

Ports & Harbors

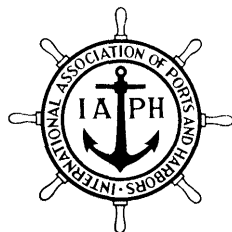
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November 9
1995
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Port of Portland Oregon, U.S.A.





IAPH SUPPORTS ALL EFFORTS TO PREVENT

Drug trafficking through seaports is a global problem requiring vigilance and the co-operation of the World's Port Communities.

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IAPH will meet in London from 31 May to 6 June, 1997 At its 20th World Ports Conference

Conference Host: THE PORT OF LONDON AUTHORITY

Conference Theme: MARITIME HERITAGE — MARITIME FUTURE

**IAPH Head Office:
Kotohira-Kaikan Building
1-2-8 Toranomom, Minato-ku
Tokyo 105, Japan**

**Tel: + 81-3-3591-4261
Fax: + 81-3-3580-0364
Telex: 2222516 IAPH J**

IAPH Officers

President:

Robert Cooper
Chief Executive
Ports of Auckland Ltd.
New Zealand

First Vice-President:

Jean Smaghe
Executive Vice-President
International Affairs of
Association of French
Ports (UPACCIM)
France

Second Vice-President:

Dominic Taddeo
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Port of Montreal
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Third Vice-President:

Akio Someya
Executive Vice President
Nagoya Port Authority
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Chief Executive
The Port of London Authority
U.K.

Contents

IAPH ANNOUNCEMENTS & NEWS

Important Issues for Ports Will Be Debated at the 18th Meeting of the London Convention 1972	3
IAPH Marks the 40th Anniversary: IAPH at 40 resolves to work harder for further benefit of world ports	4
Messages: Happy Anniversary, IAPH!	5
List of IAPH Conferences and EXCO Meetings	8
IAPH Past Presidents, Secretaries General	9
The IPD Fund: Contribution Report	10
EDI Developments in Port of Barcelona	11
Trade Facilitation and EDI - Cyprus • Trade Facilitation Through EDI - Le Havre	12
Technical Committees' TOR for the New Term	14
IMO Meetings: MEPC 37 in London	17
Sea Trade Seminar in Algeciras in February 1996	18
Visitors to Head Office	19

OPEN FORUM

Restructuring and Privatization of Polish Sea Ports	20
---	----

INTERNATIONAL MARITIME INFORMATION

WORLD PORT NEWS

Management Program in New Orleans in March • Ricupero Appointed UNCTAD Secretary-General • New Publications	24
---	----

The Americas

Awaiting Canadian National Marine Policy • AAPA Names Kurt Nagle President and CED • FMC Initiates Survey on 'Japanese Restrictions' • Export Coal Terminal for Corpus Christi	25
GPA Fiscal '95 Results: 4.6% Tonnage Increase • Berkshire to Operate Savannah Facility • Long Beach to Build 227 Acres of Landfill	26

Africa/Europe

BondTech to Build Plant in Amsterdam • Le Havre: Consequence of Cut in Handling Costs • General Cargo Up, Oil Slips at Göteborg	27
Göteborg Becoming More Customer-oriented • Port of Felixstowe Ends August on a High Note • ABP Holdings' 1995 Interim Reports	28
Half-year Tonnage Unchanged in London	29

Asia/Oceania

Brisbane Terminal for More Container Traffic • New Brisbane Drydock will Boost Economy	29
Cost Reductions for Fremantle Port Users • 60 Million Tonnes in 1995/96 Foreshadowed • Qingdao and Seattle Become Sister Ports • Development of Ishikari Bay New Port	30
Company Operating Penang Port, Ferries • South Port Cold Stores Win Certification • Saigon Port in Profile	32

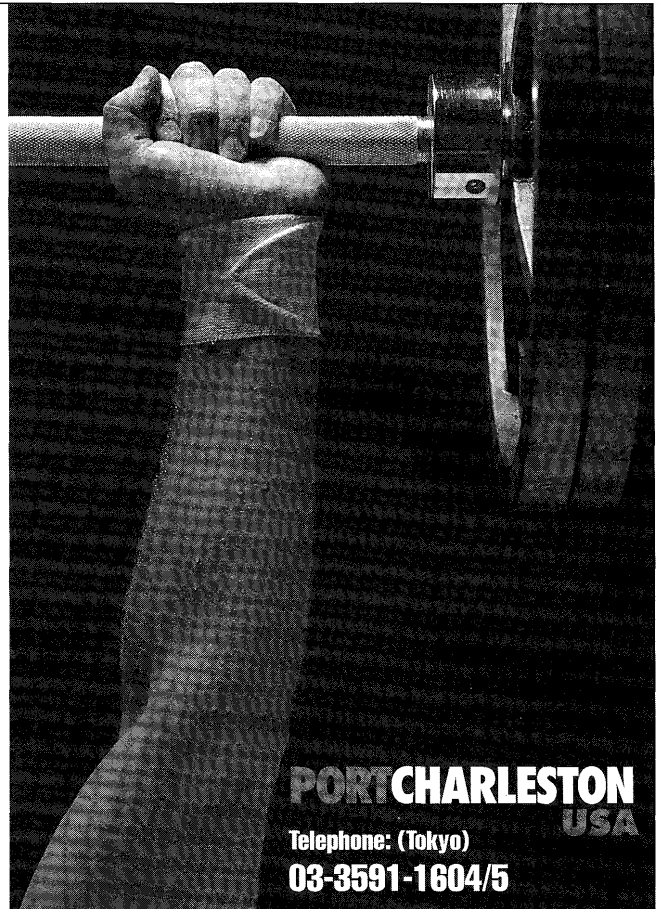
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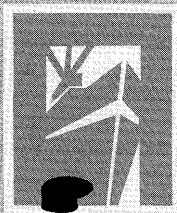


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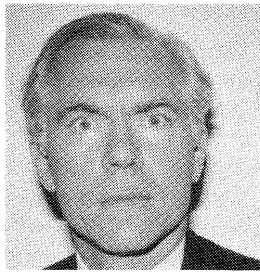
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IAPH ANNOUNCEMENTS AND NEWS

London Convention 1972: Important Issues For Ports Will Be Debated in London on December 4-8, 1995

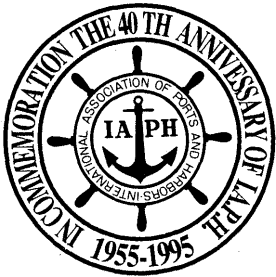
by **Tony MacDonald**
Acting Chairman
IAPH Dredging Task Force



At the 18th Meeting of the London Convention 1972 (LC 1972) to be held in London on December 4-8, 1995, Contracting Parties will make final decisions on amendments to the Convention that will have a major impact on port operations.

IAPH urges each port to contact its national representatives who will attend the 18th Meeting to ask for support for the following IAPH positions on key amendment proposals:

- Proposals have been made to amend the "precautionary approach," presently set forth in Resolution LDC 44.(14), to require preventive measures (including prohibition of sea disposal) whenever there "may" be adverse effects. IAPH has strongly opposed this change. It would create an impossible standard that could shut down the sea disposal option for ports.
- There are proposals to incorporate a "polluter pays principle" into the Convention to require polluters to bear the costs of pollution. It is essential that any statement of the principle clearly recognize that it apply only to "primary polluters" and would not impose costs upon ports for controlling, eliminating or remediating sediment contamination caused by others or upstream sources.
- Proposals have been made to incorporate parts of the existing Waste Assessment Framework (WAF) guidelines into a binding Annex to the Convention. To assure that port interests are adequately protected, it is necessary that any WAF Annex recognize (i) the importance of dredging operations for worldwide commerce; (ii) dredged material is different from other forms of waste and requires different assessment; (iii) waste management techniques such as capping can be effectively used to dispose of contaminated sediments; (iv) ports are not responsible for sediment contamination caused by others; and (v) it is the responsibility of national authorities – not ports – to identify and control upstream sources of pollution.
- Special guidelines for dredged material adopted in 1986 were recently revised in a new Dredged Material Assessment Framework (DMAF) developed at a conference of dredging experts sponsored by IAPH in January 1995 in Los Angeles, California. The Scientific Group of the Convention has endorsed the DMAF and recommended its adoption by Contracting Parties at the 18th Meeting. It is important that the DMAF be adopted to assure the continued fair treatment of port interests.



IAPH Marks the 40th Anniversary

IAPH at 40 resolves to work harder for further benefit of world ports

This year, IAPH marks the 40th anniversary of its foundation. It was on November 7, 1955 that our organization was officially established at a meeting held in the "Blossom Room" of the Hollywood-Roosevelt Hotel, which was already famous as the site of the first Academy Awards presentations.

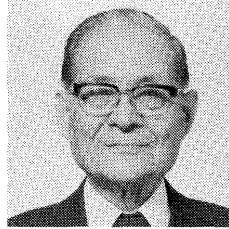
The establishment of our Association was the result of several years of groundwork by a group of Japanese pioneers. The idea of forming an association of world ports was first mooted by the late Mr. Gaku Matsumoto (the then President of the Japan Ports and Harbors Association) who, along with the late Dr. Chujiro Haraguchi (the then Mayor of Kobe) and Mr. Toru Akiyama (the then Vice-President of JPHA), played a central role in the formation of IAPH and guided the Association in its early years.

This year's Conference of IAPH held in Seattle in June passed a resolution to amend the Constitution to the effect that the words "thereby promoting peace in the world and the welfare of mankind", which had been removed from the revised Article of 1979, be reinstated. This revision originated from a suggestion of the late Viscount Simon (6th President of IAPH from London, who died in December 1993), on the occasion of the 25th anniversary Conference of IAPH held in Nagoya in 1981. Lord Simon's departure two years ago moved the Association's key officials to reconsider the meaning of his message and, as a result, the Exco

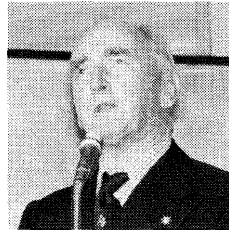
Founding Fathers of IAPH

*Gaku Matsumoto (1886-1974)
Secretary General (1955-1967)*

*Dr. Chijiyo Haraguchi (1889-1976)
President (1967-1969)*



Mr. Toru Akiyama, a Founder Honorary Member and Secretary General Emeritus, has consistently supported IAPH since its inception in his various capacities including the Secretary General (1967-1973) and the President of the IAPH Foundation (1973-1987). The first prize in the IAPH Award Scheme (the biennial essay contest) is named as the "Akiyama Prize" in recognition of the donor of the prize.



Viscount Simon at the 25th anniversary ceremony in Nagoya in 1981.

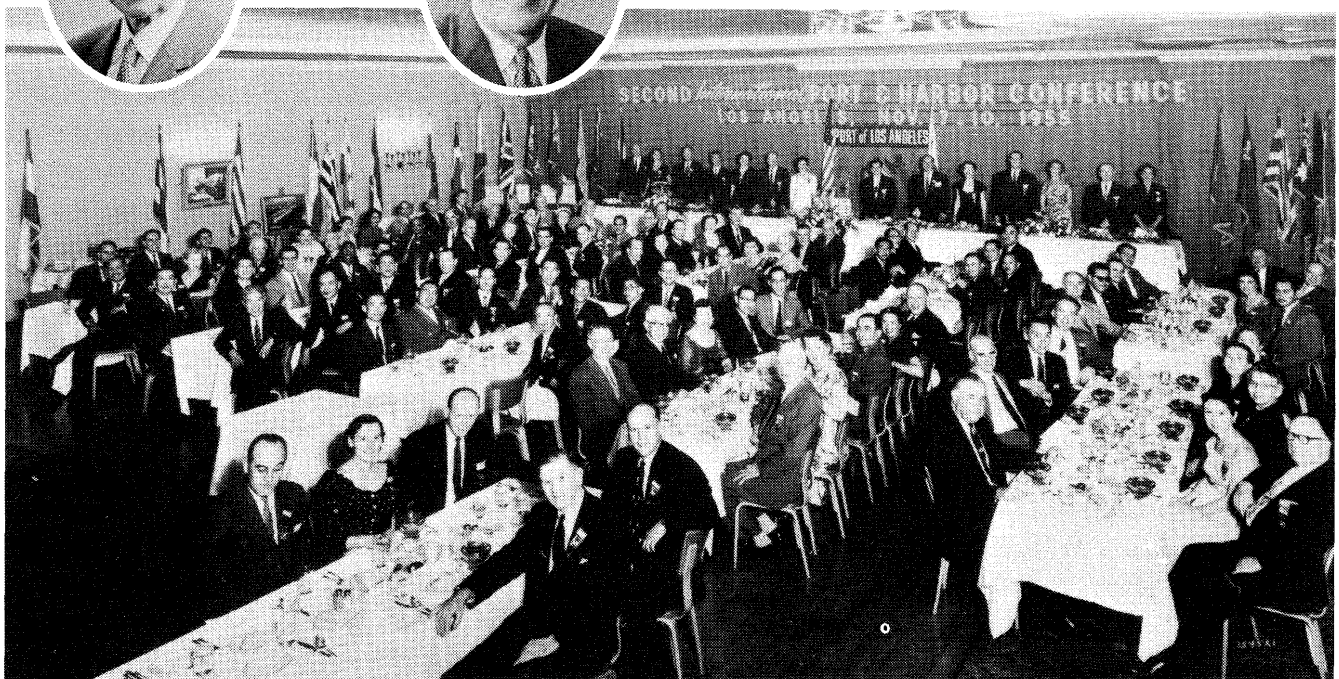
meeting held in Copenhagen in 1994 agreed to present a recommendation to the Seattle Conference that the words in question be restored to the Constitution, in the belief that our organization's ultimate goal should be the search for the road to peace by working together with the people representing world ports.

Thus, our founding father Gaku Matsumoto's vision, explicitly reflected in the motto "World Peace Through

World Trade – World Trade Through World Ports", which formed the basis of the original Constitution of our Association, has now been duly embodied in Article II – objectives of the Constitution – to guide us as we embark on the next 10 years leading up to our golden anniversary in 2005.

The past 40 years have witnessed sterling achievements by the Association in its efforts to develop understanding and cooperation among the world's ports.

In the course of its development, IAPH has run into a number of critical situations, including monetary problems threatening the survival of the Association. Each time, however, the Association has been fortunate to have the assistance of strong supporters who



The inaugural Conference of IAPH at the Hollywood-Roosevelt Hotel on November 7, 1955.

have emerged to save it from difficult situations. Thus IAPH has been able to keep its flame burning and to attain the prestigious status it enjoys today. One of the Association's benefactors has been the IAPH Foundation.*

The Board of Directors, starting with the charter members from just 14 countries made up of Brazil, Canada, China (Taiwan), Germany, Japan, Korea, Liberia, Mexico, Peru, Sweden, Thailand, the USA, Venezuela and Vietnam at the inaugural conference 40 years ago, has now grown to encompass a membership from over 85 countries and economies.

Our Executive Committee (Exco), comprising 31 members representing the three regions (Africa/Europe, Americas and Asia), is the chief executive body, whose mission is to implement the Board's policy and to generally direct all Association's activities.

To characterize our Association's activities, the technical committees are actively engaged in work covering various issues of interest to all ports. Currently there are 12 technical committees, composed of volunteer Association members and experts appointed by the President and assigned to work on individual specified



The first issue of "Ports and Harbors"

projects.

Traditionally, these 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 faced by world ports.

Furthermore, starting from 1994, the IAPH/IMO Interface Group has been strongly supportive of the activities of IMO's Working Group on Ship/Port Interface. This arrangement, we believe, will enable IAPH to work closely and harmoniously with other international bodies for the furtherance of world trade while upholding the interests of the world's ports industry.

IAPH has had NGO consultative status with the United Nations Economic and Social Council (ECOSOC) since 1966, the International Maritime Organization (IMO) since 1967, the United Nations Conference on Trade and Development (UNCTAD) since 1987 and the United Nations Environment Program (UNEP) since 1991. Our Association actively participates in their programs and makes recommendations from time to time, either at the request of these organizations or on its own initiative, through specially appointed Liaison Officers.

The day-to-day work of IAPH is carried out through the Head Office in Tokyo in close contact with the President, the Vice-Presidents, the Chairman of the Legal Counselors, the Chairpersons of the various technical and internal committees and the liaison officers.

The IAPH European representative in London under the

Happy Anniversary, IAPH!

Message

from

Robert Cooper
President



As in all families – and the concept of a large, diverse international family personifies our Association – anniversaries and birthdays are times for celebration.

Our 40th Anniversary is an important, auspicious occasion.

Many of you reading this will no doubt recall with some clarity the events of the day you celebrated your 40th birthday. For some, those happy memories may well be blurred by the passing of time, and for others it is an experience yet to come.

For the Association, it is a good time to look back with pride on our achievements, and a time to look forward with confidence to the challenges ahead.

For those of us who presently hold the stewardship of this great Association, it is a time for gratitude to those men who showed such foresight and determination in bringing into being such an ambitious concept. Those original founders have been succeeded over the years by extraordinarily talented people who have given so generously of their time and efforts to fulfil those early dreams. We, the present members of this family, owe them a debt of gratitude for what they began and then developed and nurtured, and which we now so greatly enjoy.

The founders of the Association adopted as their slogan

World Peace Through World Trade – World Trade Through World Ports.

Although it would be idle to pretend that every corner of the world is at peace, the members of this Association can reflect with a sense of pride that ours is an organisation that has never accepted discrimination from cultural, political, lingual, religious or racial differences.

Long before the massive changes in the world during this last decade, the pragmatic people who have responsibility for the world's ports had recognised that their commonality of interests far outweighed any outward perceptions of differences. Therein lies our strength.

As we look ahead, we realise there is much to be done – new members to be welcomed, friendships new and old to be grown, changes in every facet of the port system to be addressed. However, it is increasingly important that we do not allow introspection to preclude our advocacy role on the international scene so essential to the future of ports.

As your President, I am encouraged by the support for the Association. I am impressed by the immense array of talents that our members bring to its work. I have great confidence that we, the present members of the family, will acquit ourselves well in the tradition of our predecessors and ensure the Association grows and strengthens.

We all lead busy lives, but let me ask each of you to pause for a little while on Tuesday 7 November and think kindly of your colleagues, past and present, from all around the globe, who have enabled us to enrich our lives through the professionalism and friendship of this Association.

Happy anniversary, IAPH!

Agreement concluded with British Ports Association, has been very active in representing IAPH at the various meetings of UN agencies or at other international maritime fora. Our representative's efforts have largely contributed to increasing the understanding of the activities of IAPH among the people in the maritime communities surrounding the world's ports and in achieving yet closer ties of communication with them.

IAPH conferences have been held at various hotels or conference halls throughout the world.

The venues and years for the 19 past conferences and for the next two conferences as well as the data on the off-conference

years' meetings of the Executive Committee are listed below. We also list the past Presidents and Secretaries General of IAPH, many of whom have now departed this world.

Naturally, the activists of the 60s, 70s and 80s are different from today's leaders of our Association. However, a growing number of enthusiastic people representing IAPH's worldwide membership is maintaining consistent efforts to build on the achievements of our predecessors, and the scope of the Association's activities has increased year after year.

In fact, for those regular participants in IAPH gatherings, they meet their IAPH friends more frequently than they see their own friends or relatives, and in this sense it is appropriate for us to regard our IAPH friends as "the members of IAPH's global family". Of course, this family is by no means all-powerful in finding

Message

from

Jean Smaghe
1st Vice-President



The celebration of a birthday is always a great event, particularly when this celebration concerns a family and when this family has planetary dimensions.

I think that I can write that the main concern of the "homo portuaris", which is the vital component of the IAPH family, is undoubtedly to facilitate the intensification of maritime world trade.

The creation of IAPH in 1955, a few years after the end of WWII, is the concrete form and the statement of such a will. The objective was to gather the ports of the world around a simple and generous concept: to develop and foster good relations and cooperation among all ports and harbors of the world throughout peace and mutual benefit.

I am always moved when I read in the Membership Directory the names of the Founding Fathers and the names of the Honorary Members of our Association. Behind these names I can see friendly faces, and a stream of happy memories from all parts of the world pass through my mind.

During the past forty years, waves of port executives have succeeded one another, and it is stimulating to note that the relief team is acquired thanks to new port managers who, taking their turn, are involved in the Association's life and especially in the technical committees. It must be underlined that the technical committees are the very kingpin of IAPH, and obviously their importance is growing.

The world is changing and during the 21st century, in order to achieve their duty within good conditions, ports will have to be able to propose realistic solutions to balance simplistic ideas formulated by people with goodwill but ill-informed.

Then, port evolution will depend on the capacity of ports to be understood by the largest audience. IAPH appears to me to be the best tool to reach this goal.

But the life of an association is widely dependent on the quality of its Headquarters' staff. The devotion and attachment of the Secretariat General and its staff to our Association's cause have ensured both its development and its good reputation.

More than ever, ports of the world need a strong and efficient association.
Long life to IAPH!

Message

from

Dominic J. Taddeo
2nd Vice-President



I would like to extend my heartfelt congratulations and sincere best wishes to everyone involved in The International Association of Ports and Harbors on the occasion of its 40th anniversary.

Forty years as an association dedicated to the betterment of ports throughout the world is an enviable record of longevity and excellence achieved only through the tireless efforts of so many devoted and hard-working members and head-office staff.

IAPH enjoys such great success because of the continuous and co-operative spirit we as members all share. As an association united by profession, we are key components of a world economy whose common concerns and problems affect each and every one of us. Although we speak different languages and represent many cultures, the issues we confront are the same.

In as much as we learn from each other and share our experiences, IAPH helps make us more competitive. Trade is our lifeblood, and as we grasp at opportunities and confront the challenges they bring, we must remember that even though at times we compete with one another, we are always bound by our profession and all the common interests it implies.

In fact, it is this recognition that is the cornerstone of our association.

The fiercer the competition, the more important an organization such as IAPH becomes – not to dampen our desire to win, but rather to remind us that we are all in the same business. IAPH helps us deal with our responsibility to do everything possible to ensure the unimpeded flow of cargo through our ports. It helps us face our common challenge to ensure that ports operate with maximum efficiency, taking fullest advantage of intermodalism, computerization and other marvels bestowed by technology.

Congratulations, everyone, on this very important milestone in the history of IAPH. May our next 40 years be as prosperous and successful.

solutions to the problems faced by our members, but clearly our members will be able to obtain some useful ideas and information from the knowledge and expertise accumulated in IAPH in the form of the reports or guidelines produced by the committees or the Head Office secretariat.

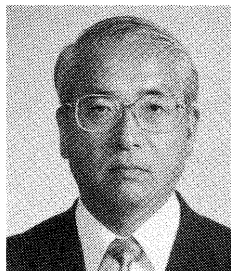
At our Conference in Seattle this year, IAPH reconfirmed the value of working together to meet the global challenges. There is every reason for us to believe that the mutual respect, the friendly working relations and the willingness to assist one another which IAPH members have nurtured over the past four decades will continue as we approach the 21st century.

By Kimiko Takeda, IAPH Head Office

Message

from

Akio Someya
3rd Vice-President



The people who created and supported IAPH

As the International Association of Ports and Harbors enters its 40th year, I feel it is important at this juncture to look back and remember the people who recognized the importance of communication and liaison between ports and harbors on a global level and who put so much effort into founding the Association. Their farsightedness in this endeavor is something for which I feel a great deal of respect. Many people contributed in different ways to the founding of IAPH.

However, the names of Gaku Matsumoto and Chujiro Haraguchi stand out in particular for their irreplaceable contributions. These two men and our other members took on the responsibility of setting up IAPH and guiding it on its course.

We should also remember the many people who gave their continuous and unselfish support, participating in IAPH activities and organizing and attending the many Conferences. I am thinking particularly of the men and women of the ports where the IAPH Conferences have been held, and of the people who actively involved themselves in the various committees convened by the Association. The work of everyone at the IAPH Head Office in Tokyo warrants special mention here.

Many of the people who devoted themselves so eagerly and unstintingly to the work of the Association's activities are no longer with us, particularly those involved in its founding 40 years ago. They are sorely missed, but their creation, the International Association of Ports and Harbors, remains as an important organization for ports and harbors all over the world. Today, the absolute need for communication between the ports and harbors of different countries around the globe is clearer than ever. On the occasion of its 40th anniversary, it is gratifying to see that the group of people supporting and sustaining the Association's activities is growing in both number and depth, ensuring the continued importance of IAPH on a global level.

*Note: The IAPH Foundation

The Foundation was established as a Japanese corporation in 1973 to help IAPH financially when the Association was undergoing a financial crisis triggered by what became known as the "Nixon Shock" of the early '70s. Since IAPH succeeded in achieving financial independence effective from 1982, the Foundation, under the new Agreement with IAPH, has been continuing its support and assistance to IAPH through its various undertakings. These include the publication of the Japanese, French and Spanish versions of "IAPH News and Announcements" for the members in these regions, financial assistance for the IAPH Award Scheme and the dissemination of literature and material on ports from Japan to foreign countries and vice versa.

Message

from

David Jeffery
Conference Vice-President



People approaching middle-age are often encouraged by others who say "life begins at forty".

This may not be applicable to organisations which expect to far exceed the lifespan of an individual. Nevertheless, the philosophy behind the saying is quite relevant.

Forty years of growth and development, acquiring knowledge and extending contacts is a good time to take stock. To draw satisfaction and confidence from past achievements but to be eager for many active and productive years ahead.

IAPH may draw satisfaction from its first 40 years and I pay tribute to all those who played their part during that period. It was a time of great change. Technological innovation, political upheaval, new alliances and, sadly, continuing conflicts. The Association has come through all this, stronger than ever.

That is good because I see no sign of the next 40 years being any easier for our industry. Ship technology and shipping logistics continue to push forward the physical and economic boundaries. At the same time the expectation of environmental improvements, quite understandably, grows. Ports are required to provide more and more for less and less, in real terms.

Traditionally, we have not been one of the most powerful lobbies. Certainly not, internationally. That is changing but only slowly. I believe that IAPH has a vital role to play in making the voice of the ports heard more forcibly in the forums of the world. To do that, it must get ever close to its members and more members must become more active and more ports must be attracted to become members. That, I believe, is the challenge to IAPH as its "new life" begins on November 7.

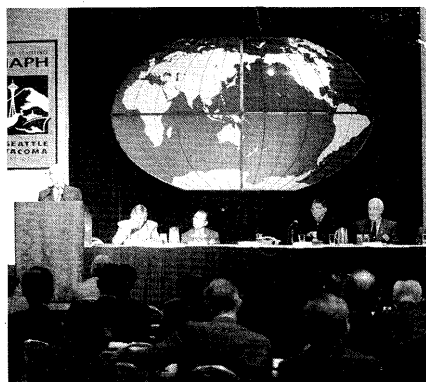
I look forward to London playing its part in that "new life", not least in hosting the next Biennial Conference in 1997. Then will be a time for looking forward but, quite properly, now is a time to reflect and give thanks for 40 fruitful years.

List of the IAPH Conferences and EXCO meetings

Year	Africa/Europe	Americas	Asia / Oceania
1952			●PREP CONF: Kobe
1953			
1954			
1955			
1956			
1957			
1958			
1959		●2nd: Mexico	
1960		▲EXCO: Honolulu	
1961			
1962			▲EXCO: Taipei
1963			
1964		●3rd: New Orleans	
1965	●4th: London	▲EXCO: San Francisco	
1966		▲EXCO: Los Angeles	
1967		▲EXCO: New Orleans	●5th: Tokyo
1968			
1969			●6th: Melbourne
1970			▲EXCO: Singapore
1971		●7th: Montreal	
1972	▲EXCO: Lisbon		
1973	●8TH: Amsterdam/Rotterdam		
1974			▲EXCO: Auckland
1975			●9th: Singapore
1976		▲EXCO: Curacao	
1977		●10th: Houston	
1978	▲EXCO: Mombasa		
1979	●11th: Le Havre (Deauville)		
1980			▲EXCO: Brisbane
1981			●12th: Nagoya
1982		▲EXCO: Aruba	
1983		●13th: Vancouver	
1984	▲EXCO: Glasgow		
1985	●14th: Hamburg		
1986			▲EXCO: Auckland
1987			●15th: Seoul
1988	▲EXCO: Abidjan		
1989		●16th: Miami	
1990		▲EXCO: Charleston	
1991	●17th: Barcelona		▲EXCO: Fremantle
1992			
1993	▲EXCO: Copenhagen		●18th: Sydney
1994		●19th: Seattle/Tacoma	▲EXCO: Indonesia
1995		▲EXCO: ?	
1996	●20th: London		●21st: Kuala Lumpur
1997		▲EXCO: ?	
1998		●22nd: ?	
1999	▲EXCO: ?		EXCO: ?
2000	●23rd: ?	▲EXCO: ?	
2001			●24th: ?
2002			
2003			
2004			
2005			



Mr. John Wallace (former Chairman, MSB Sydney), an IAPH Honorary Member, received a plaque of meritorious service of long-standing at the Sydney Conference in 1993.



Robert Cooper, new president of IAPH delivers his inaugural address at the closing session in Seattle June 1995.



Mr. Ben E. Nutter (right), an IAPH Honorary Member, attended the Seattle Conference and renewed his continuous attendance record. He together with Mrs. Nutter (second from the right) attended all IAPH Conferences except the one in Mexico City in 1959. The other members are, from left, Alex J. Smith, IAPH European Representative, Mr. Li Minggui, Secretary General, China Ports and Harbors Association, Shanghai, and Mrs. Smith.

Past Presidents



Bennet J. Roberts
Ottawa, Canada
(Nov. 1955-Feb. 1958)
* Deceased on May 24, 1975



John-Iwar Dahlin
Helsingborg, Sweden
(Feb. 1958-June 1959)
* Deceased on April 12, 1973



Lloyd A. Menveg
Los Angeles, U.S.A.
(June 1959-June 1961)



Dr. Jen-Ling Huang
Taipei, China
(July 1961-May 1963)
* Deceased on May 2, 1983



John P. Davis
Long Beach, U.S.A.
(May 1963-May 1965)
* Deceased on July 9, 1973



Rt. Hon. Viscount Simon
London, U.K.
(May 1965-May 1967)
* Deceased on December 5, 1993



Dr. Chujiro Haraguchi
Kobe, Japan
(May 1967-March 1969)
* Deceased on March 22, 1976



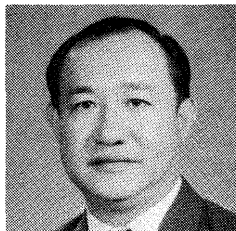
V.G. Swanson
Melbourne, Australia
(March 1969-June 1971)
* Deceased on September 14, 1972



A. Lyle King
New York, U.S.A.
(June 1971-May 1973)
* Deceased on December 10, 1973



Robert L.M. Vleugels
Antwerp, Belgium
(May 1973-March 1975)



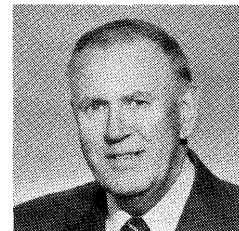
Howe Yoon Chong
Singapore, Singapore
(March 1975-April 1977)



George W. Altvater
Houston, U.S.A.
(April 1977-May 1979)



Paul Bastard
Paris, France
(May 1979-May 1981)



A.S. Mayne
Melbourne, Australia
(May 1981-June 1983)
* Deceased on December 31, 1988



Anthony J. Tozzoli
New York, U.S.A.
(June 1983-May 1985)



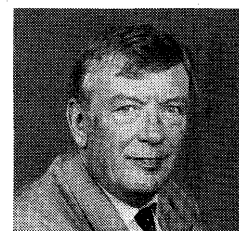
J. den Toom
Amsterdam, The Netherlands
(May 1985-May 1987)



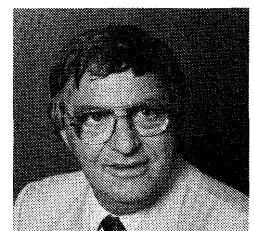
Wong Hung Khim
Singapore, Singapore
(May 1987-April 1989)



James H. Mcjunkin
Long Beach, U.S.A.
(April 1989-May 1991)

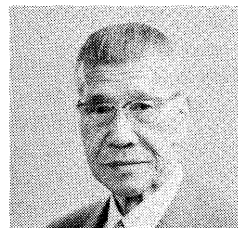


John Mather
Glasgow, U.K.
(May 1991-April 1993)

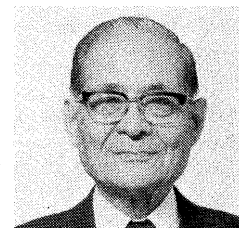


Carmen J. Lunetta
Miami, U.S.A.
(April 1993-June 1995)

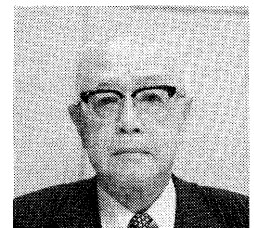
Past Secretaries General



Gaku Matumoto
Tokyo, Japan
(Nov. 1955-May 1967)
* Deceased on March 27, 1974



Toru Akiyama
Tokyo, Japan
(May 1967-May 1973)



Dr. Hajime Sato
Tokyo, Japan
(May 1973-May 1987)
* Deceased on June 30, 1995.

The IPD Fund: Contribution Report

Your contribution to IAPH's International Port Development Fund will give additional opportunities for training to personnel from developing ports!

Join our endeavours in aiding developing ports through the training of their staff under the IAPH Bursary Scheme!

IAPH, among its wide-ranging activities undertaken by the various committees and experts, has devoted so much time and effort to aiding developing ports through training, education and technical assistance. Under the IAPH Bursary Scheme which is administered by the IAPH Committee on Human Resources, about 120 selected people from IAPH member ports in developing countries have received assistance for training at advanced IAPH member ports and training institutions. This program is funded by voluntary contributions of the member organizations and individuals. We assure you that any contributions you might be able to make to the IPD Fund will play a significant role in sustaining this important project of IAPH.

We thank you for the contributions from the organizations and individuals whose names are listed in the box, with the amount donated. We look forward to the support of as many people as possible in coming up with voluntary contributions to the Fund so as to achieve the targeted amount of US\$70,000.

Contributions to The Special Fund Since June 1992 (As of October 10, 1995)

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

Association, Japan	259
Japan Port and Harbor Association, the, Japan	493
Japanese Shipowners' Association, the, Japan	516
Johor Port Sdn. Bhd., Malaysia	500
Kawasaki, City of, Japan	1,702
Klang Port Authority, Malaysia	200
Kobe, Port of, Japan	3,665
Kobe Port Terminal Corporation, Japan	924
Korea Container Terminal Authority, Korea	100
KSC (Kuwait Oil Company), Kuwait	1,000
Kudo, Dr. Kazuo, Tokyo Denki University, Japan	4,000
London Authority, Port of, U.K.	500
Maldives Ports Authority, Maldives	100
Marine and Harbours Agency of the Department of Transport South Australia, Australia	150
Marine Department, Hong Kong	500
Sydney Ports Corp (former MSB NSW), Australia	367
Mauritius Marine Authority, Mauritius	200
Melbourne Authority, Port of, Australia	1,000
Miri Port Authority, Malaysia	100
Montreal, Port of, Canada	500
Nagoya Container Berth Co., Ltd., Japan	518
Nagoya Port Authority, Japan	3,564
Nanaimo Harbour Commission, Canada	250
Napier, Port of, Limited, New Zealand	100
New York & New Jersey, Port Authority of, U.S.	1,000
Niigata (Niigata Prefecture), Port of, Japan	860
Okubo, Mr. Kiichi, Japan	274
Osaka, City of, Japan	3,185
Osaka Port Terminal Development Corp., Japan	570
Pacific Consultants International, Japan	243
Penta Ocean Construction Co., Ltd., Japan	500
Point Lisas Industrial Port Development Co., Ltd., Trinidad and Tobago	100
*Primer Concurso Internacional de Memorias Portuarias: Carlos Armero Sisto, Anuario de Puertos: Buenos Aires, Argentina	300
Public Port Corporation I, Indonesia	180
Pusan East Container Terminal Co., Ltd., Korea	200
Quebec, Port of, Canada	250
Shipping Guides Limited, U.K.	500
Solomon Islands Ports Authority, Solomon Island	100
South Carolina State Ports Authority, U.S.A.	1,000
Tauranga, Port of, New Zealand	500
Toyama Prefecture, Japan	254
UPACCIM (French Ports Association), France	1,905
Vancouver, Port of, Canada	500
WorldCargo News, U.K.	100
Yamaguchi Prefecture, Japan	32
Total:	US\$54,259

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

IAPH Trade Facilitation Committee

– Meeting in Paris 14 March 1995 –

Following the previous issue in which we featured the three out of the six reports presented at the Trade Facilitation Committee's Paris meeting, we introduce the other three papers in this issue.

EDI Developments in Port of Barcelona

By Josep Oriol
Port of Barcelona

INTRODUCTION

The target of any port is the creation of wealth within its hinterland through the promotion of the traffic of goods. To reach this aim the port must be competitive in front of other close ports.

The port competitiveness depends on many factors such as the availability of infrastructure and proper resources to handle goods, the existence of good infrastructure of land communications, the application of competitive prices, the security within the port area and rapid goods clearance procedures (which can be doubtless improved by EDI).

The organisational structure of the Port of Barcelona is similar to that of any port. In it coexist, on one hand, entities such as the Port Authority, the Harbour Master's Office and Customs House with different administrative responsibilities and, on the other hand, several groups of private companies which carry out activities involved with shipping.

The global process of traffic of goods generates some interrelations between the different organisations and companies involved in it, which can be translated into a complex documentation circuit with some international ramifications. As mentioned above, on the speed of this circuit depends to some degree the global competitiveness of the Port, from that it follows that any action which contributes to improve it is very important.

EDI EXPERIENCES IN BARCELONA

In the Port of Barcelona there are some partial initiatives of Electronic Data Interchange Systems which meet some needs and which are briefly explained later. The COMPAS and Information Guarantee projects are of wider scope and they are explained in detail.

The Port of Barcelona Authority has initiated and participated actively in projects to promote Electronic Data Interchange within the port area. The most important ones are the MEDITEL and NTMM European projects and the pilot experience of implementation via EDI of the berth and services requests process. The common denominator and the reason for the limited interest is its partial approach since it tackles a small and not very important part of the documentary circuit.

For that reason, in 1991 we started a technical-economic viability study about the implementation of an EDI port system which will encompass all documentary flow. From this study some conclusions have been deduced and they assist in rationalising the implementation process of the system.

Another experience is the starting of an EDI system between Estibarna (State owned stevedore company pool) and its associates (stevedore companies). This system incorporates two docu-

ments of daily use: Payment and Request of Staff. The system is based on the direct communication, via switched telephone network, of the user stations with a computer located in Estibarna which acts as a clearing house.

In addition, the Barcelona Containers Terminal (TCB) has established with shipping agents a documentary interchange system based on the transmission of files through an electronic courier network via X.400 protocol.

Finally, it is important to mention the documentary interchange of Bayplans between some shipowners continental headquarters and the Container Terminal or the interchange of manifests between some shipowners and their shipping agents. These are carried out through international added value networks or even private networks of some shipowners.

COMPAS SYSTEM

The COMPAS System (Communication of Manifests to Ports and Customs), now in the process of implementation in the Port of Barcelona, includes the electronic interchange between ports and Customs of the necessary documents for Customs clearance to improve the clearance and therefore, the passage of goods through the Port.

The system has basically two different parts:

- Interchange of manifests between Shipping Agents, Port Authority and Customs.
- Interchange of SAD's (Single Administrative Document) between Customs Brokers and Customs.

The common features of these are the use of the EDIFACT syntax of United Nations to define the messages and the use of the EDI services of Value Added Networks as medium of transmission and compensation of messages.

Interchange of Manifests between Shipping Agent, Port Authority and Customs

The Manifest is a document which describes all the goods of a ship which are going to be loaded or unloaded and it is generated by the Shipping Agent Company in accordance with the Shipowner to deliver it to the Port Authority which needs it to invoice and to Customs which needs it to control and check with the SAD's.

To deliver the manifests via EDI, the Port Authority is the intermediary between Shipping Agents and Customs.

The messages defined for the interchange of manifests between Shipping Agents and the Port Authority conform to the IFCSUM structure of the EDIFACT syntax and the value added network used is the choice of the shipping agent. (Nowadays the Port of Barcelona Authority has operative connections with IN, GEIS and FONOCOM).

Once the Port Authority receives the manifest, via EDI or via paper, it sends it to Customs always via EDI, using the CUSCAR and CUSREP formats of the EDIFACT syntax and the value added network services of IN (I.B.M.).

All this described process implies a series of associated messages of acceptance or rejection, requests for amendments, etc.

Interchange of SADs between Customs Agents and Customs

SADs are declarations of Import and Export goods which are

delivered by the Customs Brokers to Customs for tax and control purposes.

To deliver SADs via EDI some messages have been defined which conform to the CUSDEC format for the declaration and CUSRES for the Customs' response. Customs Brokers can send these documents directly to Customs through the IN network, or by using the translation services of the Customs Brokers Association.

Once SADs are accepted, Customs send the response to the agents assigning each document to a circuit (Green, Orange or Red) depending on whether the clearance is automatic or if it is necessary for a physical or documentary inspection of goods.

INFORMATION GUARANTEE PROJECT

The COMPAS project includes the documentary interchanges between Ports and Customs, nevertheless this is only a small part of the documentary procedures involved in the shipping of goods. These procedures are very complex and are now critical since they can slow down or even stop the physical flow of goods through the port to the detriment of its competitiveness.

A Commission has been created to solve this problem in which the public bodies and private agents groups (shipping agents, forwarders, customs brokers and stevedores companies) participate. The target is to define and implant a documentary interchange system which optimises the communication between the different public and private agencies involved in the process of shipping transport, consolidating and extending the different partial initiatives mentioned above.

Trade Facilitation And EDI – Cyprus

By Joseph Bayada

General Manager, Cyprus Ports Authority

Trade Facilitation

The Customs Authorities of the Republic of Cyprus have proceeded, to a great extent, with the recording of the differences between the Customs Laws and procedures of Cyprus and those of the European Union, as provided in the European Union Customs Code. The Customs Law of Cyprus is, to a great extent, in line with the European Union Laws and most of the International Conventions of the World Customs Organisations and the G.A.T.T.

A team of Customs experts from U.K. is currently working on the further harmonisation of the Cyprus Customs Laws and procedures with those of the European Union. Furthermore a Customs Administration team has recently visited the XXI Directorate General of the European Union (Customs and Indirect taxation) in Brussels and discussed various issues relating to the effort for closer harmonisation of the Customs procedures with those of European Union. Also a joint Cyprus – European Union Customs Cooperation Committee held in Nicosia dealt with various issues and problems arising out of the Customs Union Agreement with the European Union.

All the above aim, inter alia, at trade facilitation through the simplification of the various Customs procedures and their harmonisation with those of the European Union.

Electronic Data Interchange

The Department of Customs is in the process of identifying the

needs of the users for the computerisation of Customs procedures. For this purpose a foreign expert has been engaged, who will work with a team from the Government Data Processing Services and it is anticipated that in the near future the project of computerisation will proceed and will include a system of Electronic Data Interchange.

Trade Facilitation Thru EDI – Le Havre

By Paul Scherrer

Development Manager, Port of Le Havre

Havre Port Service Communications and data exchange by EDI

A port, by its activities (transport, storage, distribution) and by the diversity of the firms which operate in it, is naturally a focal point of documentary flows which accompany the physical flows of the goods, of inland transport, of containers and of vessels.

The importance of the documentary flows and the necessary speed of the exchanges have led the transport industry to become more and more interested in computerisation and modern communication tools with a view to the optimisation of logistics.

At Le Havre, the port users represented by the UMEP¹, and the Port Authority have developed with the SOGET², an exemplary partnership to provide the port community with computer tools for data exchanges and automatic procedures for the transit through the port of vessels and goods. This unique sectorial network, to which all the operators in the port (over 250 firms) are connected, is widely used: one million transactions per month, of which 40% are EDI exchanges. The community and multi-professional databases enable the control of: vessel calls, container movements, dangerous goods in transit, Customs clearances, etc.

This network, the databases and the various tools provided for the port professionals make up a communication and EDI forum called HPS (Havre Port Service). The network thus developed has the job, on the one hand, of simplifying documentary and procedural exchanges between the port professionals and customers, and on the other hand, of providing access to numerous community, Customs, port and logistics services.

The main existing functions, briefly summarised hereafter, ensure the complete automation of procedures linked to the passage of goods and vessels through the port.

Ademar Plus: This community database provides monitoring, in real time, of shipments during import and export operations and covers all the administrative, commercial and Customs aspects.

SOFI Access: The SOFI Customs clearance system is accessible from a port workstation. The collaboration between the UMEP, the Customs Administration and SOGET is at the origin of this considerable advance. The integration of the access by the port network has enabled economies of scale in telecommunication costs to be made for the benefit of the Clearance agents. This approach contributes to the efforts to reduce the port costs.

Container Database: This base contains all the known data regarding technical characteristics of containers and their successive states (physical movements and the various status) during their passage through the Port of Le Havre. This base, integrated into the network, is based on the flow and movement charts for containers.

Vessel Traffic Management: This application, managed by the Port Authority, provides the tracking of vessels, management of the berthing and services for their calls in the Port of Le Havre.

Link to the CNC Systems: This bilateral connection enables, on the one hand, the port users to order inland carriage from the CNC (French Railways Container Transport Service) from their usual workstation and on the other hand, to receive pre-notification of arrivals of containers carried by rail.

Value Added Network – Single terminal functionality: The availability for the port users of a collection of communication tools optimises access to the various databases, whether they be in Le Havre or services supplied by outside parties. This functionality provides the port users with the single terminal concept. Each user can, from a single terminal, access the various services available on the network. A port workstation can therefore be used by the clearance agents to access the Customs SOFI system for lodging their Customs entries.

The Value Added Network also provides a multitude of simple and inexpensive communications possibilities between all their partners of the port but also with their inland and international partners. Indeed Havre Port Service is connected to all the main international communications networks.

Development of EDI Links With Shipowners: The Port is the nodal point connecting the commercial procedures (i.e. bookings, freight payments, issuing of B/Ls) and the physical and logistic operations (container movements, handling instructions, vessel load lists etc.).

The information systems of SOGET collect the data used by the shipping lines' information systems, ensure their translation according to the shipowners requirements and their transfer via the big international communication networks.

As an example, the container database, compiled by the structured logging of the movements recorded at the container terminal interfaces, contains all the data necessary to the shipping lines to control and follow their container movements in the port.

Such Electronic Data Interchanges thus provide the opportunity for the port professionals (especially the liner and vessel agents) to reinforce the added value which they bring to the Lines that they represent.

This process has already been put into application with several major liner companies and the tendency is towards its reinforcement and generalisation in the next few years.

* * *

The constant changes in the transport world and the will of the Le Havre Port community to provide itself with efficient means to improve the port competitiveness, lead to the exploration of new ways: the development of advanced communication infrastructures, the development of new tools linked to international trade and logistics and the transfer of technology within the firms by training and awareness schemes and assistance for its introduction.

These new developments are principally the following:

Creation of a Teleport: The teleport, a structural operation in the telecommunications field, is an important instrument of economic development. Le Havre, in partnership with France Telecom, has engaged in a market study on the setting up of a teleport, to further provide the commercial firms with value added service opportunities, the structures of a technology watch, and the tools for the facilitation of foreign trade (notably for the SMEs).

Development of an EDI-Port Workstation: The interest of EDI exchanges lies in the integration of data to the firms' own computer applications. Taking into account that a lot

of port firms are SMEs/SMIs with little computerisation but who handle an important part of the transport data, a project for a EDI-PORT workstation is in hand with the participation of the Ministry of Industry. The main objectives would be to supply these firms with hard – and soft – ware to enable them to become integrated into the logistics information chain.

Development of Monitoring Procedures for Dangerous Goods and for Risk Control: Ports, sites of physical exchanges in the transport chain, are confronted with a variety of modes of transport and corresponding regulations, especially as regards dangerous goods.

Faced with the complexity of data and documentary flows, ports are today engaging in a process of compulsory electronic declarations, the setting up of automatic procedures being in fact the pre-requisite to the necessary risk control.

The setting up of a dangerous goods database for the Harbour Master's office, the development of software for the management of dangerous goods for the transport partners and the provision of EDI links are under way.

Electronic Data Interchange and the paperless compulsory declaration for the transport of dangerous goods are, at the same time, the means of acceleration documentary exchanges and guaranteeing reliability during the exchanges within the physical flows. EDI therefore provides shippers with a quality certification of the transport and transit of the goods through the Port.

Development of Electronic Rendezvous Procedures for Road Hauliers: The identification of hauliers at the gates of the container terminals, both for imports and exports, is a means of fluidifying the shore operations carried out by the operators.

This will mean both pre-advice transmission of the information and advance movement planning. An electronic rendezvous procedure (minitel, PC or EDI) should be developed.

Development of Advance Customs Clearance Procedures: With a view to speeding up the transit of goods through the port, the port users and the Customs administration in collaboration with the Port Authority are studying the ways and means for advance Customs clearance procedures. The HPS platform, connected to the Customs SOFI system, has all the functionalities of protection, capacity and confidentiality required for the setting up of this type of procedure.

This means that the various procedures laid down by the Customs administration may be applied in advance by transmission to HPS, in an anticipatory and confidential process, the mainlevée once the goods have been certified on board a vessel but prior to their actual discharge.

Automatic Identification and Monitoring of Containers: Insofar as container movements were pre-advised by the operators, their automatic identification at the moment of reception on the terminals would considerably improve the fluidity of handling operations.

This identification could be provided by:-

- Radio-frequency tags in the containers and a receiver system at the gates of the terminal;
- Smart-cards provided to the drivers, read and updated at each of the various operations.

Such projects would mean the equipping of large fleets of containers and, also possibly, of large fleets of road trucks. It would also mean that the entire logistic chain would have to be involved.

EDI Centre – Technopolis: The generalisation of electronic data interchanges is an inevitable phenomenon of the next few years.

A factor of competitiveness or of commercial advantage for

certain large firms (shipowners, shippers, manufacturers, banks), it means that the SME/SMI will inevitably be pushed into using EDI.

The spreading of information on EDI, the awareness and the training of the transport industry are all necessary elements for its implementation.

In order to ensure an efficient promotion of EDI, the Port of Le Havre has initiated a number of actions:-

- Publications, production of a monograph for UNCTAD:
- Organisation of, and participation in conference and training courses, conducting days on EDI and logistics (notably during the annual EQUIPORT exhibition which takes place in Le Havre).
- Creation of expert committees within associations and administrative authorities concerned with transport and with new technology.

In collaboration, notably with the State, the Upper Normandy Regional Council and the Chamber of Commerce of Le Havre, a Transport and Logistics Technology Centre or "technopolis" is in the process of being created in Le Havre. All these undertakings are carried out in close co-operation with the professional and university structures of research and technology transfer such as the UMEP, the CRITT Transport (Regional Centre for Innovation and Transfer of Technology in Transport), the Havre Port Innovation Association (a research and development association) and the ALOSIT (co-ordination body for the development of logistics in services, industry and transport).

Participation in Research and Development Actions in the Field of Port EDI: The Port of Le Havre is heavily involved in European research and development projects as a pilot user but also as EDI experts.

Mention can be made of: -

- The EWTIS project (European Water Traffic Information System) in which 6 countries participated and the objective of which is the setting up of a trans-European network of data exchanges between port systems, maritime Search and Rescue organisation's systems, shipowners (satellite communications with vessels) and a centralised database.
- PROTECT which groups the main North European ports (Antwerp, Bremen, Felixstowe, Hamburg, Le Havre and Rotterdam) in European economic interest group. This group is working towards the computerisation of dangerous goods information and aims to set up an inter port communities network in order to simplify and facilitate these exchanges.
- 4th Framework Research and Development programme for advanced Telematics applications: the Port of Le Havre is participating in European consortiums replying to the call for tenders. These projects mainly concern actions towards the logistic monitoring of the goods.

* * *

The ability to offer personalised services to major customers, shippers and shipowners, is a means of commercial differentiation.

To be able to do better in the organisation of logistics, is above all, today, to be able to control the information and to transmit it in advance of the physical flows in order to control and optimise them; this is the strategic challenge for all commercial and industrial enterprises.

¹ UMEP: Union Maritime et Portuaire, the Association re-grouping all the port users' individual professional and trade associations.

² SOGET: A private Limited Company whose shareholders are the port users professional and trade associations.

Technical Committees' TOR for the new term

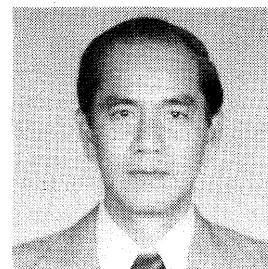
Since the Seattle Conference, the technical committees have been reviewing the terms of reference which will set out the scope of the activities of each committee. By the end of September, the chairpersons had submitted their terms of reference for the period 1995-1997 for the approval of the Board. As shown below, some committees have updated their TOR while most of the committees are to keep the same TOR as the previous term.

Terms of Reference for Technical Committees for period 1995-1997

The Technical Committees are organized into three groups: Port Affairs, Trade Affairs, and Human and External Affairs. Each committee has a specific focus.

Port Affairs

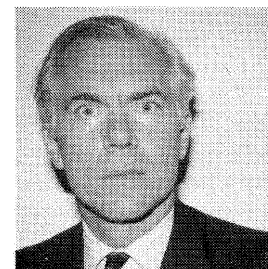
Port Planning and Construction



Chairman: Phillip Ng
Director of Engineering
Port of Singapore Authority
Singapore

To survey member ports to provide a set of guidelines on port planning and design. Updated guidelines will cover coastal erosion, terminal layout, port-city relations, the impact of health and safety regulations on ports, total quality management, the potential use of unused port land and channel dimensions.

Dredging Task Force



Chairman (interim): Anthony B. MacDonald
American Association of
Ports Authorities (AAPA)

In accordance with the Terms of Reference, the Dredging Task Force (DTF) is to advise ports on all matters relevant to optimize maintenance and capital dredging needs, within the framework set by the national and international regulatory authorities and the needs of the port users.

The DTF will
A. On a continuing basis:

- Continue interface meetings and coordination with the London Convention of 1972 (LC72) and the Scientific Group of the LC72.

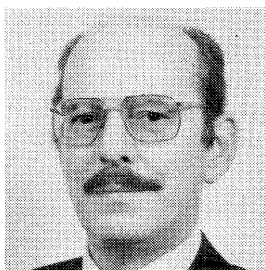
- Evaluate the long-term dredged material disposal problems of the ports, in order to recommend appropriate positions to the IAPH leadership to contribute to an IAPH strategy on environmental matters.
- Review relevant chapters of the IAPH Guidelines on Port Safety and Environmental Protection.
- Keep the IAPH membership informed on all dredging activities by providing news, articles, letters and informative alerts to the Secretary General for dissemination to the membership as it deems suitable.
- Review TOR for recommended changes as deemed necessary.

B. On a specific basis:

- Consider the feasibility of an IAPH acceptable standard contract document for port dredging works and facilitate distribution of same to members.
- Consider the feasibility of a Management Information System which would include, for instance, all relevant International Association of Ports and Harbors (IAPH), Permanent International Association of Navigation Congresses (PIANC), World Dredging Congress (WODCON), International Association of Dredging Companies (IADC), and Central Dredging Association (CEDA) documents, bulletins and other appropriate literature.

Port Safety & Environment

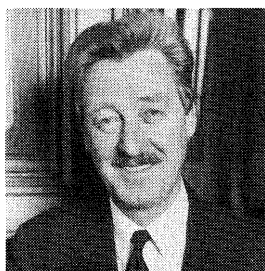
Chairman: P. Van der Kluit
Executive Secretary to Director of Shipping/Policy Advisor
Port of Rotterdam
The Netherlands



To encourage the sustainable development of ports through issuing guidelines on port safety and environmental protection and liaising with relevant international maritime organisations. Particular attention is given to the transport, handling and storage of dangerous substances, the reduction of air and water pollution in ports (including soil contamination, stench, dust and noise), the management of local and ship borne wastes, and the appropriate response to emergency situations.

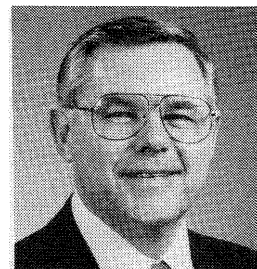
Marine Operations

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



To supply technical advice on safe and efficient marine operations in port waters within existing international, national and regional regulatory frameworks. Special attention is given to using this advice to inform the deliberations of the International Maritime Organisation and other related bodies.

Cargo Operations



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

Purpose: The Committee examines and reviews cargo handling matters relating to planning, development and operation of facilities and systems.

These include multi-modal transfer, equipment evaluation, manpower training, and other cargo handling criteria for assisting the movement of bulk, neo-bulk, general cargo, container, Ro-Ro and barge cargo.

Objectives: Provide timely and practically useful information including data, processes, procedures and innovations concerning cargo handling operations worldwide.

Meet the needs of all IAPH members in this area, both large and sophisticated operations, and those that operate in less than optimum circumstances.

Learn from the best experiences of our members to help all of our members.

To these ends, expand the involvement of members with this committee to a broad spectrum of our membership.

Work Program: The Committee concluded that the 1995-1997 Work Programs would consist of:

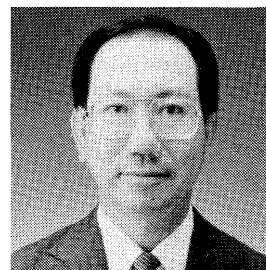
- Continuation of our efforts on non-standard containers, AEI and Gantry crane data as outlined during the review discussions.
- The following new items were suggested:

- Ship to rail and other rail issues need to be addressed. This is not only significantly important to North American ports, but is becoming more important in Europe. Other countries where rail will likely play a growing role are China, Vietnam, Thailand, India and Russia.
- Develop a data base of innovative cargo handling systems. Once such a need is confirmed from the membership, gather information on trade journal articles, technical papers, voluntary port data and information for use by member ports, with an emphasis on developing countries and smaller ports.

Human & External Affairs

Human Resources

Chairman: Goon Kok-Loon
Deputy Chief Executive Officer
(International)
Port of Singapore Authority
Singapore



To transfer training, educational and technical skills created by ports in developed countries as part of their cooperative assistance to counterpart organisations in developing countries. This process is facilitated by the IAPH Bursary Scheme which provides financial assistance towards the cost of sending junior or middle man-

agers from member ports on approved training schemes overseas costing not more than US\$3500. There is also the IAPH Award Scheme offering the US\$1000 Akiyama Prize for the best essay in English, French or Spanish on how port services can be improved. In addition, the winner receives an invitation to the next IAPH Biennial Conference with travelling and accommodation expenses provided.

Legal Protection

Chairman: Paul Valls
Ingenieur General des Ponts et
Chaussées, Direction des Ports
France



The follow-up, study and recommendation of proposed action to be taken on behalf of IAPH, of any demands in which the collective interests of port authorities are brought into question from the legal and financial points of view.

This especially applies to the Association's relationship with the IMO and its various partners in the maritime field.

Port Communities

Chairman: D.F. Bellefontaine
President & CEO
Port of Halifax
Canada



To encourage the development of the whole port community by means of identifying community attitudes to port development and operations and the growth of industries in port areas; to assess the economic impact of the ports on the daily lives of the community; to formulate a public relations strategy to deal with problems that may arise.

Trade Affairs

Sea Trade

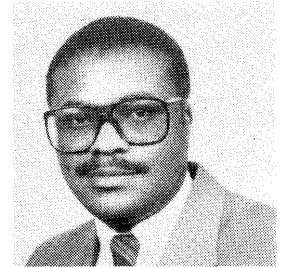
Chairperson: Lillian Borrone
Director, Port Commerce
Department
The Port Authority of
New York & New Jersey, U.S.A.



To investigate and standardise information on world cargo movements through ports as the basis for forecasting future flows and determining the adequacy of existing marine terminals.

Ship Trends

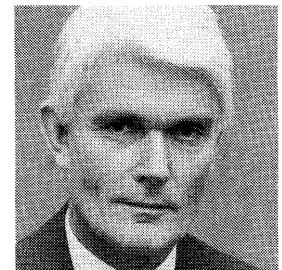
Chairman: J.M. Moulod
Managing Director
Port of Abidjan, Cote d'Ivoire



To analyse the maritime economy and general policy of shipowners and make policy recommendations based on reference to trends in both the world fleet and ship characteristics, and their implications for port facilities.

Combined Transport & Distribution

Chairman: Göran Wennergren
President
Port of Göteborg AB, Sweden



We shall gather, structure, concentrate and spread knowledge of how our ports can engage themselves in the creation of efficient and cost effective port operations, before and after transport and distribution facilities in order to contribute to the ultimate customer's (the shipper) need for the most efficient combination of transport modes and commercial distribution.

Trade Facilitation

Chairman: David Jeffery
Chief Executive
The Port of London Authority
U.K.



To encourage the simplification and harmonisation of the documentation and information flows required to facilitate the movement of cargo and ships through ports. Particular emphasis is centred on international efforts to extend the adoption of both information technology and electronic communications (including Electronic Data Interchange) to monitor port activities.



Trade Facilitation Committee meeting in Seattle June 1995

IMO Meetings: MEPC 37 in London

By A.J. Smith

IAPH Liaison Officer with IMO

The 37th session of MEPC (Marine Environment Protection Committee) was held in London, UK from 11 to 15 September 1995 under the chairmanship of Mr P. Bergmeijer (Netherlands).

Delegations from 66 Member States, 2 Associate Members and 1 Observer State attended the session together with representatives from UNEP, 4 intergovernmental organisations and 29 non-governmental organisations including IAPH.

Given the ever increasing attention being given to environmental issues by the world maritime community it is not surprising that sessions of MEPC attract large numbers of participants including experts in a range of disciplines. The input of such expertise is in fact essential if authoritative, practical and realistic decisions are to be taken in line with the requirements of IMO Resolutions A500 and A777(18) which refer to the development of regulations only on the basis of clear and compelling need, and having regard to the cost to the industry and the burden on the legislative and administrative resources of Member States.

Widespread interest in the subject matter of the large agenda was also evident in the extensive documentation with which MEPC 37 was required to deal.

Time constraints and the heavy workload made it inevitable that some issues received less than their fair share of attention. From an IAPH standpoint however, delays which have resulted in finalising port-related matters should be used advantageously to refine the positions already taken by IAPH. Attention could also be given to matters not as yet addressed by IAPH such as, for example, the review of Annexes 1 and 2 of MARPOL 73/78 by IMO's new Sub-Committee on Bulk Liquids and Gases (BLG). That review has a proposed target completion by 2000.

The status of agenda items of particular current significance to IAPH following the deliberations of MEPC 37 is described hereunder.

Ship/Port Interface

It will be recalled that an IAPH submission had strongly commended MEPC 37's approval of a draft Assembly Resolution on IMO's Strategy for Ship/Port Interface and the continued existence of a Ship/Port Interface Working Group (SPIWG). That view was generally accepted together with a slightly amended SPIWG work programme.

MEPC 37 agreed moreover with decisions taken by other IMO bodies that the SPIWG should be brought under a widened scope of IMO's Facilitation Committee to provide it with a single focal point for issues which it will address. It remains the case however that safety and environment-related ship/port interface matters will need to be referred to IMO's Maritime Safety and Marine Environment Protection Committees respectively.

Follow-up Action to the UN Conference on Environment and Development (UNCED)

IAPH's interest is primarily in questions relating to the provision of reception facilities at ports for MARPOL 73/78 wastes. In that regard a contribution had been made to the work of a Correspondence Group which reported to MEPC 37.

The main question outstanding from an IAPH standpoint was regard to the financing of reception facilities and whether a global

scheme is feasible and, in the event, necessary, for that purpose.

IAPH has submitted a position paper on that question to the next meeting of SPIWG arguing against the global scheme approach.

MEPC 37 has asked SPIWG to continue its work on the development of guidelines to fund the establishment and operation of reception facilities taking account of proposals already made for cost recovery options. A progress report will need to be made to MEPC 39 in March 1997.

There continue to be references from shipowners to a lack of reception facilities in too many ports of call. IMO will therefore issue a circular to Member States reminding them of their obligation to provide such facilities and to the availability of advice in the form of a Manual on Reception Facilities for their establishment.

Providing reception facilities at ports is not the sole answer to the problems posed by MARPOL 73/78. Shipboard measures can and should be taken to alleviate the problems. In that regard it was agreed that a shipboard waste management plan should be finalised at MEPC 38 in July 1996.

More generally MEPC 37 has approved a draft Assembly Resolution reinforcing IMO's commitment to environmentally sustainable developments through the implementation of strategies, programmes and activities emerging from UNCED.

Prevention of Air Pollution from Ships

Prevention of air pollution from ships was probably the most significant item on MEPC 37's agenda in so far as it had hoped to finalise the text of a draft new Annex to MARPOL 73/78 on the subject prior to its submission for adoption by a Diplomatic Conference in the 1996/97 biennium.

A number of items of substance affecting the draft Annex had also been held over from MEPC 36 for decision at MEPC 37. As it happened, pressures of time constraints and an excessive amount of documentation inhibited effective discussion of a range of key topics and consequential decision-taking.

It is therefore essential for IAPH to use the intervening period to MEPC 38 to formulate authoritative positions on those aspects of the regulations of the draft new Annex which impinge on port operations. For example:

- the inclusion of [port] in the "Special Area" definition;
- the possible linkage of port officials with surveys/inspections;
- global capping of sulphur content of fuel oil and related issues;
- reception facilities at ports;
- ports as licensing authorities with spot checking responsibilities; and
- criteria for designation of special areas.

Pollution, Preparedness and Response

IAPH had assisted in the development of a joint IMO and UNEP handbook entitled "Consultation Version—Awareness, Preparedness for Emergencies at Local Level" which will help to improve community awareness activities involving hazardous substances in port areas and to improve or formulate coordinated emergency response plans.

MEPC 37 asked that the handbook be given a wide circulation

so as to obtain feedback based on expertise in its use.

IAPH will also be interested in the emphasis given by MEPC 37 to an IMO/Industry Global Initiative to Enhance the Capacity of Countries to Prepare for and Respond to Marine Oil Spills. Industry and Government cooperation has been stressed. Both multilateral and bilateral aid programmes have been encouraged.

Unwanted Aquatic Organisms in Ballast Water

The report of the Working Group dealing with this subject with which IAPH has been associated could not be considered by MEPC 37. The Working Group met during the session however and developed a work plan taking into account ongoing related work being carried out by other bodies.

The intention continues to be to develop a small set of regulations on ballast water management for inclusion in a possible new Annex to MARPOL 73/78. IMO's Guidelines A774 (1B), will also be revised. The timetable targets the completion of draft regulations and guidelines by October 1997 (MEPC 40). The Working Group has cautioned however that conclusive proof on biological and cost effectiveness so far as an effective technological approach is concerned could be years away.

IAPH will want to continue to be identified with the intersessional Ballast Water Correspondence Group and the relevant Working Group which will meet during MEPC 38.

Pollution from Ships' Bunkers

Australian concerns as to the inadequacy of compensation for pollution from ships' bunkers had resulted in the enactment of countermeasures nationally as a preliminary to a hoped-for establishment by IMO of a compensatory regime with uniform international rules.

MEPC 37 noted a report from IMO's Legal Committee that the Limitation of Liability for Maritime Claims (LLMC) Protocol which should be adopted in 1996 could well establish adequate limits for compensation.

Technical Cooperation

MEPC 37 received a report from the IMO Secretariat on wide-ranging activities included within IMO's sub-programme for the protection of the marine environment with particular reference to East Asian Seas and the Wider Caribbean Area.

Projects continue in each of the Maritime Regions.

The IMO Secretariat has identified elements for inclusion in a brochure on technical assistance services targeting potential donors and recipients who might not be too familiar with IMO's environmental protection activities.

Reduction of Port Dues for Environmentally Friendly Tankers

IAPH's submissions in response to an Intertanko proposal on this subject will be considered by IMO's Sub-Committee on Bulk Liquids and Gases (March 1996) in the first instance.

Environmental Indexing of Ships

IAPH had expressed an interest in a research project on the environmental indexing of ships being carried out by Norway and due for completion by 1996. It should therefore be noted that the final outcome of the project will be considered by MEPC 39 (March 1997).

Date of Next Meeting

MEPC 38 will be held from 1 to 10 July 1996.

Sea Trade Seminar in Algeciras in Feb. 1996

Following the Seattle Conference, Mrs. Lillian Borrone (Director, Port Commerce Department, the Port Authority of New York and New Jersey), who chairs the IAPH Sea Trade Committee, has been seeking an opportunity to organize a follow-up seminar in Europe for a wider audience of IAPH members to further discuss the issues which the committee presented at a working session in Seattle. The seminar will consist of a series of presentations by speakers, amongst whom some who made excellent presentations in Seattle will be included. The general theme will be trends in sea trade, their impact on ports, and what ports must do to thrive in the next century.

Mr. Jean Smaghe, our First Vice President in Paris, who organizes each year a meeting of the IAPH Africa/Europe officers, will take this opportunity to hold the next annual meeting and the Sea Trade seminar. Mr. Fernando Palao, President, Puertos del Estado, Madrid, has kindly offered to host the seminar and the Africa/Europe officers' meeting in Algeciras, Spain, on 26 and 27 February 1996, and to arrange a group tour, leaving Madrid for Algeciras on the morning of 25 February.

We hope that all IAPH members, in particular EXCO members, technical committee chairpersons and Africa/Europe members will keep these dates in mind and positively participate in the event.

Shipping and Trade News
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Visitors to Head Office

On September 12, a five-member delegation from Dalian visited the Head Office, where the party was welcomed by Mr. Hiroshi Kusaka, IAPH Secretary General, and his staff. The Chinese delegation consisted of: Messrs. **Yuan Fu Xiu**, Director, Port of Dalian Authority, **Gao Lian Bin**, Director, Foreign Affairs Office, Port of Dalian Authority, **Kang Ke Zong**, Vice-Chairman, the Port of Dalian Board, **Wang Wan Lin**, Vice-Manager, Port of Dalian Railway Company, and **Li Kexiang**, Vice Manager, Dalian Port Ganjingzi Harbour Corporation. The party was escorted by Ms. Sumiko Ohto, Assistant Manager, Port Promotion Division, Port & Harbour Bureau, City of Yokohama and Mr. H.



Mr. Loïc Salmon (left) with Mr. R. Kondoh

Katakura, Managing Director, Fujiki Transportation & Stevedoring Co., Ltd., who acted as interpreter. The party was visiting the Ports of Kitakyushu, Fushiki Toyama and Yokohama, Dalian's sister ports in Japan.

On September 18, **Mr Loïc Salmon**, Reporter, Journal de la Marine Marchande et du Transport Multimodal, Paris, visited the Head Office, where he met Mr. R. Kondoh and exchanged views with him on the current situation concerning port industries in the region. He was visiting Japan to attend an IUMI conference convened in Tokyo. On September 21, he visited Kawasaki Port, and the following day he visited Chiba Port.

On September 26, **Ms. Margaret D. Blum**, Associate Admini-



Front row: Sumiko Ohto, Wang Wan Lin, H. Kusaka, Yuan Fu Xiu, R. Kondoh Back row: H. Katakura, Gao Lian Bin, Kimiko Takeda, Kang Ke Zong, Li Ke Xiang

strator for Port, Intermodal and Environmental Activities, Maritime Administration, US Department of Transportation together with Mr. R. Kondoh of IAPH, visited the Port of Yokohama to observe the current situation concerning the port and its trade. She was attending a conference on marine environment equipment held at the auspices of the Japanese Society of



(L to R: Mr. R. Kondoh, IAPH, Ms. Ohto, Port of Yokohama, Ms. Margaret Blum, MarAd, and Ms. Nakazawa, Yokohama Port Hostess, taken on board the Yokohama Port launch in front of the International Conference Hall

Shipbuilding. On September 29, she visited the Chiba Works of Mitsui Engineering and Shipbuilding Company (MES).

On September 27, **Mr. Louis J. Perez**, Director of Marketing & Trade Development, Canaveral Port Authority, U.S.A., visited the Head Office, where he was welcomed by Secretary General Kusaka and his staff. Mr. Perez was visiting Tokyo for the purpose of promoting the citrus trade in Japan and other countries in the region.

On September 29, **Mr. William D. Goldston, Jr.**, Chairman and **Mr. Erik Stromberg**, Director of Ports, North Carolina State Ports Authority, together with Mr. I. Iwao of the Japan Office of the NCSPA, and escorted by Mr. R. Kondoh of IAPH, visited the development site of the aborted World City Exhibition and the Museum of Ship Science. From the observation tower of the Museum, the visitors observed the Tokyo Port's facilities at large. The visitors were attending a biennial trade development conference for the six southern States of the USA and Japanese commercial and industrial communities.



Mr. Louis J. Perez (right) with Mr. Kusaka (center) and Mr. Kondoh



(L to R Mr. William D. Goldston, Jr., Chairman, Mr. Erik Stromberg, Port Director, Mr. I. Iwao, Japan Representative, North Carolina State Ports Authority, and Mr. R. Kondoh, IAPH, taken at the Ship Science Museum, Tokyo Port.)

OPEN FORUM

Restructuring and Privatization of Polish Sea Ports

By Professor Andrzej Tubielewicz

Introduction

The ports of Gdansk, Gdynia, Szczecin and Swinoujscie are of fundamental importance to the Polish economy. The first two form independent port organisms, while Szczecin and Swinoujscie have a common authority.

In 1993, Polish ports handled 50.5 million tonnes of cargo. It is expected that cargo turnover in Polish ports will have grown by 50 to 100% by 2010.

Strong competition from foreign ports and land transport, insufficient appreciation of the importance of national ports in the central government transport policy, the free flow of cargo, services and capital, the privatization of Polish foreign trade, changes in the organization of sea trade, shipping and road transport, the need for a greater inflow of investment capital into the ports, and also the expected dynamic growth in the cargo volume handled make it crucial that the Polish port economy and management adjust very quickly to the requirements of the internal and foreign sea trade markets.

However, the question arises as to how quickly a subjective ownership transformation can be carried out in Polish ports, where for nearly 50 years the organizational structures and methods of management were enforced by a centralized planned economy, and where the social and economic environment was extremely far removed from the model of a democratic state and a market economy. It should be stressed that the privatization of ports in Western Europe has required many years, and that in some ports the process is still not finished.

In accordance with the urgent need to form and practically introduce a modern, market model of organization and management for Polish ports, scientists and port practitioners adopted the assumption that, in spite of the lack of preparation in the social and economic environment for the port privatization process, and also in spite of the lack of experience in managing private port enterprises, there should be no further delay in starting the process of privatizing Polish seaports. Experience of the following years showed that this is a very difficult road, but it can eventually lead to the ultimate objective, i.e. the privatization of port enterprises.

At the Beginning of Privatization

Until 1991, the management systems and organizational structure of Polish seaports had been adapted to the needs of a centrally planned economy of an order/distribution character. The range of activities of port authorities encompassed not only the administrative functions connected with the maintenance and development of technical port infrastructure and port area development but also the economic functions related to the operation of port terminals, storage areas, warehouses, tugs, barges and the such-like. These authorities managed exclusively the areas exploited by the merchant seaport. The port management model was "one port – one enterprise".



In spite of the centralized monopolistic organizational model of Polish ports, there was no organization which could be responsible for the management of all the port areas, and for the maintenance, modernization and development of the technical infrastructure in the ports.

There was also no organizational or spatial coordination between enterprises located in port areas. Each of these enterprises carried out its own separate development policy, not coordinated within the port organism or with the urban environment, a policy representing only the interests of the relevant government branches and ministries.

In the circumstances of a centralized economy, each of the port enterprises was given the quantitative planned tasks by the "center" and was not interested in the cost or profitability of performed services or of manufactured procedures.

These centralistic solutions proved ineffective during the transformation of the Polish economy and the construction of a system driven by market mechanisms, especially when the cargo turnover in Polish ports fell by 30-40%. They did not ensure the proper functioning and development of the port infrastructure, and did not permit any increase in profitability, entrepreneurship or innovation in the areas of management and marketing. They also limited the possibilities for forming new enterprises due to the monopolistic character of the basic port enterprises. In effect the presented model of port organization and management did not stimulate the market or boost the efficiency of Polish seaports. It was also especially unfavourable from the point of view of the new tax system in Poland, which gave preference to private companies, in particular with respect to the taxes on wages. Moreover, a major deficiency of the model was a permanent lack of capital for investment, both for modernization and development.

Work on the Seaports' Act

Work on restructuring Polish seaports started in 1990 with the development of a strategic concept covering both the directions of the legal regulations and model organizational and economic solutions. This work was multidirectional, leading to a transformation in port administration, the privatization of existing port enterprises and the deregulation of the economic activities of ports.

With respect to the law, the basic problem was to prepare an Act of Parliament on Polish ports which would separate the management of the technical infrastructure and port areas from operational activities. The Act was to define the manager of the whole port (not only its merchant part), the owner(s) of the land and water port areas, and sources of finance for the maintenance, modernization and development of port infrastructure. An important place in this work was taken up by the problems of environmental protection in ports, of capital and land use, of the economic connections between ports and their towns, and of the determination of the place and role of municipal governments in the port governance system. The new port authority was to represent the interests of the whole port in its relations with organs of central

and local administrations.

It appeared in practice that the development of a common view among the port community on the future shape of the organizational and ownership structures in ports would be extremely difficult. The concept of separating the administrative and economic functions received general support. Everybody also agreed that the activity of the new type of port authority should cover the whole area of the port, including areas taken up by port industries. Differences appeared as to who should be the manager of the port areas and their technical infrastructure. This subject gave rise to very heated discussion, which did not allow the rapid completion of the draft of the Seaports' Act.

Recent work on the Seaports Act has proceeded in the direction of acknowledging the specifics of each port and adapting to them the subjective ownership solutions. This means that the Act would – depending on local conditions – allow the formation of either autonomous ports, or public use companies, or municipal ports. Alas, expectations that a final agreed draft of the Act would be submitted to Parliament in 1994 were not fulfilled. For the ports and the municipal authorities, the most important functions of the Act concern the ability to realize a cohesive policy for land use and the development of areas and objects of the technical infrastructure, the unequivocal determination of their owners and of the sources of finance for these objects. The basic thrust of the Act lies in the introduction of a new financial system, in which all tonnage dues, income from renting areas and infrastructure and fees for their use shall flow to the account of the port administration. Such a way of financing the technical infrastructure in ports, commonly used in foreign ports, met with a negative reaction from the Ministry of Finance, which considered that this would reduce the income of the State budget. This is one more element obstructing work on the Seaports' Act.

The above observations on the Seaports' Act suggest that the port authorities of Gdansk and Gdynia will be public use companies, in which at least 51% of shares will belong to the Treasury, and 49% to the municipalities concerned. The port system authority of Szczecin-Swinoujscie will have autonomous port status. Small ports will be allowed to choose between remaining state-owned ports or being transformed into municipal ports.

The second function of the Seaports' Act, adjusting Polish seaports to the requirements of a market economy, is the privatization of port enterprises. The process was started in 1991 by transforming the enterprises which managed and operated the merchant seaports into one-person companies of the Treasury. The result of the Seaports' Act not being passed by Parliament is that, though the two-year period has long since elapsed, the stock of the companies has not been put out for open sale or for sale to employees of the companies.

Privatization of Port Enterprises

However, the establishment of one-person companies of the Treasury has allowed the introduction of far-reaching restructuring and ownership changes within the port enterprises.

In the Szczecin-Swinoujscie Port Authority and in the Gdansk Port Authority, all operational activities were taken over by employee companies with 55% of the stock owned by the employees and 45% by the enterprises. Cargo handling and storage, tug services, technical and repair services and transport businesses appeared, as did businesses concerned with social activities (based on formerly port-owned holiday centres and workers' hotels). These businesses rented land, technical infrastructure and productive fixed assets (equipment, facilities and buildings) from the Port Authorities. A negative feature of this solution was the excessively low level of base capital, the dissipation of capital and profits, the low financial credibility of the new businesses, and pressure from employee-stockholders for higher wages. The new



small businesses were not able to develop sufficient means for new investment. Practice has shown that small port businesses, especially the stevedoring companies, do not generate good conditions for intensive development or even for survival. Therefore, further activities of the Gdansk and Szczecin-Swinoujscie Port Authorities are directed at decreasing the number of employee companies by means of merging them into larger organisms, based on economic and spatial/technological criteria and aimed at increasing their base capital.

In 1994, as a result of mergers, in the Szczecin Port Authority instead of the original 17 only 7 companies remained, among which were only four large stevedoring businesses (whereas before there had been eight). A similar phenomenon took place among the companies of the Gdansk Port Authority Co.

Further stages in the transition consisted of the sale by Port Authorities to the employee companies of ownership rights to the production asset, hitherto rented by the companies, and to the stock of the companies, hitherto held by the Authorities. This process is most advanced at the Gdansk Port Authority, which in 1994, at nominal prices, passed its shares over to the employee companies and also sold to them the hitherto rented suprastructure, with payment in instalments and with preferential interest. The principle whereby these companies rented land areas and technical infrastructure owned by the Port Authority remained unchanged.

As a result of these measures involving the sale of business rights, facilities and cargo handling equipment, and also of shares, the organizational structure and new range of responsibilities of the Gdansk Port Authority Co. became similar to the existing organizational structures of West European ports. Gdansk is also better prepared than the other Polish ports to realize the tasks required from port authorities by the planned Seaports' Act.

A different privatization route was selected by Merchant Seaport Gdynia. It consists of separating from the enterprise many economic entities which perform operational activities. The entities are one-person companies owned by the Merchant Seaport Gdynia Co. The base capital of these companies will be formed from assets passed over to them by the mother company (equipment, facilities, stores and buildings) – excluding areas and technical infrastructure, which these new companies will rent from the Merchant Seaport. In this way the enterprise will convert to a holding board, whose tasks will consist of:

- management of port areas and infrastructure;
- leading the affiliated businesses to full privatization by selling stock to external investors; and
- fulfilling supervisory functions during the sale of all stock of the presently formed companies

At this stage of the transformation, the Merchant Seaport Gdynia Co. avoided the excessive fragmentation observed at first in the Szczecin-Swinoujscie and Gdansk Port Authorities.

At the beginning of 1995 an evaluation of the results of the hitherto subjective and ownership transformations in the Szczecin-Swinoujscie Port Authority Co. was carried out. From the results of this evaluation, it seems that the following may be considered as positive characteristics of the process:

- formation of the conditions for the gradual gathering of experience by the managerial staff in the independent management of private businesses, among others things due to successive passing over of competence and responsibility (e.g. only since January 1st 1995 port companies have begun to maintain their own book-keeping and personnel evidence);
- carrying out marketing and canvassing activities by the S-S Port Authority Co. for the whole merchant seaport, but with the increasing participation of port companies;
- the ability of the companies to obtain credit guarantees from the Port Authority;
- participation of the Port Authority in financing new and costly investment, which the companies would not be able to realize on their own;
- higher operational efficiency due to the introduction of cost orientation into the companies (the companies realize many actions in order to reduce costs); and
- maintenance by the employees of the companies concerned of direct contact with customers and greater efforts aimed at fulfilling their requirements.

These advantages have led the managements of the companies to a generally positive evaluation of the process of privatizing the Szczecin-Swinoujscie Port Authority Co. The need for maintaining close relations with the Port Authority is stressed by the managers of these companies, which operate mainly on the internal port market, i.e. mostly construction and repair enterprises.

There are also some negative phenomena. They are mainly connected with:

- the condition of employee companies;
- the low base capital;
- the high fees taken by the Port Authority for services rendered to the companies;
- the fact that the companies do not own the assets they are operating and therefore cannot enter depreciation into their books (this finally leads to a lack of the financial means for investment); and
- difficulties with introducing new investors into the companies.

The experience obtained on the privatization path shows that the employee company in ports should be only a transitional entity between the state-owned enterprise and a company in which strategic private investors participate. However, because of the portfolio participation of personnel in the base capital of the employee companies, and due to the low level of capital involved, a manyfold increase in the base capital and/or introduction of new large shareholders will not be an easy task; the old shareholders-employees will not agree easily to these changes, because they would lose their majority stockholder status in the capital of their enterprises. In spite of this, the Szczecin-Swinoujscie Port Authority Co. has decided to restructure the capital of their companies in order to move away from the employee-company system.

Within the Merchant Seaport Gdynia Co. holding, new enterprises were formed around late 1994 and early 1995. The time that has elapsed since then is too short to evaluate the practical results of privatization. It may only be stated that the one-person

form of companies capitalized by the MS Gdynia Co. may facilitate – in comparison with the employee companies – the further privatization of Gdynia port.

Parallel with the strengthening of the market economy in Poland, an increase in handling/storage and agency activities is being observed among businesses located in the port area which have not previously operated in transport. Moreover, private enterprises are appearing which offer agency, storage, stevedoring, distribution, cargo expert and control, technical and other services. All this has resulted in the appearance of strong competition in the port market between the large companies formed on the basis of the merchant ports' potential and the small private businesses undertaking cargo handling for ships at old quays and based on cheaper operational techniques.

Summary

Experience gained during the four years of work on restructuring Polish ports shows that privatization is effective only when it proceeds in an appropriate climate and has an appropriate background in the form of experience, maturity, legal regulations and a sufficiently developed system of market institutions. One of the basic difficulties in effecting the privatization of the Polish port enterprises is the lack of capital allocated to investment in port businesses. Therefore, solutions were used which in their structure were imperfect because they did not carry with them additional capital or cargo, but which allowed a possibly quick start in the ownership transformation process in port enterprises and in their restructuring. Moreover, because of this it was assumed that the privatization process would be a multistage one and would last for several years at least. It should also be remembered that this ownership transformation concerns functioning port organisms and that solutions introduced must not impede normal port operations, port contracts and cooperation with customers and other users of the port areas.

The restructuring of ports is not only a complicated process of an economic and organizational nature, but even more so of a social nature. It is not only connected with the introduction of a new organizational structure and with a change in the style of management, but also requires that employees change their attitudes – their attitudes to their companies and to new styles of work – and that they be willing, if necessary, to change their jobs. The necessary condition for the success of port privatization and the restructuring process is that the employees must understand and recognize the need to change and the nature of the required changes. The readiness of people to accept the proposed changes is higher when they clearly see what their present situation is and the reasons for it, and what their prospects are.

About the author

Professor Andrzej Tubielewicz, Dr Ec., Dr Sc.

Education: Gdansk University diploma in Maritime Economy
Doctor of Economics 1968

Practice: Head of Management and Marketing Department of
Technical University of Gdansk from 1992
Manager of Port Department in Maritime Institute
of Gdansk 1987-1992
Manager of Port Regional Planning Group in
Maritime Institute 1981-1987
Advisor of Ministry of Transport and Maritime
Economy Warsaw
Expert in Polish Sea Ports
Leader of group carrying out:
Port Strategic Plan for Port of Gdynia 1993
Master Plan for Port Gdansk 1995
Privatization of Polish Sea Ports, 1991-1995

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INDUSTRIAL GAS 1,6 M.T.

CHEMICALS 2,2 M.T.

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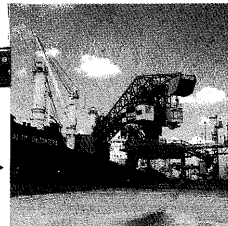


JOHOR PORT

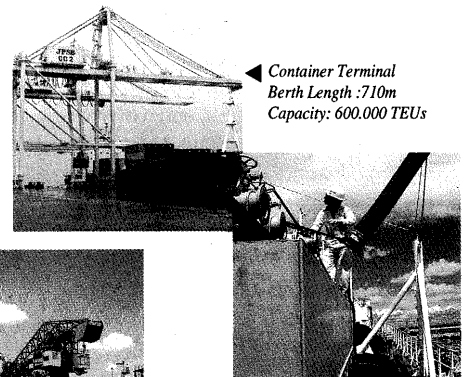
General Cargo Terminal
Berth Length : 573m
Capacity : 1.7 million tonnes



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



Container Terminal
Berth Length : 710m
Capacity : 600.000 TEUs



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

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

International Maritime Information

WORLD PORT NEWS

Management Program in New Orleans in March

Senior port officials and maritime industry executives interested in learning the latest port operation, planning and management techniques can participate in the twelfth annual International Program for Port Planning and Management (IPPPM), to be held in New Orleans, La., March 18 - 29, 1996.

This program is truly international in scope: Over the past 11 years, 326 participants from 78 countries have graduated from IPPPM. IPPPM fosters closer ties between the United States and other countries, facilitates international trade between Louisiana and world ports, increases maritime expertise around the world, builds a network of international problem-solvers and contributes to world peace and understanding.

"Two weeks of lectures, group discussions and field investigations sharpen participants' practical skills and strengthen their conceptual understanding of all facets of port planning and management," explains IPPPM Director Timothy E. Joder. "The Port of New Orleans serves as an ideal laboratory for this training program."

This intensive training program offers maritime industry leaders from around the world a unique opportunity for further professional education and personal enrichment. IPPPM is sponsored by the Board of Commissioners of the Port of New Orleans, the World Trade Center of New Orleans, the Louisiana State University National Ports and Waterways Institute and the University of New Orleans.

Topics addressed typically include:

- Trends in World Economics
- Ship Types, Sizes and Characteristics
- Labor Relations
- Port Administrator Functions
- Marketing
- Accounting and Finance
- Port Planning and Development
- Environmental Considerations
- Port Engineering and Maintenance
- Computerization
- Working With Governing Boards
- Preparing for Port Investments
- Personal Behavioral Management

- Container Terminal Equipment, Maintenance and Management

"This general curriculum is supplemented by site visits to Port of New Orleans terminal facilities and riverfront development projects," adds Joder. "And after a long day of classes, participants can enjoy the City of New Orleans - one of the United States' most interesting and colorful cities."

All courses are taught in English by a distinguished faculty composed of public and private sector maritime officials from United States; personnel from the Port of New Orleans, the University of New Orleans and Louisiana State University's National Ports and Waterways Institute; and practitioners from the local maritime industry.

Tuition is \$1,950 U.S. dollars. Accommodations can be made at the Embassy Suites Hotel for \$95 (plus tax) per room, per night, single or double occupancy. Financial assistance for foreign participants may be available from the U.S. Agency for International Development (AID), the United Nations Development Programme (UNDP) and the International Association of Ports and Harbors (IAPH).

For an application or more information, contact: Director, IPPPM; CUPA/LUTAC; University of New Orleans; New Orleans, LA 70148; U.S.A.

Or call: (504)286-6519; (504)286-6272 fax. Telex: 58-7496. Cable: CENTRO-PORT.

Ricupero Appointed UNCTAD Sec'y-Gen'l

The General Assembly confirmed the appointment of Rubens Ricupero of Brazil as the Secretary-General of the United Nations Conference on Trade and Development (UNCTAD) for a term of four years, beginning on 15 September.

The confirmation by the General Assembly of the appointment of Mr. Ricupero as the new Secretary-General of UNCTAD was welcomed in statements made by Ambassador Felipe Mabilangan (The Philippines) on behalf of the Group

of 77, of the Non-Aligned Countries and China, by Mohammad Ziauddin (Bangladesh) on behalf of the Least Developed Countries (LDCs) and by Ambassador Celso Amorim (Brazil).

Mr. Mabilangan thanked the Secretary-General of the United Nations, Dr. Boutros Boutros-Ghali, for the appointment of the new Secretary-General of UNCTAD and referred to the vast managerial and diplomatic experience of Mr. Ricupero. The appointment augured well for the success of UNCTAD IX, to be held in South Africa from 28 April to 11 May 1996. "The developing countries", he said, "attach particular importance to the work of UNCTAD as a development-oriented body in the United Nations system. UNCTAD has played a central role in providing the UN General Assembly with substantive inputs needed to undertake analytical and policy-oriented work in the field of development. The developing countries are more than ever convinced that UNCTAD must be strengthened so that it can fully exercise its mandate, particularly in the light of the globalization of the international economy and deepening economic interdependence among States. UNCTAD has further attained greater relevance as a result of the creation of the World Trade Organization (WTO), which has reinforced the need for a policy-oriented trade forum or institution with a strong developmental perspective."

New Publications

Ports of the World 1996

Lloyd's Ports of the World 1996 (Published by Lloyd's of London Press; Editor Brian A Pinchin; ISBN 1-85044-931-7; 956 pp. Price £170), a one-stop guide to all the world's commercial ports, gives precise geographic location plus extensive details of facilities and services available for 2,640 active ports worldwide. Additional international shipping information such as time zones and weather haz-

ards at sea is also included. Over 50 per cent of the contents has been updated for this edition.

The hardback directory, divided into eight main geographic sections, with guide cards and tab indexing for quick access, is fully indexed by continent, country within continent and port within country.

A 64-page colour map section, cross referenced to all ports in the directory, is again included, as is a section on 300 International Free Trade Zones, with contact details.

Lloyd's Ports of the World 1996 is available from Lloyd's of London Press Ltd, Sheepen Place, Colchester, Essex CO3 3LP, England. Tel: +44 (0) 1206 772113; Fax: +44 (0) 1206 772771.

The Americas

Awaiting Canadian Nat'l Marine Policy

The Vancouver Port Corporation (VPC) and other key stakeholders are awaiting the federal government's new National Marine Policy expected this fall. This policy will be the result of extensive consultation including the Standing Committee on Transportation led by Stan Keyes and a series of regional workshops sponsored by the Ministry of Transportation.

Quoting from the summary of the Keyes Report, the Committee recommended "the creation of a new National Marine Transportation Act which would eliminate the Canada Ports Corporation, create a new single port structure based on commercial viability, eliminate the four Pilotage Authorities, commercialize pilotage services and establish a financially self-sufficient 'not-for-profit corporation' to operate the St. Lawrence Seaway".

Stan Keyes, Committee Chair, said, "These are dramatic changes...we must reduce our costs in a fair and equitable manner if we are to have a safe, efficient and competitive marine transportation system which both users and taxpayers can afford."

Subsequent to the tabling of the May 3rd report, Transportation Canada hosted a series of consultative workshops with shippers and industry representatives at meetings in Saint John, Quebec City, St. Catharines, Winnipeg and Bancouver.

This countrywide consultation process formed the basis of a keynote address

given by Transportation Minister Douglas Young at the National Transportation Day Dinner in St. John's Newfoundland (June 2, 1995).

To quote the Minister: "Canada has to modernize its marine transportation system...The government will unveil a new National Marine Policy this fall. The government will identify a National Ports System that will include the ports vital to domestic and international trade...the National Port System will be an autonomous, viable partner in a coast-to-coast intermodal transportation network."

"We intend to free ports in the national system from government red tape. Ports will have authority to make contracts and leases, to set tariffs and fees in response to market conditions, and to borrow money from commercial lending organizations...Marine transportation is vitally important to Canada. We need a modern, efficient, dependable and affordable marine transportation system to compete worldwide," concluded Minister Young.

(Vancouver Port News)

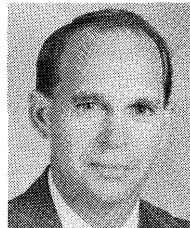
AAPA Names Kurt Nagle President and CEO

The American Association of Port Authorities (AAPA) has named AAPA Senior Vice President Kurt J. Nagle as its new President and Chief Executive Officer.

Mr. Nagle, 40, succeeds Erik Stromberg, who recently resigned to head the North Carolina State Ports Authority. Mr. Nagle's selection represents the second time in the past decade that AAPA members have chosen an internal candidate for the CEO position. Mr. Nagle's promotion is effective immediately.

"The Search and Executive Committees unanimously endorsed Kurt as the best qualified candidate for the job," said Davis Helberg, AAPA Chairman of the Board and Executive Director of the Seaway Port Authority of Duluth. "Kurt is highly respected and clearly has the skills, knowledge and experience to lead AAPA into the next century."

Former AAPA president Erik Stromberg added, "I couldn't be more pleased and proud of the selection. Kurt will do a great job."



FMC Initiates Survey on 'Japanese Restrictions'

The Federal Maritime Commission (FMC) is collecting information about restrictions on the use of port and terminal facilities in Japan to assess whether conditions unfavorable to shipping or U.S. carriers exist. The Notice of Inquiry specifically focuses on:

The effects of "prior consultation," a process of mandatory discussions and operational approvals involving Japanese port and terminal management, shoreside labor unions, and containership operators;

Required weighing and measuring of containerized cargo exported from Japan, regardless of commercial necessity;

Restrictions on the operation of Japanese ports on Sunday; and

The disposition of the Japan Harbor Management Fund.

The FMC indicates that these practices may potentially subject carriers to high costs and charges, and prevent them from pursuing efficiency through rationalization of harbor operations. If the Commission finds that the Japanese trade practices violate section 19 of the Merchant Marine Act or the Foreign Shipping Practices Act of 1988, it can impose sanctions against Japanese carriers including limitations on sailings, suspension of tariffs, suspension of agreements, or fees not to exceed \$1 million per voyage. Comments may be submitted on or before November 17, 1995. By separate orders, the FMC is requiring common carriers in the U.S./Japan trades to provide information on these matters.

Export Coal Terminal For Corpus Christi

An export coal facility designed to increase throughput and meet customer needs is currently on the drawing board for the Port of Corpus Christi's Bulk Terminal. Long range plans call for expansion and modernization of the bulk handling facilities including construction of an export coal storage and mixing terminal. Currently, port officials are holding discussions with several joint venture partners in this effort.

"This joint venture effort is just one example of our flexibility when dealing with our customers," says Robert G. Jacobi, the port's deputy director. "We don't have sufficient coal storage space at the present time, but we are willing to create it in order to support the trade. We

have a number of things going for us in pursuit of this and other business. For example, we have excellent direct rail service between the Wyoming Powder River Basin and central Colorado, where much of the export coal is being mined, and Corpus Christi. Our transportation costs are competitive with those to other shipping points and our deep draft allows the use of larger vessels, lowering per unit costs. Using Corpus Christi also eliminates degradation of the coal quality due to multiple handling. Corpus Christi also has less rainfall than other parts of the country, resulting in greater BTU retention. And, shippers who are presently barging their coal down the Mississippi river system can avoid service interruptions due to flooding or droughts in the Midwest by moving their shipments through Corpus Christi."

Port officials have been exploring ways to be more active in both export and import coal markets for some time and are open to discussions with other potential users of the terminal. According to Jacobi, past discussions have focused on the issues of storage and competitive pricing. "The Port of Corpus Christi intends to be very aggressive in its pricing and build the needed storage in order to encourage movements through the Bulk Terminal. We want to position ourselves as one of the premier bulk handling ports in the country." Concept and final design of the export coal terminal are to be determined by port officials and the eventual joint venture partners. Once agreements are finalized, construction of the export coal terminal could be complete in about two years.

GPA Fiscal '95 Results: 4.6% Tonnage Increase

"Never before in the history of the Georgia Ports Authority have we handled more than nine-and-one-half million tons of cargo in a single year" was the way Georgia Ports Authority Executive Director Doug J. Marchand began his report on the successful results of fiscal year '95 operations.

In reviewing FY95 accomplishments with members of the Authority during its July 31, 1995 monthly meeting, Marchand mentioned the strong growth in container traffic and the selection of the Port of Savannah by the Home Depot for its eastern U.S. distribution facility as particularly noteworthy.

Fiscal year 1995 operations at the Georgia Ports Authority (GPA) concluded

on June 30 with an overall increase of 4.6% in tonnage compared to the results of activity for the corresponding period one year earlier. The increase for FY95 marks the eighth consecutive year during which cargo handled at GPA facilities improved over the previous year. The total of 9,519,942 tons also establishes a new volume record for cargo moving across Port Authority facilities in a twelve month period.

Container cargo advanced 10% by volume and contributed substantially to the overall growth in total tonnage moving through Savannah. Fueled by a 21.7% increase in the number of vessel calls, container volume rose to 4.7 million tons and the TEU (twenty-foot equivalent unit) count climbed from 549,423 to 606,045. The strong performance in container operations sustained a steady growth trend spanning seven years.

Breakbulk tonnage handled over Savannah facilities during fiscal year 1995 finished in a virtual dead heat with the results achieved in the prior year. Averaging slightly more than 158,918 tons per month, the final tally heralded some positive indications of future growth in key commodity groups such as wood and paper products (up 125,400 tons), iron and steel (up 85,400 tons), machinery (up 49,100 tons) and aluminum (up 19,000 tons).

Liquid and dry bulk cargo, handled predominantly by the private sector through leased terminals, declined in FY95 on a comparative basis. Despite improvements in volume for some dry farm commodities such as wheat, corn and soybeans (up 34,500 tons), petroleum products fell by more than 320,000 tons for the year.

Overall, container, breakbulk and bulk tonnage moving via GPA facilities at Savannah during fiscal year 1995 increased 2.2% to 7,621,379 tons.

Berkshire to Operate Savannah Facility

Georgia Ports Authority Executive Director Doug J. Marchand and Berkshire Foods Inc. President Ted E. Grzywacz have jointly announced the culmination of successful negotiations to transfer operating authority for the port owned cold storage facility at the Port of Savannah to Berkshire. In making the announcement, both officials pledged cooperation to ensure a smooth and orderly transition of operations in recognition of the critical value placed on the facility and its users.

With more than 35 years of experience in providing cold storage and distribution services, Berkshire operates four warehouse facilities in the Chicagoland area. Those facilities include over four million cubic feet of freezer space at -5 to -30 degrees Fahrenheit, over two and one half million cubic feet of controlled temperature/humidity space and more than two million cubic feet of dry storage space. Berkshire facilities are USDA-MID approved and all operations are conducted in full accordance with strict sanitation standards. Full security, computerized inventory control and comprehensive communications systems are hallmarks of the Berkshire cold storage portfolio.

In making the announcement, GPA Executive Director Marchand cited Berkshire's experience, professional know-how and excellent reputation as key factors in pursuing the change in operations for the Savannah facility. "It's very important that our cold storage customers receive the very best service that can be provided in this particular specialty market area," said Marchand. "I am confident that Berkshire will provide top shelf professional service and that they will greatly enhance the capabilities of the Savannah facility to make it even more appealing to a larger number of users," Marchand concluded.

The Savannah cold storage facility includes 1,257,000 cubic feet of space with temperature control ranging from -15 degrees to +45 degrees Fahrenheit. The facility is conveniently located on dock at the Port of Savannah and it can accommodate 36 trailers simultaneously for on-floor or racked operations.

Long Beach to Build 227 Acres of Landfill

The Port of Long Beach has approved a memorandum of agreement with seven federal and state agencies that will allow the Port to build at least 227 acres of landfill within Long Beach harbor.

The agreement calls for the Port to fund a one-time \$31 million restoration of Bolsa Chica - a large coastal wetland located 15 miles south of Long Beach. In return, the Port will receive mitigation "credits" allowing the landfilling of at least 227 acres.

The Port of Los Angeles also approved a similar memorandum of agreement and will make an equal contribution to the Bolsa Chica restoration in return for a similar number of mitigation credits.

BondTech to Build Plant in Amsterdam

The port of Amsterdam will shortly welcome a new company resident. The Wisconsin-based BondTech International Corporation has signed a declaration of intent for the building of a briquette plant in the port. It will mean some forty new jobs for the area. In addition to the lease of a 5.3 hectare site, Bond-Tech's arrival will mean an increase in dry bulk goods transport through the port – mainly coal – of an average of a million tons a year.

The plant is to be built in the Westhaven, next to the Transshipment Company Amsterdam (OBA), which will act as handler for the new operation. The plant will manufacture briquettes and pellets at a minimum capacity of 500,000 tons annually.

The briquettes will be produced mainly as fuel for the private market in Northwest Europe. The pellets will be for industrial use, for example the extraction of metals and minerals from ores. A number of small tanks for the storage of thickener, necessary for manufacturing pellets, will be built next to the briquette plant.

According to Jan Koster, Vice Managing Director of the Port of Amsterdam, the choice for the Amsterdam was mainly the result of favourable geographical location and its excellent infrastructure with regard to markets that will be serviced by the new plant. A dry bulk goods stevedore (OBA) close-by was another deciding factor in negotiations.

This new plant once again confirms that Amsterdam is responding to needs of industrial processors, and the industrial port function is in continuous development; good for employment, and good for the economy. The new plant will involve investments of some NLG 15 million and production is expected to begin end 1996.

Le Havre: Consequence of Cut in Handling Costs

The reform of handling procedures finally completed in Le Havre in July 1994 after more than two years of simmering labour disputes had as its objective an improvement in the quality of service provided by the port to shipping and a reduction in the prices charged for cargo handling. And in fact, the prices paid by ship

owners for cargo handling had fallen sharply in Le Havre by early in 1995, making the port the cheapest in Europe for some fleet owners. We are now beginning a new stage in the process: the reduction in handling costs is being passed on by ship owners to shippers – who had in fact complained that they had not seen the benefits of price reform – by means of a reduction in THC.

In fact, the FEFC (Far Eastern Freight Conference), an umbrella group for shipping lines operating between Europe and the Far East, recently ratified a decision taken by its members to reduce the prices charged for containers going through Le Havre as from July 1, 1995. The Terminal Handling Charges applied by the FEFC, expenses which correspond to the component in port transit costs to be added to cargo costs by ship owners, are henceforth set at 809 francs per unit, which amounts to a cut of 7.5% compared with the previous level.

This decision is one of capital importance because it is a significant addition to the strength of Le Havre's position with respect to its competitors, the Northern ports, given that traffic between Europe and the Far East (2 million metric tonnes in 1994) accounts alone for almost one quarter of all container traffic in Le Havre.

That decision is a direct result of the approach made to the Conference by French loaders and the AUTF (the French Association of Freight Transport Users), who requested a review of THC in the light of the changed situation in Le Havre and cuts in handling charges. The FEFC can confirm that an examination of the reductions made in the costs borne by terminals is very real and reflects the improvement in the situation in the port of Le Havre.

General Cargo Up, Oil Slips at Göteborg

The Port of Göteborg, Sweden, had a good first six months of 1995 as far as general cargo is concerned – up nine per cent. During the same period, oil shipments via the port slipped by 17 per cent. Because of the sheer volume of the oil sector at the port, the total cargo turnover decreased by eight per cent. All comparisons are made with the January-June period of 1994.

General cargo shipments showed an increase in imports as well as exports. This may seem strange, since much of the increase in Swedish exports is attributed to the weak Swedish Krona. However, a large portion of the Swedish industrial



General cargo increased by 9 per cent during the first six months of 1995. Unitized cargo like semitrailers was especially successful. Here, the 'Stena Gothica' is seen switching Immingham trailers at Göteborg's Älvsborg harbour.

exports contains imported components, so there is a correlation.

The dip in oil shipments is entirely related to the price situation in the oil market. Refineries have been discouraged from high production by the level of crude oil prices on the world market.

The development in unit-load shipments follows that of the general cargo field, not astonishing since over 90 per cent of the port's general cargo shipments is unitized (containers, flats, semitrailers, etc.). As per June 30, the number of TEUs shipped was roughly the same as last year, while semitrailer shipments had increased considerably.

Göteborg Becoming More Customer-oriented

A radical re-organization of operations at Göteborg's Skandia Harbour will focus on customers' needs rather than the Port's own preferences. Graphically, the move will mean a 90° turn of organizational dividers in operations.

Until now, the Skandia Harour, which is a profit-centre within the Port of Göteborg AB, has been divided into departments for dockside operations, yard operations, and shed operations. In the organization now to be introduced, departments or business areas will be created in relation to the customer and his product. Thus, the new departments will be named Deep-sea, Feeder, Cars, and Terminal (the latter being a department for stuffing, stripping, break-bulk handling, equipment, etc.).

Each of these departments will be responsible for the entire process of receiving a certain cargo, moving it, storing it, and loading it onto the ship, v v. (The pattern now being abandoned has seen a container being the responsibility of three different departments in the Skandia organization on its way from gate to ship).

The present organization has become a heavy one that does not reflect our ambitions vis-à-vis the customer, says Werner Stoppembach, deputy vice president of the Port of Göteborg AB and responsible for operations in the Skandia Harbour.

We expect to boost quality and responsibility with the new organization, where the same department, from planners to crane drivers, will handle the cargo from gate to ship. The new system will also release the full potential of the production teams that we already have, giving them more responsibility and commitment.

Port of Felixstowe Ends August on a High Note

The Port of Felixstowe broke all-time records in August when it handled 623 ships, their gross tonnage totalling 9.34m. Its previous best month was May 1995 with 609 ship calls.

August ended on another high note – 29 ships calling on 31 August, the most ever in the Port on a single day. That was two ships more than the previous record.

The highest figure for ships' gross tonnage at Felixstowe in one 24-hour period was 448,570 last Saturday, August 26.

Peter Bennett, Deputy Managing Director, commented: "These achievements are especially remarkable because August is generally regarded by industry as one of the quietest months of the year. They show an encouraging trade flow and again emphasise Felixstowe's ability to respond to customer demand."

Felixstowe is by far the largest container port in the UK and also has substantial facilities for forest products, roll-on roll-off traffic, bulk cargoes and passengers.

ABP Holdings' 1995 Interim Reports

Associated British Ports Holdings' performance has seen further good progress in the first half of 1995 with pre-tax profits increasing by 14.3 per cent to £43.5m (1994: £38.0m).

Profits from ports and transport operations increased to £37.4m (1994: £35.7m).

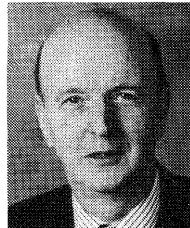
Income from port-related property increased to £13.4m (1994: £11.1m).

Income from investment property rose to £6.5m (1994: £5.8m).

Property development activities contributed £1.4m (1994: £0.6m).

Earnings per share were 8.6p (1994: 7.6p), an increase of 13.4 per cent, [after tax of £10.9m (1994: £9.5m) at the same rate of 25 per cent].

Dividend: For the year 1994 as a whole the Company paid a dividend of 5.5p per share, including an interim dividend of 2.0p per share. The directors expect (in the absence of unforeseen circumstances) that, for the year 1995 as a whole, the total



Sir Keith Stuart
Chairman
Associated British Ports

dividend will be 6.5p per share representing an increase of 18.2 per cent. In order to establish a better balance between the interim and final dividend payments, the directors have allocated the whole of the proposed increase in the 1995 dividend to the interim dividend, which is declared at 3.0p per share.

The dividend will be payable on Wednesday, 1 November 1995, to shareholders on the register at Tuesday, 3 October 1995.

Finance and capital investment: Net borrowings were reduced from £388m at 31 December 1994 to £330m at 30 June 1995 and the level of gearing reduced from 46 per cent to 43 per cent.

Capital expenditure during the six months totalled £36m, most of which was investment at the ports, including the completion of the Nordic Terminal at Immingham and the acquisition of new vessels for Red Funnel's Southampton-Isle of Wight services.

Ports and transport: Commenting on ABP's ports and transport business, Sir Keith said:

"The underlying strength of ABP's ports and transport business has again been demonstrated during 1995. The increasing emphasis on long-term agreements within our ports and transport business is reflected in the strong rise in port-related property income."

Total tonnage handled in the first half of the year was 57 million tonnes (1994: 55 million tonnes).

• The overall ports result benefited from additional activity at Immingham, including:

the new oil terminal jetty used by Conoco;
the new roll-on/roll-off Nordic Terminal, operational from April 1995, which has been purpose-built for the Danish shipping group, DFDS.

• Southampton has performed strongly in 1995. Expansion continued in the container business at Southampton Container Terminals (SCT), where throughput increased by 12 per cent to 300,000 container units. SCT and ABP are engaged in a substantial investment programme to increase capacity to match rising demand.

The South Wales group of ports experienced some weakness in trading during the first half of the year but business has improved in more recent months and there are good prospects for growth in steel industry business when the current investments by British Steel in South Wales

come on stream next year.

Property: A further important stage has been reached in the redevelopment of Cardiff Bay with the completion of the new office building for NCM Credit Insurance Limited.

The new retail and leisure complex operated by Freeport Leisure plc on the Harbour Village site at Fleetwood opened for business in July.

Prospects: Sir Keith, commenting on prospects, said:

"Our continued progress during the first half of 1995 augurs well for the future. The ports business should continue to benefit from growth in the UK and world economies, and our strong capital investment programme is designed to enable the ports to maximise their potential. The property side of our business is also set fair to make an increasing contribution particularly from our extensive landholdings at the ports."

Half-year Tonnage Unchanged in London

Tonnage figures released by the Port of London Authority (PLA) show that cargo passing through the Port of London in the first six months of 1995 remained virtually unchanged at 24.5 million tonnes compared to the same period last year.

A decrease of 38 percent in throughput of oil products and static tonnage for crude oil, as a result of the Europe-wide slump in the market, masks growth in line with forecast in all other commodity tonnages handled.

Commenting on the figure PLA Chief Executive David Jeffery said: "These figures underline the strength that comes from the diversity of the Port of London when a sector such as oil has such a severe setback".

Tonnage figures in some commodities such as cereals, which depend upon the quality of the UK harvest, saw a downturn of 44 percent, while aggregate handling rose by 38 percent. Coal to Tilbury Power Station increased by 50 percent following last year's decline as a result of the closure of West Thurrock Power Station and the transfer of its coal stockpile to Tilbury.

A two percent increase was achieved overall in unitised cargo due mainly to Ro-Ro traffic increasing at Purfleet Thames Terminal and the arrival of Sally Line at Thames Europort. The consistent growth in forest products trade continued with a modest increase of one percent, while the

throughput of general cargo (including vegetable oils, cement, metals and motor vehicles) was buoyant, increasing by 16 percent.

Asia/Oceania

Brisbane Terminal for More Container Traffic

Brisbane has further improved its ability to handle increased container traffic following the official opening of the port's latest container handling facility, the Brisbane Multimodal Terminal (BMT) by Queensland Premier Wayne Goss on 7 June.

The BMT provides a vital road/rail/sea interface at the Fisherman Islands port through the handling of containers on rail wagons and their movement into the adjacent marine terminals and container parks being established nearby. Queensland Rail operates the facility under a management agreement with the Port of Brisbane Corporation.

Mr Goss said the new \$17 million terminal had made the Port of Brisbane more efficient and competitive, attracting more trade and encouraging greater competition with southern states.

"This development has strengthened the port's position as one of Australia's leading ports, and on track to become the nation's trading gateway to South-East Asia," said Mr Goss.

"In addition to making the port more efficient, a significant spin-off effect of this multimodal project is that it will reduce the number of trucks carrying containers through the suburbs and the city. The containers will be based at the port instead of in industrial estates on the other side of town."

From the BMT, trucks carry containers between rail wagons and vessels berthed at the adjacent marine terminals of Conaust and Patrick, and to and from the container parks of Fisherman Islands Container Park Pty Ltd, and soon to be opened Smith Brothers and Moreton Bay Container Park.

By linking road/rail/sea transport at Fisherman Islands, the BMT eliminates costly shunting and reduces turnaround time to between four and six hours, compared to three to four days previously. The terminal operates two rail sidings 900 metres long in a four hectare area, only 100 metres from the marine terminals and

within a kilometre of the three container parks.

Port of Brisbane container trade has increased 60% in the last five years, and to the end of May this financial year had reached 206,228 containers.

This figure is up 3% on last year's total, despite the drought adversely affecting the meat and cotton containerised trades.

Mr Goss said the growth pattern established in recent years is set to continue, and the commissioning of the BMT and the soon-to-be-completed standard gauge rail link to Fisherman Islands will further lift the port's profile.

"What we are witnessing at the Port of Brisbane is an excellent example of how Queensland is growing from strength to strength," said Mr Goss.

(Brisbane Portrait)

New Brisbane Drydock Will Boost Economy

By Justine Day

Queensland State Premier, Wayne Goss, was joined by top-level dignitaries from Singapore for the inauguration of the largest commercial drydock in the Southern Hemisphere at Keppel Cairncross Shipyard Ltd on 3rd August.

Located on the Hamilton Reach of the Brisbane River, the drydock is a joint venture of the Maritime Engineering Group of Australia and the Keppel Group of Singapore. Together, they have invested some A\$15 million in developing the site since signing a twenty year lease with the Port of Brisbane Corporation in March 1994.

Addressing a crowd of some 250 industry guests and media, Mr Goss hailed the project as one of the most significant for Australia's shipbuilding industry for many years. "The shipyard will provide a major economic boost to Queensland, as the new facility attracts both international and domestic contracts and generates jobs," he said. "There are now 400 jobs on site with the potential of up to 1,000 - eighteen apprentices were taken on at the start of the year."

Acknowledging the foresight of the Port of Brisbane Corporation in supporting the project, Mr Goss said, "The new facility enhances the Port of Brisbane's position as Australia's key port for Asia Pacific trade, offering an additional incentive to ship-owners to make Brisbane a port of call. With an increasing number of ships in the South Pacific and limited ship repair facili-

ties, Cairncross is well placed to capitalise on this growing market."

(Brisbane Portrait)

Cost Reductions for Fremantle Port Users

The Fremantle Port Authority has announced substantial reductions in its price structure from July 1.

The new simplified structure will see some charges cut by 50 per cent, with others abolished all together.

Port Authority charges will reduce by an average of 9.5 per cent in the 1995/96 financial year.

Taking into account inflation and the fact that the FPA froze charges for 1994/95, port users will effectively be paying up to 14.7 per cent less than they were a year ago, with direct savings of around \$3.5 million next year.

A significant move is the change from a tonnage charge, based on gross registered tonnage and time-in-port, to an "access fee" based on the gross tonnage, with different Inner and Outer Harbour rates. FPA mooring charges are also set to drop, as will pilotage fees.

FPA General Manager Kerry Sanderson said that efficiency gains through downsizing and continued trade growth had provided the price reduction opportunity.

The new pricing structure follows a review of port pricing, which began in September 1994.

Facilitated by Meyrick & Associates, an independent firm of economic and financial consultants, and with the support and assistance of port users, the review included a total analysis of port costs and financial impacts. *(Port of Fremantle News)*

60 Million Tonnes in 1995/96 Foreshadowed

The Port of Newcastle has set yet another record!

Trade in 1994/95 reached 57,299,505 tonnes, eclipsing last year's total throughput by more than 3.8 million tonnes.

The 7.1% increase foreshadows a 60 million tonne year ahead. Imports for the period were 7,472,013 tonnes, an increase of 12% and included 2,470,000 tonnes of iron ore, 976,000 tonnes of alumina and 481,000 tonnes of limestone.

Exports for the period were 49,827,492 tonnes, an increase of 6%, and included

47,761,000 tonnes of coal, 469,000 tonnes of iron & steel, 343,000 tonnes of wood-chips and 200,000 tonnes of aluminium.

The new record, coming only days after the commencement of operations of the Newcastle Port Corporation, reflects the continued strong growth of trade through the port. Acting Chief Executive of the Newcastle Port Corporation, Neil Morrison said that the record was major achievement and he congratulated all those in the Port who made it possible.

"Plans underway for trade and infrastructure development hold much promise for the new year in the Newcastle Port Corporation's first full year of operation," he said. "The Newcastle Port Corporation aims to improve on the new record in the coming financial year, with trade development activity and port capital works underway to cater for increased demands on the Port of Newcastle." *(SCUTTLEbutt)*

Qingdao and Seattle Become Sister Ports

The Port of Qingdao and the Port of Seattle have officially established a sister-ports relationship. Mr. Chang Dechuan and Mr. Mic Dinsmore, representing the Port of Qingdao and the Port of Seattle respectively, signed the agreement on Establishing a Friendly-Port Relationship on 12th May 1995 in Qingdao. Mr. Wang Zengrong, vice-mayor of the City, Mr. Street, Chairman of the Congress of Seattle, Mr. Locke, King County Executive, Mrs. Paige Miller, Commissioner of Seattle Port Commission, and friends from the two sides attended the signing ceremony.

The Port of Qingdao is one of the five major foreign trade ports in China and the largest one in Shandong Province. With its great achievement, it has become an important environment for foreign investment. In 1994, the volume handled by the Port exceeded 42 million metric tons. With the container throughput volume reaching 430,000 TEUs, the Port has ranked third among the coastal ports in the nation for five continuous years. The growth rate for container transportation in 1994 was about 41.9%. The Port of Seattle is one of the major ports on the North West Coast of the U.S., and an important international gateway to the continental U.S.A. Its container throughput volume has exceeded 1.45 million TEUs.

Qingdao and Seattle are both port-trade cities. As the two ports have many points

in common, the friendly-port relationship between them will be of great help in promoting economic development and strengthening friendship between the two ports themselves, the two cities and the two regions.

Development of Ishikari Bay New Port

By Kaoru Seino
Engineer, Port Facility Planning Section
Ishikari Bay New Port Authority

Background

Hokkaido, the northernmost island of the four major islands of Japan, had never been accessible other than by ship from other parts of Japan until the Tsugaru Strait Railway Tunnel, the longest tunnel in the world, was completed in 1988. The ship is still the main mode of transportation though rail and air services are now available. (Fig)

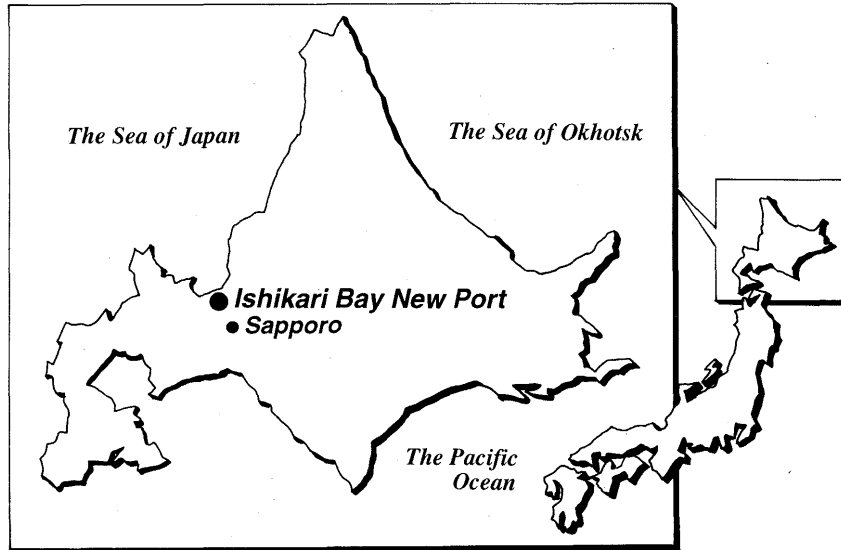
The major route between Hokkaido and Honshu used to be via the Sea of Japan in the era of sailing ships because it is much calmer in spring and summer than the Pacific Ocean, where the waves are always higher.

Several engineers had proposed plans for an artificial port closer to the mouth of the Ishikari River, which runs through the plain. However, because of engineering difficulties coupled with a shortage of funds for civil works due to increasing military expenditure from the 1930s, these plans were not realized.

After World War II ended in 1945, the ports on the Pacific coast of Hokkaido, such as Muroran and Kushiro, prospered from the rapid increase in coal shipments from the mines in Hokkaido to the ports in the industrial zone of the Pacific belt such as Tokyo, Yokohama and Nagoya. The need for such shipments was one of the reasons why a plan was considered for a fully artificial port on sandy shoreline on the Pacific coast – the opposite side of Hokkaido from Ishikari Bay New Port ("IBNP" for short) in the central part of the island. This was the Port of Tomakomai.

Remarkable progress in coastal engineering technology by an extensive series of laboratory and field experiments had convinced engineers to construct the outer facilities for the first excavated port on open and sandy coastline. It was opened for practical purposes in 1963. The port has since become the major sea gateway to

Fig. Ishikari Bay New Port in Hokkaido



Hokkaido and has handled the largest cargo volume every year since 1980.

Planning of the Port

It was envisaged that IBNP, as its major function, would serve as the core distribution base for shipped goods and materials for the Greater Sapporo Area.

An extensive field investigation was performed in order to provide data on the

characteristics of the littoral drift along the Ishikari coast during the period 1965-72.

The investigation revealed that the site of the port should be located more than 10km west of the mouth of the Ishikari River, to ensure a negligible effect from the suspended sediment from the river and the net longshore transport by prevailing waves. The IBNP Development Plan was finalized in 1972 and construction work

commenced in 1973. The target cargo volume, which was revised in 1988, is 6.1 million tons for 1995.

The area extends 10km in the direction parallel to the shoreline, from east to west, and 3km from north to south. The total area covers 2,952 ha. Reclamation of the wide forest area along the shore, which protects the land from the seasonal effects of winds and snow from sea, was kept to a minimum so that the biological environment could be restored. In line with this concept, a third of the port area is kept as forest and park areas, which creates harmony between the artificial complex and nature.

Administration Management

The area covered by IBNP has been developed jointly by the National Government, the Hokkaido Government, the municipalities adjacent to the port (Sapporo and Otaru Cities, and Ishikari Town) and Ishikari Development Co., Ltd. in accordance with The Development Plan of IBNP.

The management work is performed by the Ishikari Bay New Port Authority, which was founded in 1978 by the Hokkaido Government, Otaru City and Ishikari Town. The Port Council of IBNP was set up to discuss the planning of the port in response to the request of the



Authority. The liaison Association was established in order to act as a mediator among the organizations cited above.

Present and Future of IBNP

The volume of cargo handled at IBNP has steadily grown since initial operations in 1982 and was 1.5 million tons in 1991, an increase of some 30% compared with that for 1990. Since relations between Japan and the surrounding countries facing the Japan Sea and the Sea of Okhotsk, comprising Russia, China and North and South Korea, have improved very much recently, leading to prospects of a remarkable increase in foreign trade through IBNP in the near future.

Problems in developing the IBNP area, however, still remain. They are:

- (1) Strengthening transportation systems between IBNP and Sapporo and the rest of Hokkaido.
- (2) Inviting new industries to the port district and supporting them, as they will play a leading role in the development of Hokkaido.

Company Operating Penang Port, Ferries

Penang Port Commission (PPC) which previously undertook the operation of the port and ferry services by itself, has from 1 January 1994 licensed an operating company namely Penang Port Sdn. Bhd. to operate the port and ferry services. Licence was issued under the provision of Section 4 of the Ports Privatisation Act, 1990.

Penang Port Commission continues to exist as a Port Authority under the Penang Port Commission Act, 1955 and since 1 January 1994 has been given additional powers, duties and responsibilities under Section 8 of the Port Privatisation Act, 1990 as a Regulatory Authority over port activities and ferry services in Penang Port.

Penang Port Commission not only operates as a Port Authority and Regulatory Authority under both the stated Acts, but also plays the role of a resource centre of port activities in the Northern Region of Peninsular Malaysia.

As a matter of policy, officers and staff on the payroll of PPC on 31 December 1993 were given a choice to join the operating company. However, on national interest some officers and staff were asked to stay put in PPC to manage PPC which is both the Port Authority and the Regulatory Authority as required by both the Acts. To complement the need of expertise, experienced staff from other Government and

private sectors were also absorbed in the PPC service since 1 January 1994.

The Management of PPC which is headed by the General Manager/Chief Executive is supported by Division Managers and officers having the experience and expertise which is required to steer PPC in its new role created as a Port Authority, Regulatory Authority and resource centre for port activities in the region.

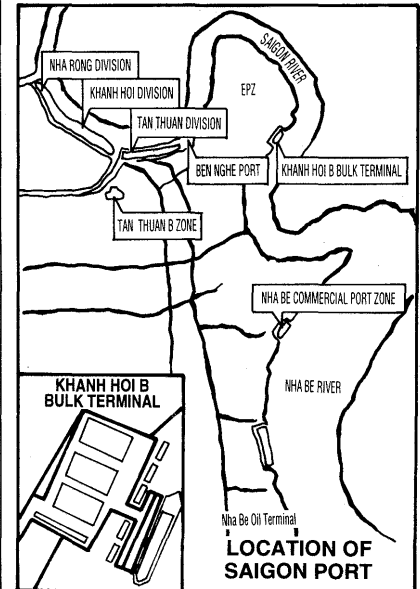
South Port Cold Stores Win Certification

After 12 months putting quality management systems into place, South Port was recently audited and certified by Telarc and obtained registered supplier status for the cold storage facilities and meat and fish handling services.

Compliance with the standard, which is now recognised in over 50 countries, is considered to be solid endorsement of the company's quality improvement process and a major plus in continued storage of meat and fish at South Port's cold stores and further penetration into export markets through the Port. *(The Bluff Portsider)*

facilities and increase the service quality to its customers, responding timely to the economic development of Ho Chi Minh City and the whole area.

Saigon Port has established sister port affiliation with Osaka Port/Japan, Zhanjiang Port/China and is promoting links with other ports in the Asian countries and the world in order to gradually contribute more actively in the foreign relations and economic development plans of the sector and the State.



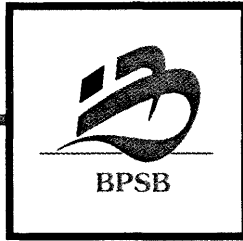
Saigon Port in profile

Saigon Port is one of the main trading gates of Vietnam with the region and other parts of the world and striving to develop

1,000 TEUs				
Container	1991	1992	1993	1994
Import	19	39	69	80
Export	17	34	69	78

Cargo Throughput

Major Commodities	1991	1992	1993	1994	6/1995
Import	1,833	1,912	2,728	3,468	1,821
Fertilizer	1,081	758	461	643	309
Clinker	125	203	267	439	185
Steel & Iron	165	154	500	360	262
Cement	89	111	142	328	162
Wheat	186	235	176	223	148
Machinery & Equipment	75	17	94	107	30
Chemicals	48	46	77	127	85
Export	1,626	2,496	2,360	2,552	1,371
Rice	964	1,674	1,515	1,680	934
Other Agri Products	103	163	88	78	61
Domestic	651	596	421	419	486
Rice	322	171	86	158	338
Cement	65	203	126	19	6
Total	4,160	5,004	5,508	6,439	3,679



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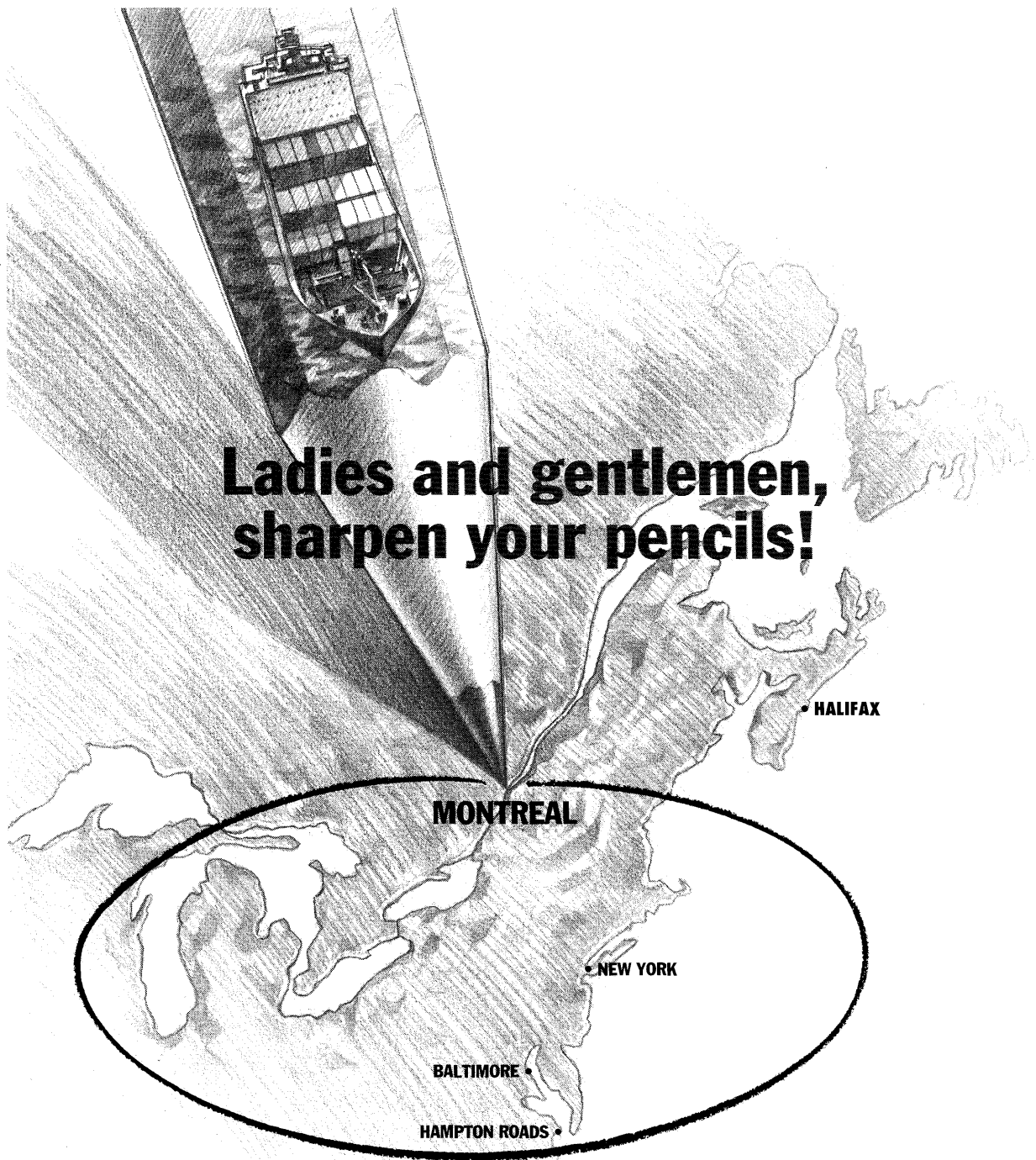
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*Bintulu Port Sdn Bhd
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