 196 High Street
Tonbridge, Kent TN9 1EF, UK

Tel: +44(732)770823

Fax: +44(732)361708

Prices: £125 UK; Europe £150/US\$260;
outside Europe £180/US\$315

China and World Shipping

China – the world's biggest emerging market, has one of the fastest growing economies in the world today. Double digit growth has been recorded in each of the last three years and GDP growth in 1995 was 11.2% year on year. Projections for the whole of 1995 suggest that GDP growth will register around 10.5%.

It is likely that China will remain a dynamically growing economy for the remainder of the decade and this scenario will have significant implications not only for the Asia-Pacific region, but also, in a wider context, for the industrialized nations of the OECD. China's long term economic potential is enormous.

However, if economic progress is to be sustained, China will have to instigate far reaching political and cultural reform in the post-Deng Xiaoping era. Ultimately, the emergence of China as an economic superpower in the 21st century will depend on a more flexible political framework designed to remedy inherent structural growing pains.

The remarkable growth of the Chinese economy during the last decade has had an incisive impact on international trade and shipping. Drewry's new and timely report comprehensively analyses the current and prospective role of China in international seaborne trade and marine related industries. The explosion in Chinese seaborne trade in both the liner and bulk tramp trades has in part been responsible for sustaining the freight markets while activity in the S&P markets has always been of importance. China is also playing an increasingly important role in the shipbuilding market and was until recently a major player in the world demolition market.

China as well as being a major user of shipping services, is also an important operator of both liner and tramp shipping and as a low cost operator provides a benchmark for other global operators. There are also massive terminal developments taking place which will influence the direction and pattern of transshipment trades. All these facets are covered in depth within the Report.

Foreign Trade

Within the Pacific Rim trading group, China is second only to Japan as an

exporter and to Japan and Hong Kong as an importer. The latter is of course a very important conduit for Chinese trade. China clearly also has the capacity to become increasingly more important as a driving force behind inter-regional and, more significantly, world trade. Given China's desire to secure foreign currency, export growth will doubtless continue at a rapid rate. Parallel acceleration in imports is also probable, considering the eagerness of western countries to supply a vast population beginning to develop as a consumer society.

China now has substantial trading surpluses with the world's three largest trading groups. This success has been based on the export of low value consumer goods. As technology improves China will also become more involved in the export of higher value consumer goods.

Seaborne Trade

The Chinese economy has been a major factor behind the growth of Pacific Rim and world trade. Providing China is able to maintain its impressive rate of economic growth, the remainder of the 1990s should see China become an increasingly important driver of world dry bulk trade – this will be particularly true of the iron ore, coal and grain trades.

The outlook for the oil trades is less clear since China has a voracious appetite for energy as befits a country with a population of 1.2 billion. The key to resolving

China's oil trade deficit is new infrastructure which, if developed – albeit at a cost – could lessen China's growing reliance on imports and, indeed, make the country self reliant.

Regarding the container trades, as shown below in Table 2, China had approximately 2.5% and 6% shares in Asia Pacific and world markets respectively during 1993.

However, if data relating to Hong Kong, which acts as an entrepôt, is included, a total throughput of 12.5 million teu represents 11% of 1993 world trade. Total teu throughput is expected to almost double by 2000.

Shipping

The Chinese controlled fleet is the fifth largest in the world with over 23 million gross tonnes at its disposal. Indeed if the Chinese and Hong Kong fleets are combined they form the world's third largest fleet (a large proportion of the Hong Kong fleet is not beneficially owned by Chinese interest). Indeed COSCO is the third largest shipowning group in the world. The Chinese fleet has grown primarily through secondhand acquisition (often at favourable prices) and also to a lesser extent through newbuildings.

Dry bulk carriers are the preferred vessel type in terms of carrying capacity but when vessel numbers are considered, general cargo ships are the most popular, offering flexible trading opportunities both

in Chinese coastal and river trades and also within the Asia Pacific region.

The Future

The impending demise of China's paramount leader Deng Xiaoping has witnessed the nation's emergent collective leadership adopt a more conservative approach to running the economy, aimed at reducing both economic growth and inflation. However, China has an ongoing desire to attract foreign investment and join the World Trade Organisation. This adds weight to the reform of fiscal, banking and currency trading now partially complete. Given this firmer economic platform it is reasonable to assume that China will be able to maintain its impressive rate of economic growth. In this environment the remainder of the 1990s should see China become an increasingly important influence in world trade and shipping.

China and World Shipping: An Analysis of the Impact of China on the World's Maritime Industries is published by Drewry Shipping Consultants as part of a series of regular economic surveys of the shipping industry. Individual copies of the Report are priced at £395 post-paid to anywhere in the world.

For further information regarding *China and World Shipping*, or any enquiries regarding the Report, please contact Joel McCarthy or Dennis Stonebridge.

Drewry Shipping Consultants
11 Heron Quay, London E14 4JF
Tel: 0171-538 0191
Fax: 0171-987 9396

Table 1
Chinese Trade in Bulk Commodities, 1993
(Million tonnes)

	World	Asia-Pacific	China
Crude oil	1,346.9	431.4(a)	16.0
Products	355.9	120.1(a)	17.7
LNG	60.8	44.8	–
Iron ore	352.0	159.0	32.9
Coking coal	159.3	88.4	4.3
Steam coal	203.9	100.6	15.5
Grain	199.8	61.1	5.5

(a) Figures refer to all of Asia.

Source: Drewry Shipping Consultants

Table 2
Chinese Container Trade, 1993 (Million Teu)

China	Asia Pacific	World
3.0	49.3	112.0

Figures are estimates.

Source: Drewry Shipping Consultants

The Americas

More Autonomy for Harbour Commissions

The House of Commons Standing Committee on Transportation is conducting a review of transportation policy. A summary of the brief presented to the Committee in Vancouver follows.

If bureaucratic ties are removed, harbour commissions can effectively meet the national, provincial, regional and local mandates, the North Fraser Harbour Committee told the House of Commons Standing Committee on Transportation in Vancouver on February 20, 1995. David Silver, chairman and George Colquhoun

presented the brief on behalf of the NFHC.

"We have been granted the exclusive right to organize and operate harbour services within key geographic locations deemed vital to Canada's domestic or foreign trade and to our region's economic well being," said George Colquhoun, NFHC General Manager and CEO. "Unfortunately we aren't given the flexibility by Ottawa to fulfill that mandate."

"Harbour commissions are a unique form of administration in the federal system. We operate autonomously within our own economic and political environment and are able to archive a happy and successful marriage of free enterprise initiative with public accountability. What we need is the freedom to exercise the powers given to us by legislation.

"We believe administrative changes can be made within the current legislation to overcome the problems with the current system," said Colquhoun.

The Commission's major recommendations include:

1. Change reporting arrangements between harbour commissions and the Minister of Transport to report to the minister through a port's desk staffed at the deputy minister level, to enable harbour commissions and ports to be much more responsive to their stakeholders.

2. Replace the requirement for the payment of annual surplus funds to the Receiver General with a dividend policy that provides for a more certain financial environment while recognizing the need to plan for development, retire debt and amortize assets over a reasonable period of time.

3. Provide us with the authority to invest in transportation material-handling venues, including common-share joint ventures with the private sector.

4. Remove the cumbersome process of obtaining approval for commissions to borrow on financial markets, especially when no government guarantees are required.

5. Plan any transfer or downloading of Coast Guard programs within each harbour's current and future financial ability to take on these programs.

6. Recognize inequities in property tax payments and grants between U.S. and Canadian ports and work to align Canadian ports to the U.S. system.

"These small changes in the administration of Canadian ports and harbours policy would make us more efficient in handling existing business and make us competitive enough to attract more business," said Colquhoun. *(The Working River)*

Financing, Environment Top Issues for US Ports

U.S. public port authorities ranked their top challenges as port financing and the environment in the American Association of Port Authorities' (AAPA) 1994 annual membership survey.

When asked about the major issues and challenges facing their individual ports, AAPA's U.S. members ranked the issues as follows: 1) port financing and capital formation needs; 2) environmental regulations and restrictions; 3) constraints on dredging and dredged material disposal; 4) government regulation at all levels; and 5) assuring adequate landside access.

"Ports are fundamentally concerned about financing critical capital projects – whether they're expanding or upgrading marine terminals, becoming more intermodally accessible or sponsoring dredging projects," said Erik Stromberg, AAPA president. "With the capital needs of U.S. ports expected to average \$1 billion a year throughout this decade, according to the U.S. Department of Transportation, and with the well-publicized fiscal crisis persisting at all levels of government, the ports' capital financing concerns are understandable," he added.

"Interestingly, when the question addresses the most pressing national issues, the responses change and reflect the general need to deal with environmental regulations, and, in particular, dredging," Mr. Stromberg said.

U.S. ports also cited as critical issues: public awareness, the competitive pricing of port services, the consolidation or "rationalization" of ocean carrier services, and professional development of port management.

AAPA's 1993 survey ranked facility development and associated capital requirements as the top issues for U.S. ports, while in 1992 survey respondents named environmental restrictions and regulatory costs as their top issues.

Responses to the 1994 membership survey by AAPA's Canadian, Caribbean and Latin American delegations tended to list different priorities. Canadian ports ranked as their major individual concerns: 1) better public awareness of ports; 2) the impact of port competition on port revenues; 3) ensuring labor productivity; 4) the impact on ports of government cost recovery indicators including user fees; and 5) environmental regulation and restrictions.

The Caribbean and Latin American members ranked their individual concerns as follows: 1) facility modernization; 2)

need for professional port management training; 3) addressing the demands of new vessel technology; 4) ensuring adequate facility expansion; and 5) moving forward with port reforms, including privatization.

Port of Long Beach OKs \$457 Million Budget

The Long Beach Board of Harbor Commissioners has approved a \$457 million budget for fiscal year 1995 - 96, earmarking \$244 million for capital projects ranging from terminal expansions to roadway improvements.

The new budget, which takes effect July 1, will cover a 15-month time frame through September 1996. At that time, the port will convert from a July-June fiscal year to an October-September fiscal year.

During the upcoming fiscal period, many capital projects are scheduled, including construction of two additional overpasses within the harbor designed to separate road and rail traffic. A third overpass or "grade separation" will be built during the upcoming fiscal year.

Approximately \$54 million have been set aside for these improvements during 1995-96, as part of a five-year, \$150 million grade separation program.

In addition, \$28 million have been budgeted for expansion at the Pacific Container Terminal (PCT) and International Transportation Service (ITS) Container facilities. PCT will expand from 68 to 130 acres, and a permanent on-dock rail facility with four parallel tracks will be built at the terminal. PCT's expansion is scheduled to be completed in 1997. ITS, now at 109 acres, will be expanded by 1999. Both terminals will be enlarged by acquiring land previously leased by Maersk Line.

A major new project scheduled to begin in the upcoming fiscal year is a 170-acre container terminal for Hanjin Shipping Company. The new terminal will include a 3,600-foot wharf, six container cranes and an on-dock rail facility. Approximately \$48 million will be spent for environmental remediation of land, which was formerly used for oil production, relocation of the oil wells and initial construction of the terminal.

According to Port Finance Director Mike Slavin, the Port has spent since 1991 nearly \$1 billion on major capital projects. Those expenditures include \$405 million for the purchase of 725 acres of land from the Union Pacific Resources Company, \$82 million for grade separations and \$189

million for the purchase of rights-of-way for the Alameda Corridor – a 20-mile rail and highway link between the port and downtown Los Angeles rail yards.

Slavin stresses that despite the massive capital expenditures, the port still produces strong operating revenues, which are expected to increase by 5 percent to \$203 million during the upcoming fiscal year. Slavin attributed the revenue growth to expected increases in cargo movements, including containers and dry-bulk and break-bulk commodities.

New Avalons to Japan Through Long Beach

As part of its launch of a new export program, Toyota Motor Sales, U.S.A., Inc. (TMS) recently shipped 160 new U.S. - built Avalon sedans to Japan from the Port

of Long Beach. The export of U.S. - built Toyotas through Long Beach has risen more than 330 percent since 1988, according to Toyota officials.

"We are now exporting U.S. - built Toyotas with an annual trade value of more than \$1.12 billion to 21 nations," said Douglas M. West, TMS vice president of export and logistics operations. "By the end of model year 1995, one-third of all Toyota exports will be moved through Long Beach."

Meanwhile, Yale Gieszl, TMS executive vice president, said that during model year 1996, export volume of U.S. - built cars will climb to about 80,000, of which 50 percent are expected to be exported through Long Beach. The total number of exports will be enhanced by a new joint venture between Toyota and General Motors (GM), which will ship GM-made Toyota Cavaliers to Japan for sale by

Toyota dealers.

"We plan to export a majority of 20,000 new Avalons and all of the upcoming Toyota Cavaliers built for model year 1996 through Long Beach," said Gieszl.

Building Materials Firm To Build in Rivergate

Rogers International Co. Ltd., a Lake Oswego-based consolidator and exporter of locally-produced laminated beams, pre-assembled wall panels and other building materials used for commercial construction in Japan, was granted Port of Portland approval on 10 May to purchase 1.1 acres in the Port's Rivergate Industrial District. The company plans to construct an 8,500-square-foot warehouse facility on the site to consolidate its product storage and administrative operations, and to be closer to the heart of Portland's transportation system.

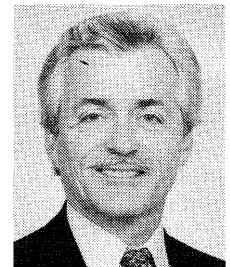
"The use of this property is consistent with the Port's land use and development plan, which calls for general industrial use in this area," stated Peggy Krause, senior real estate associate for the Port. "The fact this company chose to consolidate its operations in Rivergate is a testament to the benefit the industrial park's location offers firms involved in global trade."

Port of Redwood City: New Executive Director

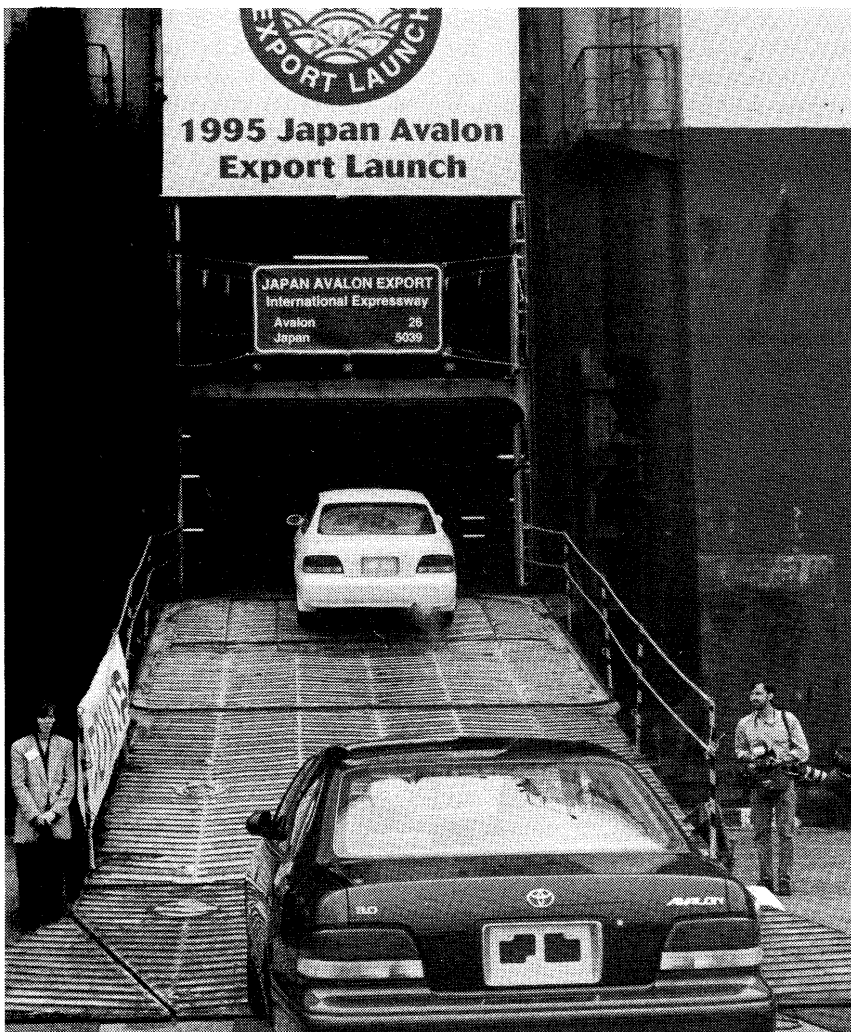
The Board of Port Commissioners named Michael J. Giari as new executive director of the Port of Redwood City. The announcement came from the five-member Board of Port Commissioners.

Giari was among 65 applicants who applied and eight finalists whom they interviewed.

"After a long, deliberate search, it was evident to us that the best applicant was doing the job," said Dick Dodge, president of the Port Commission. Giari has served as interim director since the retirement last fall of Floyd Shelton.



Mr. Michael J. Giari
Executive Director
The Port of Redwood City



U.S. - built Toyota Avalons, bound for Japan, are loaded into a car carrier docked at the Port of Long Beach. One-third of Toyota's export volume, which has increased 330 percent since 1988, is moved from Long Beach.

Seattle: \$109 Million For Harbor Project

Port of Seattle Commission voted to fully fund the Southwest Harbor Project by authorizing expenditures up to \$109,500,000 on construction and related activities. The primary purpose of the project is to clean up and redevelop industrial property to enlarge and modernize Terminal 5 to meet the long term needs of the tenant, American President Lines (APL), and other users of the facility.

Pending the issuance of all permits, which is expected to occur by July of 1995, construction activities for the Southwest Harbor Project will begin in the late summer of 1995. Environmental cleanup work is currently under way. The improved facility is scheduled to be complete and operational by early 1997. To date, \$158 million has been authorized towards property consolidation, environmental cleanup, and construction, with all aspects within budget and on schedule.

When completed, the 190 acre Terminal 5 will play an integral role in APL's North American distribution system. As the Pacific Northwest load center for APL, Terminal 5 will be one of the most efficient cargo terminals in the nation.

Tacoma, Seattle to Back BN and Santa Fe Merger

A Memorandum of Agreement (MOA) has been signed by the Port of Tacoma, Port of Seattle, and Burlington Northern Inc. (BN) that will keep rail freight capacity between Puget Sound and Chicago as well as along the north/south Interstate-5 corridor responsive to market demands, and states that both ports support the pending merger between BN and Santa Fe Pacific Corporation.

Taken together, the two ports rank as the second largest "load center" for containerized cargo in the United States. More than 2 million containers annually move, largely on rail, through the ports. "The partnership among BN, the Port of Tacoma, and the Port of Seattle for over 75 years demonstrates a mutual commitment to ensure that the Puget Sound region maintains a viable, competitive rail system in relation to other West Coast ports," said Port of Tacoma Commissioner President Patrick O'Malley.

Port of Seattle Executive Director Mic Dinsmore said, "This MOA illustrates how well the ports can work with the private sector to ensure continued economic health

for the region. We believe the merger between BN and Santa Fe will contribute to enhancing mainline rail capacity and access between intermodal terminals to accommodate future increases in demand for rail freight service."

In a recent study completed by the Washington State Department of Transportation and the Washington Public Ports Association, the importance of a competitive rail infrastructure was underscored: "Rail mainline access requires special consideration...to ensure the competitive gateway positions that the Pacific Northwest now enjoys."

The study predicts that container traffic through Puget Sound is expected to more than double to 4.5 million containers (20-foot equivalents) by the year 2015. The other major type of cargo that moves via rail through Puget Sound ports is grain. The study predicts that Midwest corn exports, for example, could grow 66 percent, exceeding 10 million metric tons by 2015.

Africa/Europe

Le Havre General Cargo Registers 12.7% Growth

In May, the general cargo trade amounted to more than 1.2 Mt (absolute monthly record) and the total for the first five months of the year 1995 amounts to more than 5.7 Mt, that is a 12.7% rise compared to the same period of the year 1994. As the main component of this trade, containers record a total of 808,000 t in May and the cumulated tonnage for the five months amounts to 3.78 Mt, that is a 11.7% rise. For the first time in five years, the mark of the 60,000 monthly container moves was passed in May and the objective is now to reach a new rise by about 8%, by the end of 1995.

The improvement of the quality of service to which shipowners attach great importance, the progressive return of confidence in the port of Le Havre, the significant drop in handling costs, the coming-on-stream of new rail services with the hinterland of the port of Le Havre and the return of a few feeder services, make it possible to consider this objective with confidence.

Rouen Port: Plan 2000 For Third Millennium

Plan 2000, approved by its board on 14 February 1995, was formulated to enable the Port to valorise its assets and to adapt to new circumstances, where regular lines and general cargo are making significant gains. The plan's investment schedule has two key priorities: 10.5 metre maritime access downstream and the Rouen-Seine Valley Logistics platform. Investments in dedicated terminals are also scheduled. The Port is mobilized under the aegis of its two leitmotifs, efficiency and productivity.

Plan 2000 schedules an investment of around Ffr350 million over a period of ten years to consolidate and develop maritime access to ships with a 10.5 metre draught downstream in all tides.

The Port's investment in access will stimulate the volume of bulks and of regular lines traffic. It will give access and better loading conditions to 30,000dwt to 45,000dwt fully-loaded Handysize ships which constitute the most of the world's fleet transporting bulks and to partially loaded Panamax ships. The new access programme will also improve conditions for the biggest regular line ships, 1,500 TEU to 2,000 TEU containercarriers calling at the Port and for all ships because the estuary's diurnal tides will hamper them less.

Plan 2000 pursues the Port's policy of expanding and developing its dedicated terminals. One of the new plan's key investments targets sugar market shares that Benelux ports had gradually captured from it due to the expansion of bulk loading and the absence of suitable storage, packaging and handling conditions at Rouen. Robust, a private operator, has scheduled a Ffr140 million investment in an efficient sugar terminal whilst the public sector is investing Ffr32 million in refitting the dock, the services and the platform. The job should be finished mid-1996 with the terminal operational in September for the 1996-1997 sugar campaign.

The Port's new development plan's objective is to continue to valorise its strategic location, 100km inland and the ultimate sea port upstream on the Seine river, providing by far the most economical (30 times less costly, on the average) means of transportation.

This key asset the Port offers loaders and shippers will be valorised with the investment to deepen the channel and offer vessels a wider time zone for their descent to the sea.

This is linked to the reform of laws governing the Port Authority's holdings because now operators investing in the Port can hold long leases on Port-owned land. And a key asset is the successful reform of the dock labour system which opens up new possibilities, particularly for regular lines. (Rouen Port)

Huge Growth in Transit Traffic via Hamburg

In 1994 the Port of Hamburg expanded its leading role as the gateway to the markets of Central and Eastern Europe while strengthening its position as the hub of Scandinavia's international traffic.

Last year 9.6 million tonnes of transit cargoes were handled by the Port of Hamburg – the best results for nearly a decade. The increase in transit goods bound for European countries was 15.4% whereas growth in cargoes coming from European destinations was 6.2%. The overall increase in transit traffic was 10.7% – more than the growth in Germany's imports and exports via Hamburg. About a third of general cargo turnover in the Port of Hamburg is accounted for by transit goods.

The growth in transit traffic was mainly due to a sharp rise in sea-to-sea cargo (up 15.5%) with Baltic countries in particular using the Port of Hamburg for their overseas trade.

£18 Million Investment Program for Cork

The Port of cork welcomes the Irish government announcement of an IR£18 million Investment Programme at the port. The Programme primarily covers additional lift-on lift-off facilities, dry bulk facilities and cruise liner reception facilities and will extend over a four year period to 1999. Funding for the new development at Tivoli, Ringaskiddy and Cobh will come from E.U. Cohesion and Structural Funds and from the Port of Cork's own resources.

The new lift-on lift-off facilities at the Tivoli Container Terminal are essential to cater for the substantial growth in container traffic over recent years and predicted growth to the end of the decade. Container traffic for 1995 to date has been most satisfactory with a 12% increase for the period January - April compared with the corresponding period of 1994. This year has seen an additional weekly sailing from

Tivoli bringing to eleven the total number of sailings per week to mainland Europe. With four lines servicing the port, southern based exporters enjoy a wide range of competitive options for all overseas exports. In addition, the Port of Cork offers the shortest crossing times between Ireland and continental Europe.

Container Traffic Increases at Mombasa

The Port of Mombasa Container Traffic made a marked increase of 11.21 per cent or 16,163 TEUs last year compared to the previous year.

The Port's container traffic, which had a consistent increase in each quarter of the year, registered a total of 160,293 TEUs in 1994 compared to a total of 144,130 TEUs 1993.

In view of this growth, the Kenya Ports Authority is emphasizing on availability of containerisation facilities by extending the construction of Inland Container Depots closer to port users in the hinterland.

The trial runs being done at the new Kisumu ICD is soon to give way to formal launching of the facility which will connect the regions of Western Kenya and around Lake Victoria to the Port of Mombasa by railway.

The Kisumu ICD is the second facility after the Nairobi ICD which became operational in 1984. The Eldoret ICD is soon to be completed. In all, these facilities are an extension of the Port's container terminal.

Container traffic through the Port of Mombasa has undergone tremendous growth, achieving a 17.56 per cent rise over the last five years from 136,406 TEUs handled in 1990 to 160,293 handled in 1994.

KPA Managing Director Elected PMAESA Head

The Managing Director of the Kenya Ports Authority (KPA), Mr. Simeon M. Mkalla, has been unanimously elected new Chairman of the regional body, the Port Management Association of Eastern and Southern Africa (PMAESA).

Mr. Mkalla, who succeeds Mr. J. Nagdan, Director General of the Mauritius Marine Authority, whose two year term ended, was elected during the PMAESA Council meeting held at Arusha, Tanzania, last December.

Mr. Mkalla thanked PMAESA for the

honour to both KPA and Kenya and pledged to endeavour to steer the organization to a brighter future for the benefit of all member countries. He emphasized on the role of PMAESA as that of improving efficiency and productivity among ports of the region and appealed for increased individual and collective support from all members so as to achieve this objective faster.

The Arusha meeting was attended by Kenya, Tanzania, South Africa, Ethiopia, Djibouti, Seychelles, Madagascar, Mauritius, Zimbabwe, Mozambique and Zambia. The member paid tribute to Kenya for signing the headquarters agreement with PMAESA thereby according the Association diplomatic status in Kenya where the Secretariat is based. The Secretariat is located at KPA's Bandari College in Mombasa.

Rotterdam Container Transshipment Rising

In the first quarter of 1995, goods transshipment in the port of Rotterdam was as high as in the same period last year (-0.4%). A total of 71.9 million tonnes of cargo were transshipped. In comparison with 1994, imports and exports of liquid bulk cargo fell by 6.2% (particularly oil and oil products), while a strong increase was once again seen in the transshipment of containers (+8.9%) and the handling of roll on/roll off cargo (+17.9%). Transshipment of dry bulk cargo remained fairly stable on the whole (+2.2%).

General Cargo on the Rise

The revival of the economy and the increase in world trade had a positive effect on the transshipment of general cargo. In percentual terms, roll on/roll off cargo was one of the strongest growth sectors in the port of Rotterdam (+17.9%). The companies operating ferry services between Rotterdam and Great Britain have stepped up their marketing activities, increased the sailing frequency, deployed more capacity and tightened up tariffs.

Transshipment of containers continues to do well. Calculated in TEUs, imports and exports in the first quarter totalled 1,173 million, a hundred thousand more than in the same period last year. The steady growth in the number of containers handled is a confirmation of the leading position in Europe which Rotterdam is building up in this sector. With the construction of eight new container terminals

on the Maasvlakte (Delta 2000-8 plan), Rotterdam is concentrating on increasing its capacity. Imports and exports in other general cargo (including fruit and fruit-juices, paper, iron and steel products) was fairly steady in comparison with 1994 (-0.6%). Fruit transshipment achieved particularly good results in the first quarter.

Most Profitable Year For Port of Göteborg

Port of Göteborg AB, operator of the largest port in the Nordic area, made the biggest profit in its history last year. The annual report states that profits for the Port of Göteborg group of companies reached Swedish Kronor 173 million (£15 million), with total sales reaching SwKr 914 million (£80 million). The record year followed two years with profits of SwKr 120 million (£10 million) each.

The reasons for the record profit last year are to be found partly in the cargo development at the port: 1994 was a record year in cargo turnover as well, with 28.8 million tons handled.

Other important factors behind the record profit were, according to the port management, the continuous refining of working methods and an increased motivation among the port personnel.

The Port of Göteborg AB is a limited company fully-owned by the City of Göteborg. The company receives no subsidies from national or local government bodies. Rather, the share-holder received a SwKr 41 million (£3.5 million) dividend from the port company last year.

Göteborg Formulates Environmental Policy

The Port of Göteborg AB has formulated an environmental protection policy, setting goals and indicating means for the Port's environment work. The policy sees legal requirements as a minimum platform for the Port's ambitions. Also, the policy will try to influence the shipping scene as a whole.

Much of the attention of the environmental protection policy is directed towards the oil harbours of Göteborg. They are the most often-focused environmental element of the port in the eyes of the citizen. The emissions to water are almost nil, but efforts are being made to minimize emissions to air as well. One means of doing this is to introduce a recycling system for gas vapours resulting

from loading of oil and petrol onto ships. A suitable technology has been developed by the Port.

The Port of Göteborg also states that the Port will favour environment-friendly vessels as far as this is commercially possible. Shipowners need a stimulation in this respect, according to Mr Alf Olofsson, manager of Quality and Environmental protection with the Port of Göteborg AB.

Shipping is an efficient and environment-friendly way of transport. But while land transport has been forced by authorities to lower its emissions, little has been done to ships. Consequently, shipping's share of the emissions is increasing. This will create a reaction, and shipping will need a stimulation for change. This is why we will favour environment-friendly ships from now on whenever possible.

Dundee Port Authority To Privatised Port

The Port of Dundee was offered on 9 May for sale by its owners, Dundee Port Authority.

The Authority has decided to privatise the Port under the provisions of the Port Act 1991 by transferring its undertakings to a successor company, Port of Dundee Ltd, and selling the shares in the company by competitive tender.

Dr. Stuart Fair, Chairman of Dundee Port Authority said: "Interested parties will be provided with an Information Memorandum which will include the DPA's Objectives for Sale which have been agreed between us and the Government, and details on the sales process."

Proposals for transferring the assets of Dundee Port Authority to the new successor company Port of Dundee Ltd were recently publicized with the request that representations be made to the Secretary of State for Transport. The Secretary of State has now indicated he is minded to confirm the Transfer Scheme but it would not be appropriate for it to be brought into force until very shortly before the completion of the sale.

Dr. Fair said: "The Port Authority is making satisfactory progress with its move towards bringing the Port of Dundee into the private sector. Today's offer of sale is another milestone.

"I repeat what I have frequently said that the Authority firmly believes that the Port of Dundee will be better able to meet the challenges of the future if it is operating within the private sector with the ability of

private companies to raise finance. This is crucial to both unlocking the full potential of the Port and to the Port competing successfully in a marketplace where approximately 75% of British Port capacity is now entirely under private ownership.

"We believe there is an excellent future for the Port of Dundee as part of the private sector."

Kien Hung Ships to Call at Felixstowe

Felixstowe is the first choice for a new enterprise that is entering the rapidly-expanding British-South African trade lane.

Taipei-based Kien Hung Shipping Company will shortly extend its operations to Europe with direct sailings from Durban and Cape Town to Felixstowe (its only UK port of call) and Antwerp.

Peter Bennett, the Port of Felixstowe's Executive Director and General Manager, commented: "As new entrants to this market, Kien Hung needed to choose the right UK port from the beginning.

"We overcame strong competition by satisfying the line that we offered top value in service, the best location and first-class access to the cargo-generating areas of the UK".

The line starts fortnightly calls at Felixstowe in the last week of June with the chartered vessel *Saint Irene* (1,020 TEU), continuing with its own newly-built 1,510 TEU sisterships *Excellence Container* and *Prosperity Container*.

Introduction of a fourth ship later this year will step up the frequency of calls to 10 days and the service may be upgraded after that to weekly.

Immingham: Ro/Ro Terminal for DFDS

Anglo-Danish relations were further strengthened on 14 June 1995, when His Excellency Mr. Rudolph Thorning-Petersen, Ambassador of the Kingdom of Denmark to the Court of St. James's, formally opened the new Nordic Terminal at Associated British Ports' (ABP) Port of Immingham.

The four-berth roll-on/roll-off terminal complex was purpose-built by ABP at a cost of £13.5 million for long-term customer, the Danish shipping group, DFDS. One of Europe's biggest ro/ro operators, DFDS has invested over £7 million in new facilities and cargo-handling equipment for

the terminal, including tugmasters, container fork-lift trucks and translifters.

At the opening ceremony, Sir Keith Stuart, Chairman of ABP, told over 250 guests:

"The Nordic Terminal is an excellent illustration of ABP's commitment to the growing ro/ro trade and to the Humber Estuary, which handles over 13 per cent of the UK's entire seaborne trade. The ports industry is highly competitive and our customers have a wide choice. To succeed, port operators must provide the best service and the most up-to-date capacity. At ABP, we aim to forge long-term partnerships with our customers, of which our historic relationship with DFDS is of prime importance to us."

Sir Keith added:

"Immingham is one of Britain's fastest-growing ports where ABP has invested over £50 million in the past decade. I am confident that with developments such as this new terminal, the port will continue to forge ahead."

Agribulk Terminal at ABP's Southampton

Associated British Ports' (ABP) Chairman, Sir Keith Stuart, formally opened the Mulberry Terminal, a new 10,000 sq m animal feed and fertiliser terminal at ABP's Port of Southampton. The Mulberry Terminal was purpose-built on the strength of long-term agreements with port customers Continental UK and Usborne plc.

At the opening ceremony, Sir Keith said:

"Over seven per cent of the UK's overseas trade, totalling over 30 million tonnes of cargo, is handled here at Southampton. One of our most important areas of business is the service we provide to the farming industry. This is well-illustrated by our long-term relationship with our two major customers - Usborne and Continental."

He added: "Our approach at ABP is to build partnerships with our customers where we put capital into providing them with the highest quality facilities and equipment. In turn, we hope to be able to attract our customers to enter into long-term agreements with us so that there is mutual advantage for a continuing and profitable relationship. What we see here today is a fulfillment of the ambitions of Usborne, Continental and the Port of Southampton to establish at Southampton top-class facilities so that Usborne and

Continental can service their many customers in the most efficient and cost-effective way."

Asia/Oceania

Cityport Project for Cairns Redevelopment

Cairns Seaport's long-awaited Cityport project is underway with the appointment of JLW Advisory Services Pty Ltd as managers in January this year.

Cityport, a Cairns Port Authority initiative, is a planning and redevelopment project for the area of seaport land that fringes the central business district. The concept includes new public access areas, integration with the adjacent city centre and the Esplanade as well as new public infrastructure to support marine based activities.

It is intended that Cityport will generate revenue streams which will underwrite port redevelopment whilst at the same time creating a world standard urban-waterfront precinct.

The significant growth in the cruise and ferry operations has put pressure on aging facilities. Cairns has a five-star airport, five-star accommodation, five-star catamarans and five-star tours, but out on the waterfront, many parts of the waterfront are only one-star standard. Cityport is about rejuvenating this area, converting the Seaport into a five-star premium location.

The underlying philosophy of Cityport is to avoid the temptation to reap the profits of rows of waterfront hotels and shops and place emphasis instead on providing better public access to the waterfront.

Union Constructive Re Newcastle Port Corp.

Legislation for the corporatisation of the Hunter Ports Authority has progressed through Parliament and is ready for the original designated incorporation date of 1 July 1995.

From this date the new corporation in the Port of Newcastle will come into being and be known as the Newcastle Port Corporation.

A number of issues had been taken up by unions in meetings with the Port's Minister over staff related issues in the draft legislation.

A union notice dated 7 June 1995 indicated ".....that there is substantial union agreement in regards to the revised Corporatisation Bill".

The notice also acknowledged that the union looked forward to a continued constructive and open relationship with the Government in relation to future maintenance and development of the new corporations. (Scuttlebutt)

Qingdao: Development Of Containerization

The Port of Qingdao is situated on the Coast of Jiaozhou Bay in Shandong Peninsula, facing Japan and Korea across the Yellow Sea. There is no slit or ice all year round. With its excellent geographical location, it is one of the most important foreign trade hubs and intermediate ports of the nation.

In recent years, the Port of Qingdao has made great efforts in developing the containerization. The growth rate in container handling capacity has exceeded 30 percent each year. Total volume through the Port of Qingdao reached 0.43 million TEUs in 1994, an increase of 0.13 million TEUs of 42 percent compared with that of the previous year. The Port of Qingdao has ranked third among the coastal ports in China for five consecutive years.

At present, there are three container berths equipped with 5 container cranes (No.5 crane is the biggest in the country), 8 gantry cranes and over 60 special machines. Another two deep-water container berths are under reconstruction. The Port's container terminal can accommodate fourth-generation container liners. In addition, the Port has one CFS duty-free warehouse and one dangerous goods warehouse covering a total of 8,800 square meters. Fine equipment and facilities for freezing containers guarantee the Port as an important freezing container base. The volume of import/export freezing containers handled reached 32,530 TEUs last year, which ranked first among the coastal ports in China.

Up to now, the Port of Qingdao has opened 10 international container lines to such countries and regions as the West Coast of the U.S., Japan, Korea, Hong Kong, the Persian Gulf, Europe and South-east Asia. Each month, more than 130 container liners pull into the Port. Since February this year, the Port has successfully developed its international

container transshipment business and become the first international container transfer port in China.

The EDI computer system has been used in container transportation and terminal management. Three special international container rail lines link the Port with its vast economic hinterland. The Customs, Health Inspection, Commodity Inspection along with Animal and Plant Inspection work together to provide clients with convenient, comprehensive and high quality services. By the end of this year, the whole container capacity of the Port will reach 0.8 million TEUs.

The development of containerization of the Port has a bright future. Two deep-water container berths are under construction as the Second Phase of the Qianwan Harbor Area. The under-water part of the Project will be completed this year. For the Third Phase Project (International Container Transshipment Base), there are plans to construct 6 large deep-water container berths with annual throughput capacity of one million TEUs. By the year 2000, the general throughput capacity of the Port of Qingdao will exceed 2.4 million TEUs.

*Qingdao Port Authority Office
April 20, 1995*

Penang: Forging Ahead To Greater Heights

Penang Port SDN BHD (PPSB) is gearing its employees to achieve greater heights of success with the formulation of the vision and mission of the organization.

PPSB's vision is to be the best managed port in Malaysia and its neighboring countries with a highly trained workforce and state-of-the-art technology through 2010 and beyond.

To achieve this vision PPSB has drawn up its mission as follows:

- To satisfy customers' needs by providing efficient, safe and competitive services
- To archive a good return on investment with adequate long term surpluses for future development
- To be a caring employer to a highly productive workforce by providing job satisfaction through excellent human resource development
- To foster esprit-de-corps amongst employees
- To be a good, environment friendly corporate citizen by actively participating in community services and help achieve the nation's Vision 2020

The mission statements were formulated

to motivate our employees to turn in sterling performance and serve our customers efficiently and effectively.

Towards this end, a briefing to explain the vision and mission to all heads of department and senior officers of PPSB was held on May 17, 1994. The session was chaired by PPSB's Managing Director, Encik Abdullah Alias.

Subsequent sessions were held over a period of three days from August 2-4, 1994 for the rest of the employees. The sessions started with the pledge of the vision and mission of PPSB led by Encik Abdullah and other senior managers. This was followed by a talk by a Human Resource Management consultant to motivate the employees to attain excellence in their performance.

As a follow-up to these sessions, PPSB's trainers are currently conducting a one-day programme to familiarize the employees with the mission of PPSB. The programme is held three times a week and each session is attended by some 50 staff.

To-date, 1,500 employees have attended the programme. *(Baylink)*

Penang Port SDN BHD Vision and Mission

VISION

To be the best managed port in Malaysia and neighboring countries with a highly trained workforce and state-of-the-art technology through 2010 and beyond.

MISSION

To satisfy customers' needs by providing efficient, safe and competitive services to achieve a good return on investment with adequate long-term surpluses for future development.

To be a caring employer to a highly productive workforce by providing job satisfaction through excellent human resource development.

To foster esprit-de-corps amongst employees.

To be a good, environment friendly corporate citizen by actively participating in community services and helping achieve the nation's vision 2020. *(Baylink)*

Port of Napier to Start Building New Wharf

The Port of Napier has announced contract details for its new multi-million dollar wharf development.

The port company's chairman, Garth Cassidy, said the development signals greater progress for the port and when completed will provide greater flexibility and increased capacity for the expected growth in throughput.

The 250-metre-long and 23.5-metre-wide wharf has the capability of being extended to a full 500 metres to meet any future requirement. The wharf will cater for vessels with a displacement of 60,000 tonnes.

Provision will also be made for a future gantry crane if and when required.

In announcing the contract, Garth Cassidy said the development positions the Napier port for greater competitiveness, growth and progress. He added:

"The port is on a long-term growth path. Import and export volumes are continuing to increase, production and manufacturing is especially strong and food processing sector on the East Coast is poised for expansion.

Port of Tauranga Boosts Interim Profit by 16%

Port of Tauranga Ltd on May 10 reported an unaudited after tax profit of \$3.55 million for the six months to March 31 – a 16 percent improvement on the same period last year.

Chairman Fraser McKenzie said the net result followed an 8.6 percent increase in cargo volume and a subsequent increase in revenue to \$17.29 million, up from \$16.14 million in the same period in 1994.

"It was particularly pleasing to note the 12.5 percent improvement in export cargo volumes, largely reflecting a big improvement in forestry export volumes," Mr McKenzie said.

Log exports increased by 22.7 percent to 1.18 million tonnes, with sawn timber exports also up 30.4 percent and wood chips up 93.5 percent.

"This improvement in forestry export levels is continuing in the remaining months of the financial period and we expect log exports to be slightly above last year's volume, on an annualized basis."

Seasonal factors contributed to a decline in fertiliser imports, but this would improve over coming months to levels comparable with 1994, he said.

Other highlights of the period included continuing growth in revenue from port property leased to customers, increasing to \$2.27 million.

Directors recommended an interim dividend of 2.0 cents per share, to be paid on

June 20, with non-resident portfolio investors receiving a supplementary dividend of approximately 0.35 per ordinary share at the same time.

Mr McKenzie said that in accordance with the requirements of the Financial Reporting Act, the company had changed its balance date to June 30 and would report a nine-month result for 1994/95.

"With forestry volumes continuing to improve, new shipping services calling at Tauranga and the outlook for growth in property leases to customers, we are confident the final three months of the financial period will reflect the positive trends recorded in the six months to date."

PSA Annual Report: Landmark Achievement

The Port of Singapore Authority (PSA) last year hit the landmark achievement of 10.4 million TEUs in container traffic in 1994. This was revealed by Mr David Lim, the Chief Executive Officer/Executive Director, PSA, at a press conference to announce the release of PSA's 1994 annual report.



*Mr David Lim
Chief Executive
Officer/Executive
Director, Port of Singapore
Authority*

Mr Lim said, "Last year was another good year for PSA. Our container traffic grew by 14.9 per cent to reach 10.4 million TEUs, giving Singapore the distinction of being the only port after Hong Kong to handle more than 10 million TEUs a year. This means that we have maintained a consistent compound growth of 22 per cent in container traffic over the last ten years."

PSA and its subsidiary and associated companies recorded strong growth in all areas of activities. Group Operating Income rose 15.4% or \$225 million to 1.68 billion Singapore dollars. Operating Surplus increased by 14.7% to \$673.9 million.

To meet the growing demand on Singapore's container handling facilities, Mr Lim said, "PSA will invest \$188 million to boost the capacity at existing terminals from 13 to 16 million TEUs. On the horizon, work continues for the new container terminal at Pasir Panjang. The first phase which cost over \$2 billion involves

the construction of eight container berths and the second phase which will provide another 18 berths will be built at a cost of approximately \$5 billion. On full completion, the new container terminal will enable us to handle an additional 18 million TEUs."

PSA consolidated its position as the world's busiest port in terms of shipping tonnage, a position PSA has held since 1986. Shipping Tonnage rose by nine per cent to 678 million gross tons in 1994 when 101,107 vessels called at the Port. Singapore also continued to be the world's top bunkering port, supplying 17.6 million tonnes of bunkers lifted by vessels in Singapore.

One of the latest addition to PSA's facilities is the Keppel Distripark which was officially opened in August 1994. Built at a cost of \$400 million, the distripark provides 112,000 sq m of prime space for consolidation and deconsolidation of cargo within the Free Trade Zone and brings the total distripark and warehousing space

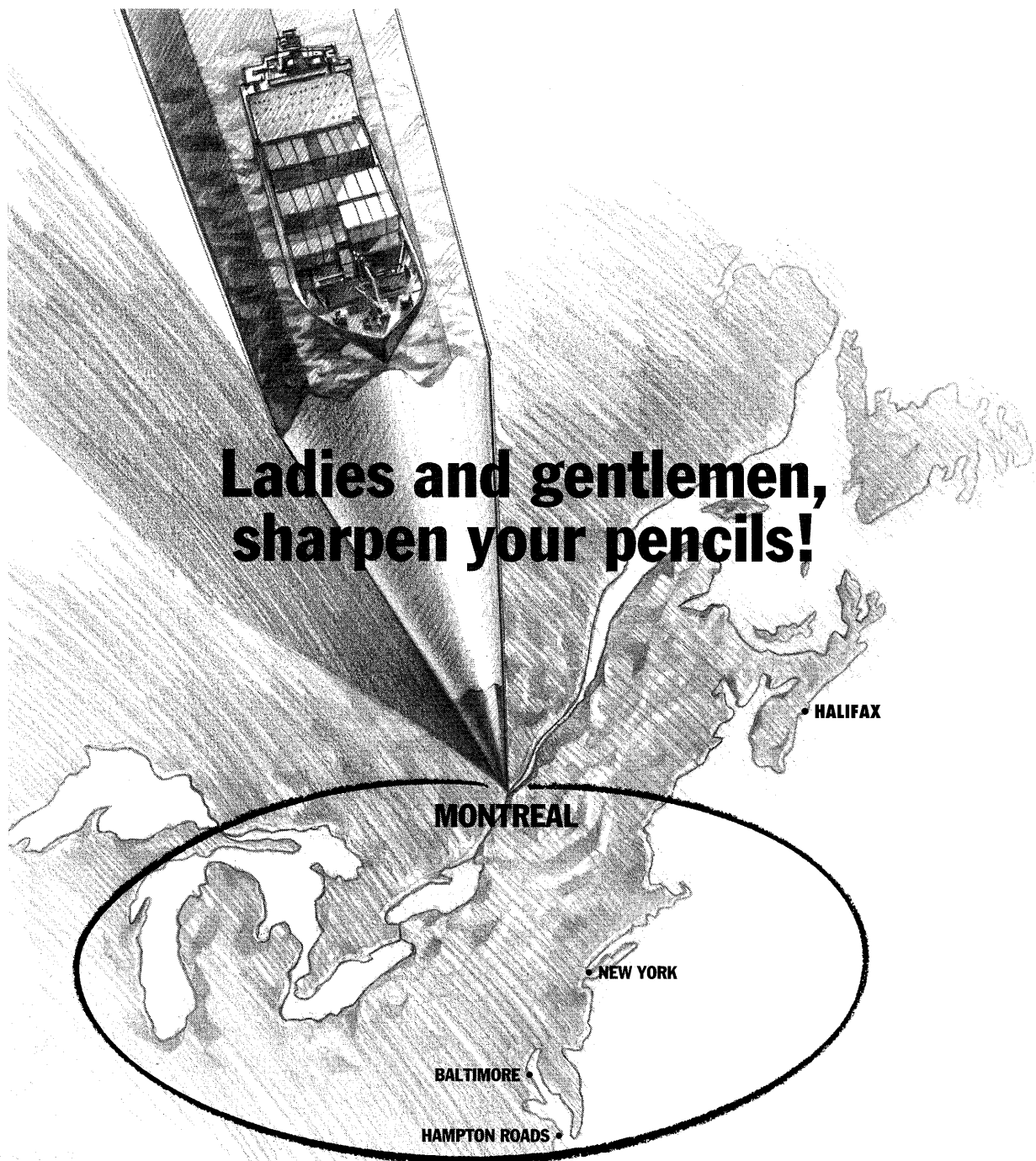
owned and managed by PSA to almost 700,000 sq. m.

PSA also spent \$34 million on capital expenditure for computer equipment to enhance its port technologies. Almost 300 computer applications are used in all facets of the Port's administration, planning and operation. Port users were able to enjoy speedier and more efficient services through systems such as PORTNET, Computer Integrated Marine Operations System and Computer Integrated Terminal Operations System. In June 1994, PSA was awarded the ISO 9001 Certification by SISIR for quality management of its systems development.

"The outlook for business activities in 1995 remains bright. With our large investments in port infrastructure and technology, PSA is well positioned to provide fast, comprehensive and reliable services. We also have a term of dedicated and well-trained employees to cope with the rapid pace of PSA's development," concluded Mr Lim.



The container traffic at the Port of Singapore grew by 15% to reach 10.4 million TEUs in 1994. (PSA 1995)



**Ladies and gentlemen,
sharpen your pencils!**

The Port of Montreal handles as much if not more general cargo on the North Atlantic than any other port on the North American eastern seaboard.

It's not hard to understand why. We're on the shortest, most direct route to North America's industrial heartland from Europe and the Mediterranean. Our modern facilities are equipped to handle all types of cargo. Summer and winter. Quicker turnarounds and faster transit times complete the picture.

So ladies and gentlemen, when it comes to sharpening your pencils, the Port of Montreal can improve your bottom line.



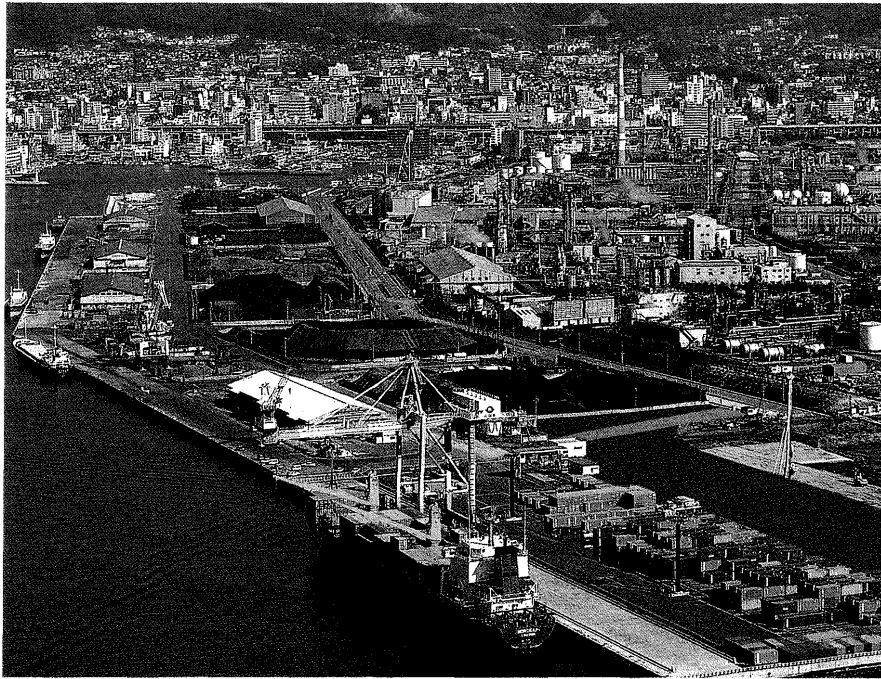
**Port of Montreal
Port de Montréal**

Port of Montreal Building, Cité du Havre, Montreal, Quebec H3C 3R5 Tel.: (514) 283-8585 Fax: (514) 283-0829

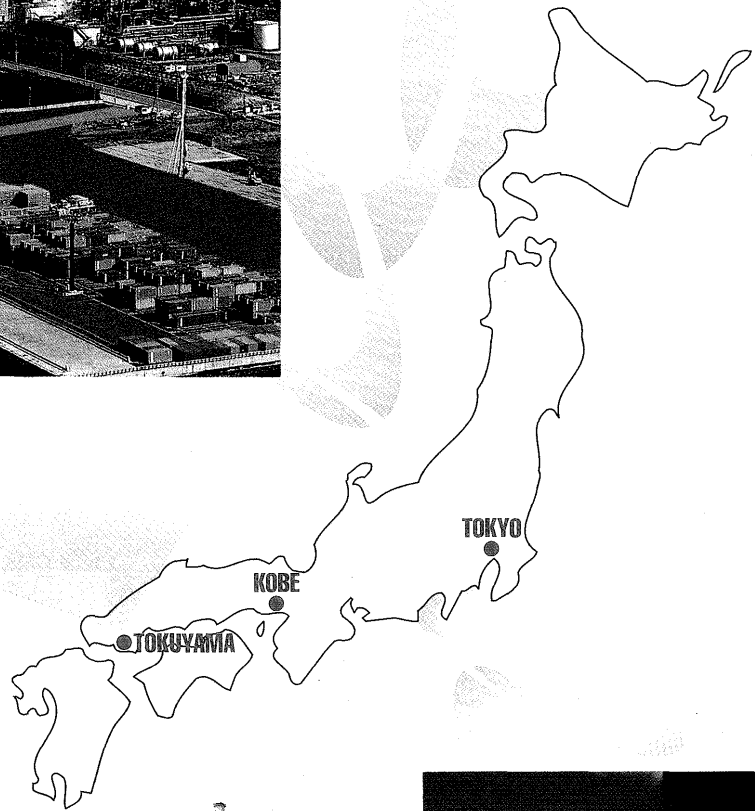
Avantage
C A N A D A

Open To The World

PORT of TOKUYAMA-KUDAMATSU

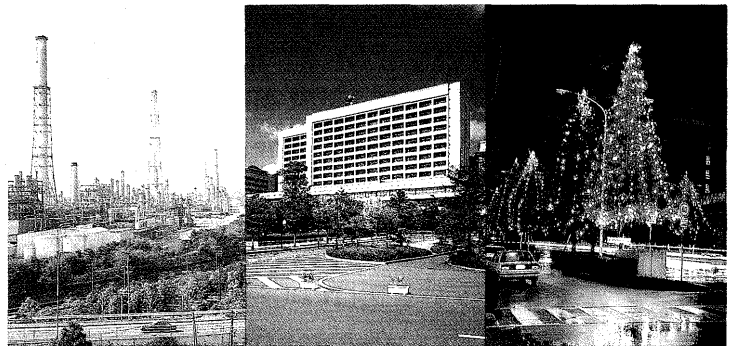


Tokuyama Container Terminal



Port of Tokuyama-Kudamatsu is situated almost in the center of the Inland Sea coast line. Behind the port is formed a seaside industrial zone and this port is one of the Specially-Appointed-Important Harbor in Japan.

We keep on making efforts to improve the port and its facilities including the Tokuyama Container Terminal and 14-meter-deep berth which is one of the deepest berth in the western Japan.



Tokuyama Complex The Prefectural office Tokuyama Christmas Trees Festival



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