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Marseilles - General View



Port of
Marseilles/Fos

Fos - Oil Terminal

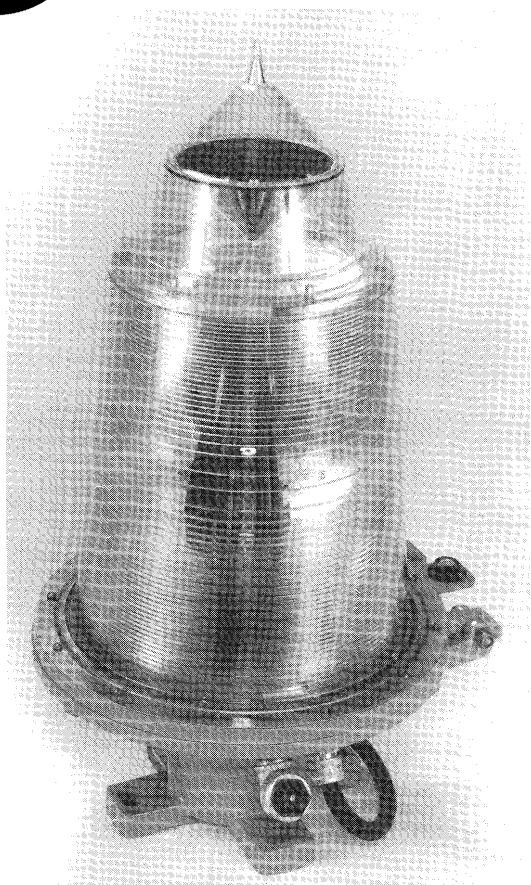
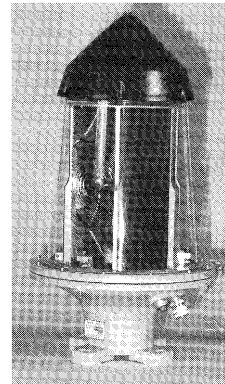
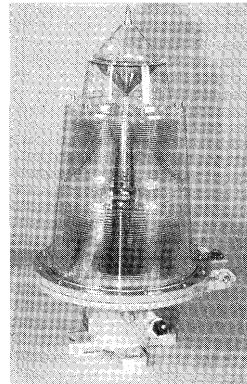
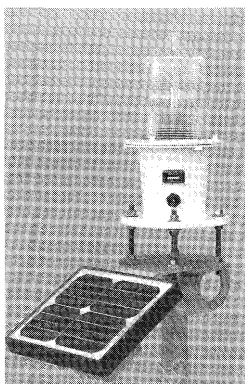
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The main passenger terminal in Lisbon (Rocha do Conde de Óbidos)

IMPROVEMENT IN THE COMPETITIVITY AND EFFICIENCY OF THE PORT OF LISBON



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

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

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

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

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

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



AUTHORITY OF THE PORT OF LISBON

Rua da Junqueira, 94 - 1349 Lisboa Codex
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IAPH ANNOUNCEMENTS AND NEWS

DTF Chair Reports on 18th Meeting of LC 1972

Mr. Anthony MacDonald, chairman of the IAPH Dredging Task Force (DTF), has recently sent Secretary General Kusaka a report on his attendance at the 18th meeting of the London Convention 1972, which was held at the IMO Headquarters in London from 4 to 8 December 1995.

Prior to the meeting in December, Mr. MacDonald had issued an Alert drawing IAPH members' special attention to this particular meeting, in view of the fact that it was making final decisions on amendments to the Convention which were likely to have a major impact on port operations as a result. Mr. MacDonald, through this journal and his Alert separately circulated to IAPH members, urged all ports to explain the importance of these issues to their national representatives attending the 18th meeting and to ask for their support of the position of IAPH, which has made positive efforts over the last 15 years to secure fair treatment of port interests.

In his report, Mr. MacDonald highlights the scene of the session where the "roll call" of delegates took place concerning the issue of "the Precautionary Approach". "The stalemate was broken when a number of the countries favoring Option 1 (Shall apply/may) expressed a willingness to compromise on Option 2 (Shall apply/likely to), the position which is acceptable to IAPH, although IAPH would prefer Option 4 (Shall be guided by/likely to occur)..." For the benefit of all members of IAPH, we introduce Mr. MacDonald's full report later in this issue.

Alex Smith Reports On 2 IMO Meetings

For Mr. Alex Smith, our European Representative in London, December and January have been particularly busy months, spent in covering the various meetings held in different cities. For instance, he was in Durban, South Africa, where the two IAPH technical committees – Port Safety & Environment and Marine Operations – jointly met early in December, and in New York, where a meeting of the IAPH/IMO Interface Group was scheduled for 25 and 26 January.

He also covered the two meetings of IMO, the 24th session of the Facilitation Committee (FAL 24) and the 4th session of the Working Group on Ship/Port Interface (SPIWG) which were jointly held at the IMO Headquarters in early January.

It is with profound appreciation that we feature Mr. Smith's reports on his participation in the IMO meetings later in this issue.

Portnet Hosts IAPH Meetings in Durban

The IAPH Head Office has received the minutes of the meeting of the Committees on Port Safety & Environment and Marine Operations, which jointly met in Durban, hosted by the Portnet, on 1 and 2 December 1995.

Mr. van der Kluit of Rotterdam, who chairs the Committee on

PSE, in supplying the minutes to Tokyo, comments "Our meetings in Durban were successful, thanks to the excellent preparation by the Portnet people who had gone out of their way to make us feel comfortable. The Port Secretary of Durban was kind enough to take the minutes of the meetings."

We have pleasure in introducing part of the minutes later in this issue.

Port Planning & Construction Committee Membership List Updated

The IAPH Head Office and the office of Mr. Philip Ng of the Port of Singapore Authority have recently exchanged fax communications concerning the membership list of the Port Planning & Construction Committee which appeared in the 1996 edition of the IAPH Membership Directory.

Chairman Ng confirms that the following members have additionally been appointed by President Cooper and thus requests all members to update the list (appearing on page 29 of the Directory 1996) to include the entries below.

Mr. Robert Buchanan
Advisory Services on Ports and Marine Transport
46 Martin Court, West Lakes SA 5021 Australia
Fax: 61-8-49-9813

Mr. Jin Miu, Representative of China Ports and Harbors Association, Vice Port Director, Port of Lianyungang and Guest Professor Senior Engineer
c/o China Ports & Harbors Association
12 Zhong Shan Rd. (E.2), Shanghai 200002, China
Fax: 001-86-21-329-0202

Ms. Jiang Qian, Representative of China Ports and Harbors Association, Deputy Chief of the Comprehensive Planning Division
The Waterway Transportation Planning and Design Institute
c/o China Ports & Harbors Association
12 Zhong Shan Rd. (E.2), Shanghai 200002, China
Fax: 001-86-21-329-0202

Mr. Payoongkich Chivamit
Port Authority of Thailand
444 Tarua Road, Klongtoey, Bangkok 10110 Thailand
Fax: 001-66-2-249-0885

Dr. Aryeh Sachish
Ports & Railways Authority
P.O. Box 20121, Tel-Aviv 61201, Israel
Fax: 972-3-562-2281

Mr. Peter M. Fraenkel, Special Adviser to Chairman of the IAPH Committee on Port Planning and Construction
Tuition House, 27-37 St. George's Wimbledon, London SW19 3EU, U.K.
Fax: 44-181-944-1498

Mr. Wiel Tilmans
(in replacement for Mr. Leo Visser)
DHV Environment and Infrastructure, P.O. Box 1076, 3800 BB Amersfoort The Netherlands
Fax: 33-682801

Mid-term Exco in Indonesia Members Urged to Expedite Registration

Following their welcoming messages appearing in the previous issue of this journal, our host in Indonesia, Mr. Soentro, Director General of Sea Communication, Indonesia's Ministry of Communications, jointly with the Managing Directors of the four Public Port Corporations, look forward to welcoming IAPH delegates to the mid-term Exco meeting in Bali in April. As reported in the previous issue, this year's gathering is to take place at the Grand Bali Beach Hotel in Bali from Sunday, 21 April to Wednesday, 24 April, and the delegates are to move on to Jakarta by a morning flight on Thursday, 25 April to join the technical visit to the Port of Tanjung Priok, ending up with the official closing ceremony which will be held from 1630 in the Port Corporation II Building. The reservations are to be made through our host at the Hotel Horizon Jakarta.

According to Mr. Sudjanadi, Special Assistant Director General

of Sea Communication, who acts as co-ordinator for the IAPH gathering, as few as ten people had confirmed their participation in the Bali meeting by the end of January. In this connection, Mr. Sudjanadi once again urges the members concerned to expedite their registration by contacting the host via the agency at the following address:

Rudy Marinka, Convention Manager
NUSTRA Convention in Jakarta
Fax: 62-21-315-4011

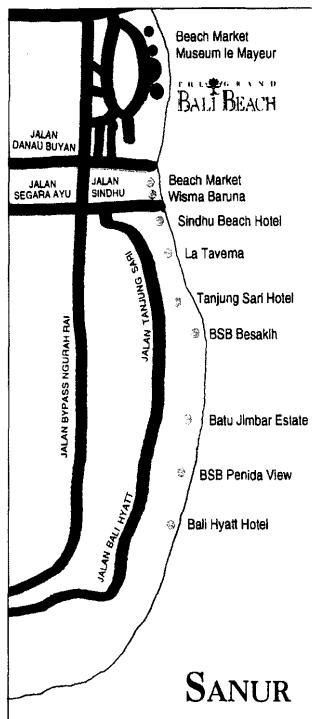
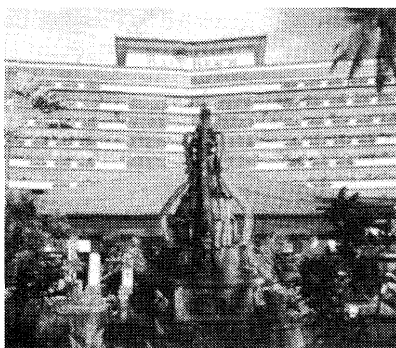
and copy to:

The IAPH Head Office in Tokyo
Fax: +81-3-3580-0364

Bali – the jewel in the Indonesian archipelago. Often referred to as "The Island of the Gods", this island has attracted travellers for many years.

Bali's natural beauty and deeply rooted Hindu-culture touches every visitor.

The landscape contains lush rice terraces, swaying palm trees, majestic volcanic mountain peaks, to patches of tropical rainforest and white sandy



beaches.

Despite its modernisation, past traditions are still preserved and the people live in harmony with their land. Travellers may still witness ancient, exotic rituals and colourful ceremonies at the many village temples around the island.

Bali - the ultimate destination.

SANUR

Ideally located on the white sandy beach of the Sanur Lagoon, only 20 minutes from the airport, 10 minutes from Bali's business district and with all in-house facilities and conveniences.

This is The GRAND BALI BEACH.

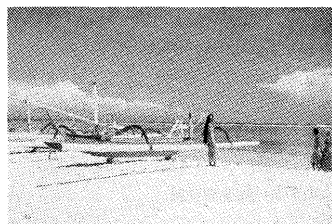
The Grand Bali Beach Hotel

P.O. Box 3275 Denpasar
80032 Indonesia
Tel. 62-361-288-917
Fax. 62-361-287-917



SANUR BEACH

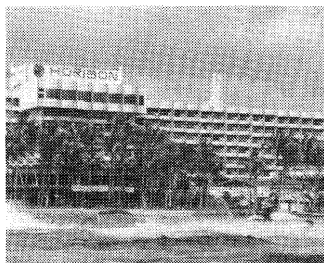
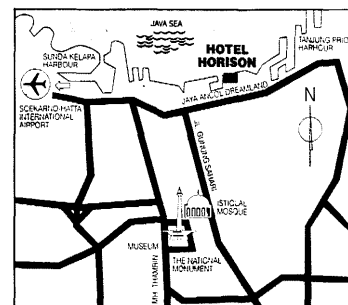
– with its beautiful lagoon and sweeping views over Mount Agung, is one of Bali's most idyllic locations.



Jakarta

Hotel Horizon, Jakarta's only international resort hotel, is located on the beach on Java Bay. Surrounding the hotel is "Ancol Dreamland," with its unique recreational facilities for individuals and families.

Swaying coconut trees and landscaped gardens offer guests opportunities for relaxation and recreation at the hotel; the Ancol's golf course, marine world, fantasy theme park and artists' workplace and market surround the hotel to the south.



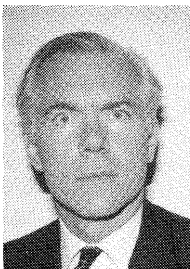
Hotel Horizon Jakarta

Jl. Pantai Indah. Taman Impian Jaya Ancol
P.O. Box 3340, Jakarta
10002, Indonesia
Tel: 62-21-640-6000 (100 lines), Fax: 62-21-640-5000 (Reservation)

LC 1972 London Convention – 18th Meeting IMO Headquarters – London 4-8 December 1995

Report of Anthony B. MacDonald, IAPH Observer

The 18th Meeting of the London Convention 1972 was held at the headquarters of the International Maritime Organization, 4 Albert Embankment, London SE1, U.K., from 4 to 8 December 1995. IAPH attended the Meeting as an observer and was represented by Anthony MacDonald, Chairman, IAPH Dredging Task Force, as Head of the IAPH Delegation, and Joseph E. LeBlanc, Jr., as the IAPH Legal Advisor. The Meeting was attended by 39 countries, 7 observer countries, 3 inter-governmental organizations, and 8 non-governmental organizations. The Meeting was of major importance to the amendment process that has been under way for the last three years. Decisions were reached or options narrowed on a number of amendment issues. The outcome of LC 18 included favorable action on many agenda items of concern to IAPH, with a decision still to be taken on a major amendment issue: the "polluter-pays" principle. This report will summarize the deliberations at the Meeting.



1. The Dredged Material Assessment Framework

The Dredged Material Assessment Framework (DMAF) – which was developed at the dredging workshop hosted by IAPH in Los Angeles, California, USA, in January 1995 – was approved with minor clarifications in the Spanish text. The resolution adopting the DMAF appropriately recognized that (i) most marine sediments are "clean" and can be dumped at sea with no threat to the marine environment, (ii) the problem of contaminated sediments should be handled through the evaluation procedure provided in the DMAF, (iii) and Contracting Parties are responsible for dealing with upstream sources of pollution. The resolution provides for a review of the DMAF in five years in light of the experience gained with its use. IAPH must closely follow the application of the DMAF during this period to be able to report upon the effectiveness of its use.

2. The Waste Assessment Framework Annex

At the 18th Meeting of the Scientific Group in July 1995, IAPH was actively involved in the Work Group which led to the development of the Waste Assessment Framework Annex (WAF Annex) and the recommendation for its adoption by Contracting Parties. The Scientific Group recognized that some editing of the WAF Annex was required to place it in a form for adoption at the consultative meeting. It was anticipated this would involve primarily the placement of headings and titles, the addition of certain introductory language, and similar minor changes. The Secretariat was asked to handle this task.

To the surprise and dismay of IAPH and many Contracting Parties, the "edited" version of the WAF Annex prepared by the Secretariat made substantive changes that were wholly unacceptable, including the deletion of key language and the addition of consultative and approval obligations never discussed at the Scientific Group. These objections were raised at the outset of this agenda item at LC 18. The matter was referred to a Working Group under the chairmanship of John Campbell (U.K.), the Chairman of the Scientific Group. Mr. Campbell prepared a

"merged" version of the WAF Annex which used the Scientific Group document as a starting point and incorporated some of the changes made by the Secretariat. This was used as the "working draft" for the Work Group discussions.

IAPH participated actively in the Work Group to preserve the language in the WAF Annex that addressed port concerns. IAPH was successful in preventing the deletion of a key provision approving the use of management techniques for contaminated dredged material and was able to include a provision that the requirement to minimize detriments and maximize benefits from sea disposal should be in terms of "practicable" measures. A final version of the WAF Annex was adopted that retains the language supported by IAPH. At the insistence of a number of delegations, the WAF Annex also now lists all of the substances contained in existing Annexes 1 (the black list) and 2 (the grey list) as priority substances for the establishment of "action levels." This was done to satisfy the concerns of these delegations that the new Convention be at least as stringent as the existing black list-grey list approach.

3. The Precautionary Approach

The Meeting once again considered the issue of whether Contracting Parties "shall apply" or "shall be guided by" the precautionary approach and whether preventive measures should be required when there is reason to believe that harm or damage to the marine environment "is likely to" or "may" occur. During the initial "roll call" in the plenary session, most delegations held to their well-known positions with the following results:

- (1) Shall apply/may – 11 countries.
- (2) Shall apply/likely to – 9 countries (including some countries in category "(1)" which indicated a willingness to compromise on this option).
- (3) Shall be guided by/may – 3 countries.
- (4) Shall be guided by/likely to occur – 11 countries.

The stalemate was broken when a number of the countries favoring Option (1) expressed a willingness to compromise on Option (2). This was a major breakthrough. Although a number of countries favoring Option (4) indicated a similar willingness to accept Option (2), Russia and China insisted on retaining Option (4) for consideration at the Diplomatic Conference. The result was that the options have been narrowed to Option (2) (shall apply/likely to) and Option (4) (shall be guided by/likely to). IAPH would prefer Option (4), but Option (2) would be acceptable since it preserves the "likely to" standard.

4. The Polluter Pays Principle

IAPH participated in the small Working Group chaired by Sweden to discuss this issue. A compromise approach was developed which represented a combination of Option (1) (a straightforward statement of the principle put forth by Sweden), Option (2) (a statement of the principle in terms of permit costs to be borne for dumping activities put forward by the United States), and Option (3) (a compromise approach by the United Kingdom which used language from Principle 16 of the Rio Declaration). A compromise was developed which embodied elements of all three options as follows:

Each Contracting Party shall endeavor to promote practices, in accordance with the "polluter-pays" principle, whereby those it has authorized to engage in dumping or incineration at sea and must bear the cost of meeting the pollution prevention and control requirements for the authorized activities, having due regard to the public interest.

This formulation was designed to avoid any implication that the principle would require ports to bear the cost of preventing upstream pollution. The pollution prevention and control "costs" referred to are only those associated with "the authorized activities", i.e., the disposal operation covered by the permit. This would not extend to remediation or other control of upstream sources of pollution. In addition, the statement retains the language relating to the "public interest" from the Rio Declaration. This would provide a basis to avoid the imposition of unreasonable costs upon ports which would not be in the public interest because of the impact upon port operations and national economies.

Despite these limitations, two delegations – Poland and the Solomon Islands – reserved their position because they felt the polluter pays concept was a principle of liability. These delegations want the issue reviewed by their national legal authorities. The Working Group was clear that this statement was not intended to establish liability. Nevertheless, this remains an open issue to be decided at the Diplomatic Conference and is a major issue of concern to IAPH.

5. The IAEA De Minimis Definition

At the request of the Contracting Parties, the International Atomic Energy Agency (IAEA) developed a definition of de minimis levels of radioactivity not of regulatory concern for consideration by the consultative meeting. The IAEA recommendations are favorable to port interests in that they would allow case-by-case determinations of the acceptability of minor levels of radioactivity from anthropogenic sources, and they recognize IAEA's long-standing advice that materials containing naturally occurring radioactive isotopes should not be considered "radioactive" for regulatory purposes. Nevertheless, the IAEA recommendations were the subject of great controversy because of the insistence by a number of delegations that fixed numerical standards be adopted. The Meeting was unable to reach a consensus on any of the options put forward by IAEA and requested the agency to continue work in an effort to narrow the differences. The IAEA representative expressed disappointment that no decision could be reached and advised the meeting that he would have to consult with his superiors to determine whether IAEA was willing to continue with any further work in this area.

6. The Completion Of The Amendment Process

The amendment process will go forward according to the following schedule:

- (a) A meeting of linguists/jurists will be held on 12-16 February 1996 to place the agreed text of an amended Convention, and remaining bracketed language, into appropriate form for adoption in the various official languages. At this meeting, no substantive changes are to be made. The work should be purely of a drafting nature. Nevertheless, IAPH must necessarily be concerned with the possible outcome of the meeting in light of the substantive revisions made by the Secretariat in the WAF Annex when asked by the Scientific Group to place the WAF Annex in a more appropriate form for adoption by the consultative meeting. IAPH will not be able to assert its position at the linguists/jurists meeting, which has

been limited to Contracting Parties. Non-governmental organizations will not be allowed to attend as observers. In order to protect the achievements that have been made during the amendment process, IAPH should prepare a "position paper" on the major issues of concern with a view to furnishing it to key delegations with a request to prevent substantive changes in agreed language or remaining options that could prejudice port positions.

- (b) The 19th Meeting of the Scientific Group will be held on 13-17 May 1996 for discussion of the following agenda items:

1. Waste assessment framework
 - Development of the Action List and Assessment Levels
 - Update of the WAF Guidelines to align with the Reverse Listing
 - Testing of Impact Hypotheses
 - Overall assessment for permitting, including criteria for issuing permits for disposal at sea;
 - Review of Technical Guidance Packages
2. Disposal of platforms
3. Guidance on sewage sludge disposal at sea within the context of the UNEP/WHO/FAO review of sewage treatment and disposal
4. Technical co-operation and assistance
5. Monitoring the marine environment
 - Evaluation of Monitoring Reports
 - Review of National and Regional Strategies

At this time, the SG 19 Meeting has not been asked to address amendment issues. It will focus upon the listed issues in contemplation of adoption of an amended Convention.

- (c) A Diplomatic Conference to resolve remaining amendment issues and to adopt an amended Convention will be held in London, England on 28 October-6 November 1996. This will be the culmination of the amendment process and will result in the text of an amended Convention to govern dumping at sea in the coming decades. IAPH must continue to work for final adoption of the agreements reached on the WAF Annex and the precautionary approach and for acceptance of polluter pays language that adequately protects port interests. This will require careful review of the text that emerges from the linguists/jurists meeting. Until final adoption of the amendment package, no "agreement" on amendment language is "final." IAPH must be alert to any renewed attempts to revisit issue or to make changes in agreements already reached. This remains a concern since a number of delegations have stressed the "linkage" between decisions tentatively agreed at this point and the resolution of remaining issues (e.g., a final decision on reverse listing and the content of the reverse list). Another concern is that the Diplomatic Conference will be open to non-Contracting Parties who will be allowed limited voting rights. This could result in unforeseen efforts to change agreed language or new proposals that could affect port operations.

7. Conclusion

The Diplomatic Conference next year will be the culmination of a three year amendment process and 16 years of work by IAPH to achieve fair and reasonable treatment of dredged material under the Convention. IAPH will continue its efforts to ensure that the final amendment decisions adequately protect port interests.

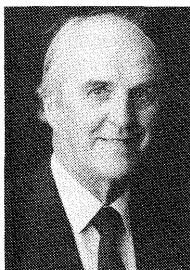
Anthony B. MacDonald
Chairman
IAPH Dredging Task Force
Date: December 1995

IMO MEETINGS

Report on the Meetings of the 24th session of the Facilitation Committee (FAL24) and the 4th session of the Working Group on Ship/Port Interface (SPIWG)

By Alex J. Smith

The meetings under reference were held jointly during the period 8 to 12 January 1996 to initiate the substance of Assembly Resolution A786(19). That Resolution, entitled Strategy for Ship/Port Interface should not be construed as a routine development. On the contrary it underlines the importance which IMO attaches to the contribution which ports can make to the promotion of maritime safety, the protection of the marine environment and the facilitation of maritime traffic.



In so far as the newly approved Resolution also invites Member Governments to become actively involved in the realisation of the ship/port interface strategy it was all the more disturbing to detect an undercurrent of antagonism to SPIWG activities within the related deliberations of FAL24. That assumes importance in so far as, for organisational purposes, FAL has been named as SPIWG's parent body within the IMO structure with the caveat that matters relating to maritime safety should be referred to the Maritime Safety Committee (MSC) and those relating to marine environment protection to the Marine Environment Protection Committee (MEPC).

Reporting firstly on SPIWG, delegates from 23 Member States and 12 inter-government and non-governmental organisations including IAPH, participated under the chairmanship of Captain H-J Roos (Germany).

1. The meeting had a strong agenda to which IAPH had made a significant contribution with six discussion documents. SPIWG noted that matters dealt with in the previous session had been progressed by various IMO bodies. MSC had issued circulars dealing with the Dangerous Goods Inspection Programme and Corrugated Bulkheads in General Cargo Ships and had shared SPIWG's concern regarding Securing Containers on Container Ships. The Legal Committee was looking into the issue of Compulsory Insurance of Ships in Port Areas as well as Compensation for Pollution from Ships' Bunkers. As regards the questions of fuel oil quality and the bunker delivery note in the context of IMO's consideration of an annex to MARPOL 73/78 on air pollution from ships, support was given by SPIWG to IAPH's stated views that enforcement provisions could not be implemented by port authority personnel in many ports for organisational, manpower and technical reasons. The bunkering note moreover was to an extent meaningless as a standard of fuel oil quality because of possible contamination of bunkers on previous voyages.
2. IAPH's agreed position in a paper on the Financing of Port Reception Facilities was widely supported. Noting, in the event, that SPIWG has been tasked to develop guidelines with due regard to IMO's Comprehensive Manual for Shore Reception Facilities it was decided that it would first be necessary to identify existing and intended cost recovery schemes at the world's ports. A format for doing so was devised for some six categories of cargo-related and ship-generated wastes. FAL was then requested to agree the

establishment of a Correspondence Group under Mr H Langenberg (Netherlands) to progress responses from a draft SPI Circular to be issued with FAL's approval. As it happens FAL has decided to refer the draft Circular for approval and circulation by MEPC in July.

IAPH will wish to encourage Member Ports to respond to the Circular when it appears and might wish to invite the Port Safety and Environment Committee to recommend on any changes which might be made to IAPH's agreed position on financing reception facilities.

3. The process of revising the IMO/ILO Guidelines on Packing Cargo in Freight Containers, other Transport Units and Vehicles was continued by SPIWG on the basis of documentation prepared by a Correspondence Group led by Canada. IAPH with others had stressed the need for the effective implementation of the Guidelines which would entail initiatives and related training programmes. An agreed revision of the Guidelines was submitted to FAL for approval noting that they would be further considered by a joint UN/ECE Working Party on Combined Transport (WP24) and in due course MSC for approval and circulation.
4. IAPH's paper on an Inventory of Training Courses for Cargo Handling in Port Areas had drawn attention to standard setting moves which had already taken place in cargo handling and posed the question as to whether other areas could benefit from the development of guidelines. No additional training areas came to mind. It was generally agreed however that the training activities could well be subject to local constraints which in turn could give rise to failures to reach standards set in Guidelines which had already been developed. The subject was removed from the work programme pending an awareness of particular areas of concern. In a related discussion of information provided by Singapore on the Guidelines for Model Courses SPIWG recognised the problems associated with the development of model courses. Priorities would therefore need to be established in the subjects to be covered. The IMO Secretariat were asked to review existing UNCTAD and ILO material for possible inclusion in a list of available model courses.
5. The International Confederation of Free Trade Unions (ICFTU) raised the subject of the adequacy of tugboat assistance under the heading of Risk Analysis in Port Planning and Operations and proposed the inclusion of a number of aspects in any guidelines which might be developed. SPIWG was presented with a dilemma in so far as tug operations had been removed from the work programme by MSC. FAL was therefore invited to consider whether the MSC ruling was inclusive of tug operations in port waters. If not consideration might be given to the development of a methodology for assessment of the adequacy on safety grounds of the availability of tug assistance in port waters. The subject was therefore reinstated on the work programme for the time being by FAL. Irrespective of action which might be taken by IMO IAPH's Marine Operations Committee might wish to consider whether ports generally are experiencing problems as regards tug availability in port waters and in the event whether it would be helpful to develop guidance on the use of tugs in

the place of or as an extension to the guidance already provided by IAPH.

6. An IAPH paper on Emergency Preparedness and Response in Port Areas was considered by SPIWG on the basis that the incidence of pollution and chemical accidents forms only a part of port emergency situations. Emergency planning for ports should therefore have relevance to the total situation. It was established that a model plan previously submitted by IAPH to IMO's OPRC Working Group had been incorporated into a wider existing IMO document. SPIWG agreed that it would be desirable to develop a free-standing document giving guidance on Port Emergency Planning covering all foreseeable port emergencies including safety and environmental protection aspects. MSC and MEPC (including OPRC) were invited to endorse the suggestion. In the meantime IAPH's Port Safety and Environment and Marine Operations Committees should consider and provide an indication of the range and nature of the emergencies which should be included in such Guidance and the methodology to be used in developing a Model Plan.
7. IAPH had submitted a discussion paper to the previous SPIWG meeting on Promotion of the Use of EDI in Matters relating to Safety and Efficiency at the Ship/Port Interface. The subject was taken further on this occasion by information provided by Germany on the development of a universal Implementation Guide for the notification of dangerous cargoes on board sea-going vessels by means of EDI based on the UN-EDIFACT Standard message to be used by shipping companies, ports and agents. SPIWG agreed that the Guide was complementary to IMO's Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas and should be used as such on a voluntary basis. The Guide's message for example covered the requirements for the dangerous goods notification set out in the Recommendations. More generally, the EDI areas set out in the IAPH papers were reconsidered and prioritised from the standpoint of being able to make meaningful and early progress. After discussion it was agreed to focus on the development of data elements for the notification of ships' arrival. FAL was therefore asked to approve the issue of a Circular inviting Member Governments (and their ports) to provide information on specific requirements pertaining to ships' arrival notifications. FAL referred the matter for consideration by its EDI Working Group in the first instance.
8. In introducing an IAPH discussion paper on Safety Problems connected with Intermodal Transport IAPH asked that national initiatives should be taken to deal with safety problems covering all aspects of the intermodal chain including rail and road as well as maritime transportation. SPIWG felt that most of the problems had been or were being addressed. Member Governments should however review and harmonise their national legislation wherever possible. More specifically SPIWG considered a request from MSC to review stowage and securing of containers to which reference was made under section 3 above. SPIWG felt that in addition to the revised Guidelines there would need to be a regime which addressed education and training; responsibility and liability for safe packing; and enforcement. To that end FAL was asked to approve a draft Circular drawing attention to these matters and inviting

Member Governments to take necessary action to improve the situation where necessary.

FAL noted that the subject matter fell within the remit of MSC and referred it accordingly.

9. In a discussion paper on Ship/Terminal Co-operation IAPH had stressed the importance of agreeing and using a check-list to enhance safe cargo handling. SPIWG considered that the check-list system would have a greater impact if port bylaws required its use and if terminal representatives were appointed to ensure that its provisions were met. The urgency of the matter was underlined by the present perceived and urgent need to secure the safety of ships carrying solid bulk cargoes. In that particular regard a draft Circular was prepared for FAL's approval incorporating the key elements of SPIWG's discussion. FAL referred the matter for consideration by MSC and its Sub-Committees.
10. On Communication between Maritime Administrations and Port Authorities there was general agreement in SPIWG with the points made in an IAPH discussion document. It was in fact considered appropriate to incorporate them as Guidelines in a draft Circular for FAL's approval and circulation. In the event FAL did not consider it appropriate to do so.
11. The Future Work Programme and next meeting of SPIWG
FAL was invited to consider SPIWG's work programme in the light of the discussions reported above together with decisions already taken by MSC and MEPC. It was anticipated that the next SPIWG meeting would take place from 30 June to 4 July 1997 concurrently with FAL.

Leaving aside Ship/Port Interface matters the Facilitation Committee (FAL) dealt with the following matters of particular importance to IAPH members.

EDI Messages for the Clearance of Ships

A Correspondence Group co-ordinated by Singapore had designed a combined message for submission to the appropriate UN/EDIFACT body for UN Standard Message approval which was withheld on the grounds that existing messages could after changes be used instead. Further work on the changes has taken place.

The Correspondence Group will now take account of comments made by FAL, make appropriate modifications and submit them to the next UN/EDIFACT Joint Rapporteur Team for approval.

The Correspondence Group will also compile an Implementation Guide on the use of EDI messages for FAL Forms 1-6 for discussion at the next FAL meeting.

Presentation and Control of Illicit Drug Trafficking

It was agreed that documentation submitted by the Government of Colombia and the International Chamber of Shipping (ICS) could be used as a basis for the development of IMO's own guidelines.

A Correspondence Group led by Colombia will therefore develop a draft Assembly Resolution and Guidelines for the prevention of smuggling of drugs, psychotropic substances and precursor chemicals on ships engaged in maritime trade for submission to and adoption by the 20th Assembly in 1997.

Stowaways

FAL has approved a Circular on Guidelines on the allocation of responsibilities to ensure the successful resolution of stowaway cases. Work will continue intersessionally by correspondence on the finalisation of a draft Assembly Resolution on these Guidelines for approval at the next FAL meeting.

Port Planning & Construction Committee Meets in Hamburg

30 November–1 December 1995

By Philip Ng
Port of Singapore Authority

1. The meeting was hosted by the Port of Hamburg and attended by the following members:

Chairman:
Philip Ng
Port of Singapore Authority, Singapore

Members:
Peter Wiedemeyer
Port of Hamburg, Germany

Tim Frawley
Jardine Transport Services, Hong Kong

Luis Montero Garcia
Port of Barcelona, Spain

Paul Scherrer
Port of Le Havre, France

R H Parry
Port Development Board, Hong Kong

In Attendance:
Alfredo Casas
Port of Barcelona, Spain

Ng Geok Kwee
Port of Singapore Authority, Singapore

Wolfgang Hurtienne
Port of Hamburg, Germany

Giselher Schultz-Berndt
Port of Hamburg, Germany

2. We were very honored to have Prof Dr Ing. Heinz Gisza, the Secretary of State, Hamburg State Ministry of Economic Affairs delivering the opening address and declaring the meeting officially open in the afternoon on 30 Nov. '95. The meeting followed with the discussion on the following items arising from the minutes of the previous meeting held in Seattle on 10 June '95;

- (a) Port Services;
- (b) Port/City Relation-Access to Port areas;
- (c) Port Capacity Calculations;
- (d) Maintenance of Port Facilities;
- (e) Land Issues;
- (f) Reference Documents; and
- (g) Training Programme.

3. In the morning of 1 Dec. '95, the members were briefed by the staff of the Port of Hamburg on the main development projects of the port and this was followed by a tour of the port.

4. The meeting continued in the afternoon discussing on the following papers:

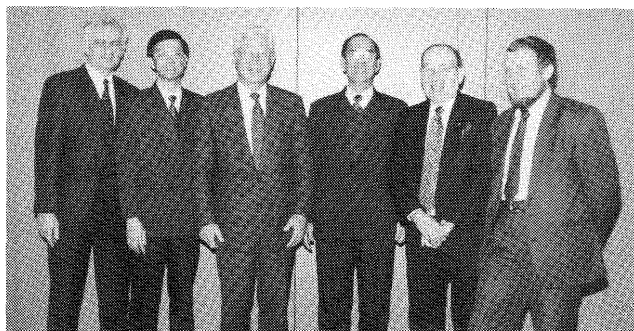
- (i) Development of new Container Terminal in Singapore by Mr Ng Geok Kwee, Port of Singapore Authority
- (ii) Information Technologies in the Ports Management; Geographic Information System (GIS) by Mr Luis Montero Garcia, Port of Barcelona
- (iii) Pavement Design in Ports by Mr Ng Geok Kwee, Port of Singapore Authority; and
- (iv) Distribution Centre by Mr. Luis Montero Garcia, Port of Barcelona

5. In addition to the above papers, the Committee also discussed the Terms of Reference for the next 2 years.

6. The meeting discussed on the various problems in port development work, pavement design, the application of Information Technology in Port Management and the importance of ports functioning as logistic centres for the complex transportation chain involving distribution centre, shipping and land link.

7. The meeting achieved its objective of disseminating information on port planning and construction. Members were indulgent in sharing their experiences with one another.

8. On behalf of the Committee, I would like to express my sincere appreciation to the Port of Hamburg for hosting the meeting, and particularly to Mr Peter Wiedemeyer, who co-ordinated the various activities so well and was also a wonderful host.



From left: Peter Wiedemeyer, Ng Geok Kwee, Prof. Dr. Ing. Heinz Gisza, Philip Ng, Tim Frawley and Paul Scherrer

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2 IAPH Committees Meet in Durban

Minutes of the combined meeting of the Committees on Port Safety and Environment and Marine Operations held on Friday, 1 December 1995 and Saturday 2 December 1995 in the Emtateni Conference Centre in the Port of Durban, South Africa

1. In attendance

| | |
|--------------------|------------------------------------|
| P.C. van der Kluit | Port of Rotterdam |
| P. Keenan | Port of Cork |
| D. Cooke | Port of East London |
| M. Compton | Port's Safety Organisation, London |
| W. Chung Toi | Port Louis (Mauritius) |
| G.J. Schroeder | Port of Richards Bay |
| R. van der Krol | Port of Durban |
| J. Perrot | Port of Le Havre |
| B. Barnes | Port of Felixstowe |
| A.B. Jallow | Gambia Ports Authority |
| S. Sen | Port of Durban |
| N. Diop | Port of Dakar |
| A.J. Smith | IAPH - London |
| K. Burchell | Portnet, Johannesburg |
| P. Stowe | Port of Cape Town |
| K. Plummer | Port of Durban |
| D. Duncan | Port of Saldanha Bay |
| C. Ackerman | Port of Durban |
| C. Allan | Port of Durban |
| M.N. Muthaml | Mombasa KPA |
| O. Blydt-Hansen | Intertanko, Oslo |
| J. Davies | Port of Port Elizabeth |
| M.A. Cooper | Port of Durban |
| P.O. Balfour | Port of Durban |

2. Opening

The meeting was opened by the Port Captain of the Port of Durban, Captain Mike Cooper, who welcomed all to the Port of Durban.

Chairman's Address

The Chairman, Mr Peter C. van der Kluit welcomed all committee members and other participants to the meeting.

Apologies received from the following members:

| | |
|----------------|----------------|
| Mr Per-Olson | (Sweden) |
| Mr Jeffrey | (London) |
| Mr Dale | (Hong Kong) |
| Mr Bayada | (Cyprus) |
| Mr Iijima | (Yokkaichi) |
| Mr De la Cueva | (Madrid) |
| Mr Fraenkel | (London) |
| Mr Baird | (Port Hedland) |

Fortunately, some of those absent were able to comment on the papers which had been mailed prior to the meeting. Their comments were taken into account during the discussions.

Mr Robert Cooper, the President of IAPH, sent his good wishes to all persons attending the meeting.

The Chairman expressed his thanks to all at Portnet who had made the meeting possible, especially Capt. Mors and Mrs Prinsloo.

Mr Blydt-Hansen was delayed in Johannesburg and for this reason, at his request, a few items on the Agenda were to be



At the head table: Mr. Patrick J Keenan(left) sat with Mr. Peter van der Kluit, chairman of the Port Safety & Environment in the place of Mr. John Watson, chairman of the Marine Operations Committee, who was unable to attend the meeting.

delayed pending his arrival, namely:

- Financing of reception facilities
- Quality of Bunker Oil

2.2 Minutes of previous meeting (Seattle, Washington, 10 June, 1994)

The minutes were approved without modification.

Issues raised at the Seattle Meeting included:

- IAPH views on draft Annex 6 to Marpol
- Safe Havens
- Aquatic Organisms in Ballast Water
- IAPH Guidelines
- Proposal for a Workshop in Southern Africa
- Maputo Conference
- Participation in IMO Meetings

2.3 Minutes of meeting: IAPH/IMO Interface Group, 14 September (London) – Annex A

The minutes were tabled. Certain items raised at the IAPH/IMO Interface Group meeting also appear on the Agenda of this meeting for discussion.

For the benefit of the observers from Portnet, Mr A.J. Smith explained the background to the formation of the IAPH/IMO Interface Group.

The group does a scan of impending IMO events, with a view to seeing if any of them are important from a Port point of view and whether or not IAPH should be responsive to it and/or take initiatives with regard to it.

The Committee chaired by Mr van der Kluit was requested to draft documentation dealing with:

- Financing of Reception Facilities for waste from ships
- Air pollution from ships – Safety of Navigation issues

Reference is made to these issues in the minutes of that meeting.

Certain of these issues will be raised at this meeting for discussion and input by this committee.

While awaiting the copying of documents for discussion under the agenda items, Mr A.J. Smith and Mr. K. Burchell gave feedback and the background on the inaugural meeting of the ad-hoc regional co-operation group for Southern Africa and Ocean Island States held on 16 November at the South African Navy Silvermine Complex in Cape Town, South Africa, in that items discussed could have an impact on ports especially those in this region.

2.4 Financial aspects of reception facilities

At the request of Mr Blydt-Hansen, the item is to be held over until his arrival.

2.5 Waste management policies for ports

A draft document entitled "Waste Management Policies for Ports" was tabled by Mr B. Barnes of the Port of Felixstowe for discussion.

The issue that was stressed by Mr Barnes throughout the document is that ports must at all times be aware of their own national legislation when drafting a policy. His policy guidelines are merely his own views based on his experience and for this reason comment was requested on the policies in South African ports.

Mr Burchell felt that South African ports were generally far behind as far as any waste reception policy is concerned.

Mr Ackerman stated that in the Port of Durban there are tanks at Island View for the reception of oil waste. The refineries then take this back for recycling.

On a smaller scale, oil from Portnet tugs is also collected and taken to the refineries for recycling. Similarly Portnet has a paper recycling programme.

It is on the chemical side where the problems are experienced. With galley waste, Portnet has a private company collecting right around the harbour. In other words the problem is contracted out in the Port of Durban.

Cost to the Port of Durban per annum for the removal of waste is approximately R2 million.

Capt. Cooke reiterated that there is no uniform policy for all South African ports.

In the UK, Mr Barnes stated, there is a movement supporting the licensing of ports to receive waste, which could have an effect on the cost to the port.

A question posed for consideration was whether or not the local authority/government should be involved as a stakeholder in the whole process with the risk of having requirements imposed on the port which could have cost implications.

Mr A.J. Smith identified the need for ports to be pro-active in this regard and to come up with their own policy.

It was decided that all comments on the paper should be forwarded to the Chairman with the input/comments from Portnet being channelled to the Chairman via Mr Burchell.

2.6 Port health and safety policy

A document entitled "Health and Safety Policies for Ports" was tabled by Mr M. Compton for comments.

Mr Compton explained that the purpose of the document was to put together some advice/guidelines which would be applicable to all ports.

Mr Compton took the meeting through the various aspects of the document.

A need to continually review the policy was identified as was the need to create a general awareness of the policy.

Mr Compton offered to act as a co-ordinator for comments and taking the notice of additional ideas from anyone present who wished to offer them.

In response to a question on what depth is to be gone into in drafting the policy, the Chairman stated that the document should only be seen as a guideline and should be distinguished from a code of practice. A policy is a broad statement of intent whereas a code of practice comprises the detailed stipulations of how the policy is going to be implemented.

The importance of having a health and safety policy for a port for implementation against sub-contractors performing work in the port was also highlighted.

It was suggested by Mr Compton that examples of codes of practice should be annexed to the policy to act as a guide to ports on what they should be looking at in the codes.

Mr Compton was asked to include in the redrafted document an explanation as to why a Health and Safety policy for a port is required.

2.7 Updated IAPH submission on draft Annex 6 to Marpol

This item was held over to later in the proceedings awaiting the arrival of Mr Blydt-Hansen.

2.8 TBT paint on ships' hulls

This issue was discussed at the Seattle Conference held in June 1995 as a result of a motion carried by the City Council of Rotterdam ordering the Port Management to ban the use of TBT's on ships' hulls.

A draft resolution was tabled at the Seattle Conference as follows:

1. The International Association of Ports and Harbors (IAPH) at its plenary session of 16 June 1995 in Seattle,
2. Recognising the need for ports to become clean as a prerequisite for ultimate survival,
3. Recognising that shipping is one of the actors which may be the cause of (accidental) pollution in ports,
4. Recognising that scientific evidence suggests that certain anti-fouling paints on ships' hulls, e.g. paints containing harmful substances such as Tri-Butyl-Tin (TBT), may contribute to that pollution,
5. Also recognising that the negative influence of TBT is proportional to the ship's speed and therefore that the emission of TBT is usually larger at sea than in ports,
6. Recognises the need for reducing and ultimately eliminating the use of TBT,
7. Pledges to stimulate and support initiatives which are

aimed at replacing TBT by environmentally friendly and commercially attractive alternatives on a global scale, and

8. Welcomes the fact that the above activities will not only benefit the environment condition of ports, but the marine environment as a whole.

The draft resolution was not carried by the Conference but referred back to the Committees for further study and consideration, and it was for this reason that it is tabled here.

Mr van der Kluit advised the meeting of the problems that are experienced in the Port of Rotterdam where TBT is found in the dredged products.

However, while there is pressure to ban the use of TBT, there are no alternatives at present.

Mr Smith posed the question, given that there appears to be no solution, as to whether or not IAPH should be compiling a document in this regard.

It was decided that the issue should be kept on the Agenda for the next meeting with a view to keeping an eye on developments.

2.9 Consequences for ports of the precautionary principle

Mr Smith explains the precautionary principle.

The precautionary principle originates from the Rio Declaration (United Nations Commission for Economic Development) and reads as follows:

"In order to protect the environment, the precautionary approach shall be widely applied by States according to their capabilities. Where there are threats of serious or irreversible damage, lack of full scientific certainty shall not be used as a reason for postponing cost-effective measures to prevent environmental degradations."

Mr Smith gave an example of the applicability of the principle in so far as dumping of dredging spoils is concerned and highlighted the need, from a port point of view, to resist the principle and development of effective criteria for the handling of dredging spoils and have these criteria accepted by the international community.

It was agreed that the more authoritative the arguments put by IAPH in the documents/papers they compile for submission to IMO are, the more incontrovertible they are and that those who take a contrary view on purely emotive grounds, have at least an agreement to answer to.

The need to be more specific in contributions to IMO was also identified.

2.10 IAPH contributions to OPRC Convention

Emergency preparedness and response

Mr van der Kluit tabled a paper entitled "Emergency Preparedness and Response" for discussion and advised that the purpose of the paper was to outline an approach which could be used when preparing your port for an emergency response.

The need was identified for some general policy on safety, which could be as follows:

- to maintain an acceptable level of risk in the port area;
- to maintain a sufficient safety level for the area sur-

rounding the port area.

The chairman went through the contents of the document, which included the categorisation of accidents as follows:

- catastrophic events
- severe accidents
- minor accidents

and the working out of action plans accordingly. Examples were cited of the various types of events such as the effect of an accident in the harbour entrance in the Port of Durban.

Mr. A.J. Smith reiterated that the contents of the paper comprises what was thought to be applicable to ports generally, and should be considered as a discussion document and no more than that. The paper was described as the skeleton with the detail to the plan having to be done locally in each port.

The paper has been submitted to IMO's Working Group on the Ship/Port Interface (SPI) for further discussion at the meeting in January 1996.

2.4 Financial aspects of reception facilities

Despite there being many manuals worldwide on how to put together and run reception facilities in ports, there are many ports in the world where for some reason or another, there are no reception facilities at all.

Consequently, SPI has been given the order by IMO to devise something along the lines of who should be responsible for the financing of reception facilities.

The document which was tabled at the meeting has already been submitted to the Correspondence Group of SPI but now has to be refined for further discussion at the forthcoming meeting of SPI in January of 1996.

The first submission of IAPH to the Correspondence Group and to SPI's fourth session was also tabled.

The major elements of this contribution were as follows:

1. Distinction should be made between waste which is directly related to the carrying of cargo and ship-generated waste.
2. This should have an effect on who is going to pay for the disposal of the waste.
3. The polluter should pay.
4. Waste generated by the ship should be paid for by the ship.
5. Payment for the reception of cargo generated waste should be left for determination by market forces.

Mr van der Kluit also put on the table for discussion the principle of compulsory discharge. At the moment even if a port has discharge facilities, the ship cannot be forced to discharge.

It was proposed that vessels should be forced to discharge in a port unless there is a very good explanation to the contrary so waste disposal can be monitored.

It was also stated that when looking at the running of the reception facility, one should also look at shore-based refuse as a source of refuse.

The need was identified to include something specifically on fishing in the submission to SPI.

It was agreed that in principle the concept of mandatory discharge was supported, however, ports should not be party to deciding who should pay for the reception facilities for the various types of waste, save to make it known that ports do not see it as their function to finance these facilities.

(Mr Blydt-Hansen joined the meeting at 1520)

Therefore, Clause 4 of IAPH's submission to SPI dated 5 July 1995 is to be altered by replacing the word "ship" in line 1 with the word "port".

2.7 Air pollution from ships including fuel oil quality

Annex G were tabled for discussion.

Mr van der Kluit gave the background to this item, as follows:

1. MEPC is considering another Annex to Marpol
2. Annex 6 deals with air pollution from ships.
3. There is a lack of consensus generally over what level of sulphur should be permitted in fuel oil.

IAPH's view so far has been:

- (i) that seeing there is so much discussion and lack of consensus on the issue, we as an observer will accept whatever sulphur content is decided upon (probably 4% – 5%); and
- (ii) we as IAPH do not like the determination of special areas.

IAPH would like to add to its consent under (i) above, that it would like it if sulphur content could be regularly reviewed by MEPC with the object of reducing it to a level where special areas are no longer required.

The last discussions at MEPC on the issue were not fruitful as there was very little time available and many submissions including that of IAPH were not discussed and was pushed forward to the next meeting.

Hence IAPH's new revised submission to MEPC.

Mr Blydt-Hansen expressed the view that ports should licence bunker suppliers and test bunker fuel.

This view was not accepted by other members. In principle IAPH does not agree with this as being a compulsory function of a port. If it is in the interests of the individual port to do so then it is up to that port to license bunker suppliers and test fuel oil. Ports do not take on the principal responsibility to ensure good fuel oil.

It was agreed that a paper should be submitted to MEPC on the issue for the next meeting with the submission based on the content of the first IAPH draft submission.

2.11 Environmental aspects of port state control

No written document was prepared by Mr Smith as the outcome of the meeting of IMO last week was awaited.

IMO decided to approve a resolution dealing with port state

control procedures which have a clear environmental connotation.

IMO believes that when a ship presents an unreasonable threat or harm to the marine environment, if it is allowed to proceed to sea it should be regarded as a substandard ship.

Mr Smith noted that consequently the Port Authorities are now well and truly roped into the issue.

Concern was expressed by Mr van der Kluit over the implications for the ports for that which is not observed in so far as the deficiencies of a vessel are concerned.

Mr Smith stated that this committee should look very closely at something which has now become an IMO resolution. He noted that member states will soon have to put it into practise but before they do, the ports should be aware of what is ahead of them and if there are objections to it they should be stated now.

Guidelines on the detention of ships are to be sent out to all members for comment.

2.12 Pollution from ships' bunkers

Verbal report by Mr A.J. Smith.

Mr. A.J. Smith advised that this is an issue which has assumed considerable importance. It was initiated by the Australian Government because of concerns that they had experienced.

The issue has now come before the IMO. It is being given a top priority in the Legal Committee of IMO and this IAPH committee should be addressing issues that are relevant to them.

Internationally, in governmental terms, it is being given the highest priority.

The Republic of Ireland decided there should be a draft convention dealing with liability for damages caused by ships' bunkers.

Mr Smith was of the view that cases of damage caused by ships bunkers in ports should be made known to IAPH so that the magnitude of the problem can be assessed since as there is no compulsory insurance to cover claims/damages of this nature as there are with tanker spills.

This item to be kept on the Agenda for discussion at future meetings.

Activities in relation to the Ship/Port Interface Working Group

2.13 Financing of reception facilities

Dealt with under item 2.4 above.

2.14 Inventory of training courses

Progress report given by Mr A.J. Smith. A paper has gone to IMO and will be discussed next month (Jan. 1996) at the IMO meeting.

The thrust of the paper was to compile a record of the whole mass of training memorandi dealing with cargo handling processes from around the world.

Mr Smith noted that what is of importance is to know where the gaps are in the training schedules.

Mr Smith expressed the view that the persons in the interface group should identify these gaps that need filling and then determine how the gaps should be filled and whether there should be regional components or whether these gaps should be filled by seminars or workshops.

Mr Smith thanked those who had sent him information for inclusion in the paper.

2.15 Contingency planning and risk analysis

Item dealt with under item 2.10 above.

2.16 Regulations for entry of disabled ships

An example was given by Mr Perrot of a disabled ship in the Port of Le Havre which highlighted the need to begin thinking about the imposition of regulations for the entry of disabled ships into a port.

Mr A.J. Smith suggested a regulatory approach to prevent the problem. IAPH needs to assess the current situation and determine if the existing regulations are valid and up to date and whether or not they can be improved.

2.17 Safety of intermodal transport

A discussion paper was tabled.

Mr Smith advised that IMO was particularly concerned about the Estonia disaster and had set about establishing certain criteria for greater safety on Ro-Ro ships.

In addition IMO had come to the conclusion that some of the problems had to do with the securing cargo on Ro-Ro vessels.

IAPH looked at the problem from a much broader perspective and hence the discussion paper.

The item was to come up for discussion at the meeting of IMO's SPI next month. (Jan. 1996)

Mr Smith called for members to look at the paper and fine-tune the contents. Mr Compton expressed the view that shippers do not generally like conditions for lashing being imposed on their cargo for the sea leg of the journey.

The need was identified to get over to shippers the severe stresses and strains that are placed on cargo while at sea, as there is generally a lack of knowledge by those packing the cargo.

Therefore, clauses 6 and 8 of the discussion paper need to be stressed and highlighted.

It was agreed that the view should be expressed clearly with IMO that IAPH sees the solution to the problem lying with the training of packers. IAPH supports the introduction of legislation enforcing the compulsory training of packers.

2.18 Co-operation of ship and terminal

Item 2.19 entitled "Communication of Ports and National Authorities" and item 2.18 were dealt with together.

The issues arose out of the concerns surrounding bulk carriers. Mr Smith was of the view that there is a major communication gap between the ship and the terminal and between ports and National Authorities.

In SPI, IAPH were asked to prepare some documentation reflecting IAPH's views on these considerations for discussion at the next SPI meeting. Hence the tabling of draft papers at this meeting.

Generally, all present were in agreement that there was a distinct lack of communication between the role players with potentially disastrous consequences.

Mr A.B. Jallow highlighted further the non cooperation of governments with ports, with governments unilaterally deciding on issues that affect ports.

Mr Smith identified the need for negotiations with governments to be at the port's initiative. Ports should attempt to get a port representative to accompany their government delegation to IMO.

2.20 Aquatic organisms in ballast water

Mr van der Kluit gave the background to this item, the problem being that organisms from ballast water have in certain areas had a negative effect on the local ecosystem. This issue/problem was then brought to the attention of IMO to find a solution.

The solution at the moment is a ballast water management system which has been described in various IMO documents but which is still under consideration.

Possible solutions from IMO to avoid the introduction of these organisms into local waters are, inter alia:

1. The ballast water should be changed at sea
2. Reception facilities in ports for ballast water shall be established in ports.

It is item 2 above which has triggered the involvement of IAPH, as such a solution would have a big impact on ports.

Statistics obtained on the amount of ballast water exchanged revealed that the establishment of reception facilities in ports would not be a viable option as the volumes are simply too great.

The next step for IAPH to take is to get more information on sailing routes and locations which are vulnerable to the problem and thereafter to highlight the necessity of introducing ballast water management programs in/on these areas/routes only.

The modus operandi therefore for IAPH is first to establish where there is in fact a problem and if there is to highlight those areas/routes to which the problem is localised.

2.21 VTS affairs (Marine Operations Committee)

Mr Smith addressed the meeting on this issue on behalf of Mr John Watson. By way of background IAPH is involved with IALA and various other bodies developing VTS manuals.

The view was expressed that there is a need for a section specifically for ports, which was simple and user friendly.

Mr Smith will be pursuing this aspect upon his return to London by way of making the VTS manual available to those who require a copy.

2.22 Hydrographic surveying/nautical charting (Marine Operations Committee)

Mr Smith advised that there is great concern over the inadequacies of charting in ports and port authorities in certain parts of the world.

Mr Smith expressed the view that as a Committee, IAPH should be looking at the issue and supporting/creating/fostering a joint effort between the International Hydrographic

Organisation and other relevant groups/associations to help address the problem.

It was proposed that help in so far as charting is concerned, should be extended both up the east and the west coast.

2.23 Safety of dry bulk carriers

Item dealt with earlier on the agenda.

2.24 Workshops on developing countries – Report on state of affairs

Mr Jallow advised that a workshop was to be held somewhere on the west coast of Africa, but was not aware of final decisions that had been reached in this regard.

Mr Smith advised that the Port of Singapore is willing to fund the first workshop.

Mr Jallow is to investigate and feed through to the Chairman the date, venue and subject matter so that people can be sourced to address the workshop.

2.25 Revision of terms of reference

Emphasis of IAPH work has shifted from obtaining information and documentation for use in ports to formulating and representing ideas/views to IMO.

As a result, the Chairman will attend to the re-writing of the terms of reference to reflect this shift in emphasis.

2.26 Drugs – Reports on WCO meeting in Brussels 25, 26 September 1995

The Chairman advised that IAPH would like to draw the attention of its members to the existence and activities of the World Customs Organisation.

The World Customs Organisation would like to establish/formulate memorandums of understanding/co-operation between the various customs departments and the applicable ports and various companies on the issue of drugs.

Mr Perrot showed a video on the Seaco Scan system that is in use in the Port of Le Havre.

2.27 Formal safety assessment of ports

Submission by Mr Compton as follows:

1. At the last meeting, it was proposed that a project be researched with the aim of producing a regular flow of health and safety information relevant to IAPH's Port Authority members.
2. The principle was agreed by the Committee, subsequently endorsed by the Executive Committee and

announced at the plenary session, all within the Biennial Conference week in Seattle.

3. In considering how best the aim of the project might be achieved, it is appropriate to note the experience gained by the Port's Safety Organisation (PSO) of the UK.
4. The PSO's expert advisers have or have access to a great deal of experience in dealing with port-related health and safety issues. In the UK context they are involved in many initiatives at various levels, the successful implementation of which requires them to have regard to a wide spread of knowledge of relevant information from a variety of sources both in the UK and elsewhere.
5. In brief, the PSO's experts acquire, analyse and interpret relevant data for eventual inclusion in Information Papers which are distributed to the PSO's membership (currently 107 ports and port related companies in Britain and Ireland), together with a bi-monthly Newsletter.
6. From an IAPH membership standpoint, the need in the first instance is to have a regular (say three times per year) flow of data on –
 - (i) specific UN, IMO and ILO matters;
 - (ii) specific matters from other international bodies;
 - (iii) legislative matters where there is an international implication;
 - (iv) relevant publications;
 - (v) accident experience;
 - (vi) prevention experience; and
 - (vii) any other relevant matters.

IAPH members should also be encouraged to provide appropriate health and safety information which can be incorporated in this information flow.

7. It is proposed that a project to provide this data flow be initiated for a trial period of one year using the expertise to which PSO has access.
8. Collated data should be provided to the IAPH Secretariat in an agreed format by the PSO for distribution to IAPH members on a four monthly basis.
9. The cost of the proposed trial should not exceed £5,000.

The proposal was accepted.

The meeting closed at 1300 after the Chairman had thanked all for their attendance and Portnet for their hospitality.



The IPD Fund: Contribution Report

Since our last announcement of the voluntary contributions to the IPD Fund (the International Port Development Technical Assistance Fund), there has been a major increase in the total amount of the Fund thanks to the donation of US\$3,700 from the Port of Yokohama. However, the on-going fund-raising campaign has been proceeding at a slow pace, and as of January 1996, almost four years after the campaign started, we have been able to achieve 80% of the targeted amount, whereas in the previous campaign the targeted amount of \$70,000 (an amount designed to cover 20 bursaries in a two-year term), was achieved within two years in each case.

With our gratitude, we list the names of the donors and the amounts contributed in the box below. It is our hope to be able to report further progress when we next publish the list.

Contributions to The Special Fund Since June 1992 (As of February 12, 1996)

| Contributors (in alphabetical order) | Amount |
|--|---------------|
| Paid: | (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, 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, 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, Japan | 267 |
| Japan Cargo Handling Mechanization Association, Japan | 259 |
| Japan Port and Harbor Association, | |

| | |
|---|-------------------|
| Japan | 493 |
| Japanese Shipowners' Association, 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.A. | 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 Islands | 100 |
| South Carolina State Ports Authority, U.S.A. | 1,000 |
| Tauranga, Port of, New Zealand | 500 |
| Toyama Prefecture, Japan | 254 |
| UPACCIM (French Ports Association), France | 1,905 |
| Vancouver, Port of, Canada | 500 |
| WorldCargo News, U.K. | 100 |
| Yamaguchi Prefecture, Japan | 32 |
| Yokohama, City of, Japan | 3,700 |
| Total: | US\$58,959 |

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

Visitors

On 22 December 1995, **Drs. Henrik Stevens**, Research Assistance Public Management, Delft University of Technology, visited the Head Office to meet with Mr. R. Kondoh for an exchange of information and views on the latest situation concerning Japanese ports.



On 30 January, **Mr. Göran Wennergren**, President and CEO, Port of Göteborg AB, visited the Head Office in Tokyo, where he was received by Secretary General Kusaka and his staff. The purpose of his visit to Tokyo was to inform the Secretary General of his imminent resignation from the post of the top official of the Port Göteborg, and further to consult with the Secretary General concerning the change in the arrangements for IAPH's Committee on Combined Transport and Distribution, which he has headed since its establishment in Sydney in 1993.

Mr. Wennergren has been enthusiastic in promoting the work of this committee, the youngest technical committee of IAPH, and has arranged for the meeting of his committee to take place in the



three different regions, so as to facilitate the regional members' participation in the relevant meetings. During the periods between the Sydney Conference and the Seattle/Tacoma Conference, the Committee met in Amsterdam in October 1993, in Singapore in November 1993, Atlanta in April 1994, Göteborg in September 1994, Osaka in October 1994 and Cape Town in

February 1995.

Secretary General Kusaka and Mr. Wennergren agreed that the matter concerning the committee's future course and its chairmanship should be discussed at the forthcoming mid-term Exco in Bali in April.

Mr. Kusaka expressed the deep appreciation of IAPH for the painstaking and creating contribution Mr. Wennergren has made towards enhancing the work of IAPH in his capacity as the committee chairman, as an Exco member and as a member of the Finance Committee.

Membership Notes:

Changes

Port of Brisbane Corporation [Regular] (Australia)

Change of contact numbers

Tel: (07) 3258 4888 (Port Centre)
(07) 3258 4666 (Whyte Island Operations Base)
Fax: (07) 3258 4703 (Port Centre)
(07) 3258 4623 (Whyte Island Operations Base)

Townsville Port Authority [Regular] (Australia)

Change of contact numbers

Tel: (077) 602 111 (Main Office)
(077) 602 300 (Engineering)
(077) 602 234/5 (Port Control)
Fax: (077) 602 122 (Main Office)
(077) 602 120 (Engineering)
(077) 714 493 (Port Control)

Korea Container Terminal Authority [Regular] (Korea)

Address: 68-889, Jwachun-3Dong, Dong-ku
Pusan 601-053

Mailing Addressee: Mr. Hwang Kyu-Jin, President

Tel: (051) 647-1007
Fax: (051) 647-7440

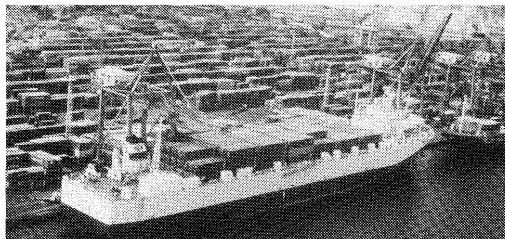
Port Authority of St. Petersburg [Regular] (Russia)

Address: 10, Gapsalskaya Street
198035 St. Petersburg

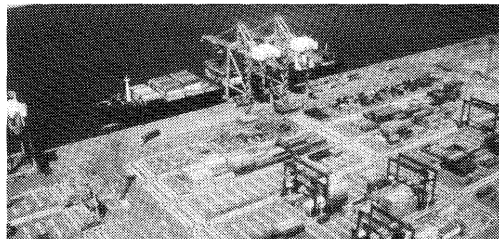
Mailing Addressee: Mr. Yuri G. Pognaev
Head of Administration

Telex: 622430 PASP
Tel: +7 (812) 251 4149
Fax: +7 (812) 327 4020

PORT AUTHORITY OF THAILAND LINKING THAILAND TO THE WORLD



BANGKOK PORT
MAIN PORT IN THE CAPITAL OF THAILAND
444 TARUA ROAD, KLONGTOEY, BANGKOK 10110
TEL: (662) 249-0399, 249-0362 FAX: (662)2490885



LAEM CHABANG PORT
NEW DEEP-SEA PORT OPEN UP TO ASIA
SRIRACHA CHONBURI 20110
TEL: 66-(038)490-000-38 FAX: 66-(038)490-142

Governing Body: Department of Marine Transport of Russia. Port Authority of St. Petersburg has Federal subordination to Transport Ministry of Russia.

Port of Dundee Limited [Regular] (U.K.)
(Formerly Dundee Port Authority)

Address: Harbour Chambers, Dock Street
Dundee DD1 3HW
Mailing Addressee: Captain John J. Watson
Chief Executive
Tel: (01 382) 224121
Fax: (01 382) 200834

Logistrade [Class D] (France)

Address: 26, rue de la Pepiniere
75008 Paris
Mailing Addressee: Mr. Claude Mandray
Chief Executive Officer
Tel: 33 (1) 42 93 47 07
Fax: 33 (1) 43 87 89 88

International Marine Transport Academy (IMTA)
[Class D] (Netherlands)

Address: Soerweg 31, 3088 GR Rotterdam
Tel: 010-429-8177
Fax: 010-495-1508

The Waterfront Partnership [A-III-2] (U.K.)

Address: 9 Grosvenor Garden
London SW1W OBH
Mailing Addressee: Mr. Stephen Laino
Transport Economist

Tel: 071-730-0430
Fax: 071-730-0460

OBITUARY

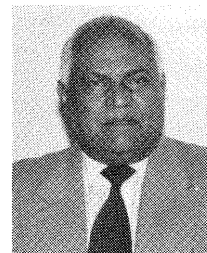
Mr. H. Ramnarain, Mauritius

On 9 January, the Tokyo Head Office learned from the Director General of the Mauritius Marine Authority (MMA) that Mr. Hurrypersad Ramnarain, MMA's Chairman (since 1976), had died on 17 December 1995.

Mr. Ramnarain was actively involved in the work of IAPH and served as the IAPH Director from Mauritius and as a member of the Human Resources Committee from the early 1980s. He used to be a regular participant of our Conference and of the committee meetings.

As previously reported through an issue of our journal (June 1994) on the occasion of the third anniversary of the Republic of Mauritius in 1994, Mr. Ramnarain was honored by the President of Mauritius with the highest decoration of the Order of the Star and Key of the Indian Ocean (GOSK) for his dedicated contribution to the development of Port Louis. Furthermore, Mr. Ramnarain was elevated to the grade of Fellow of the Chartered Institute of Transport by the London-based Council of the Chartered Institute of Transport.

Secretary General Kusaka has expressed the deep condolences of IAPH to the Director General of the Mauritius Marine Authority and to the bereaved family of Mr. Ramnarain.



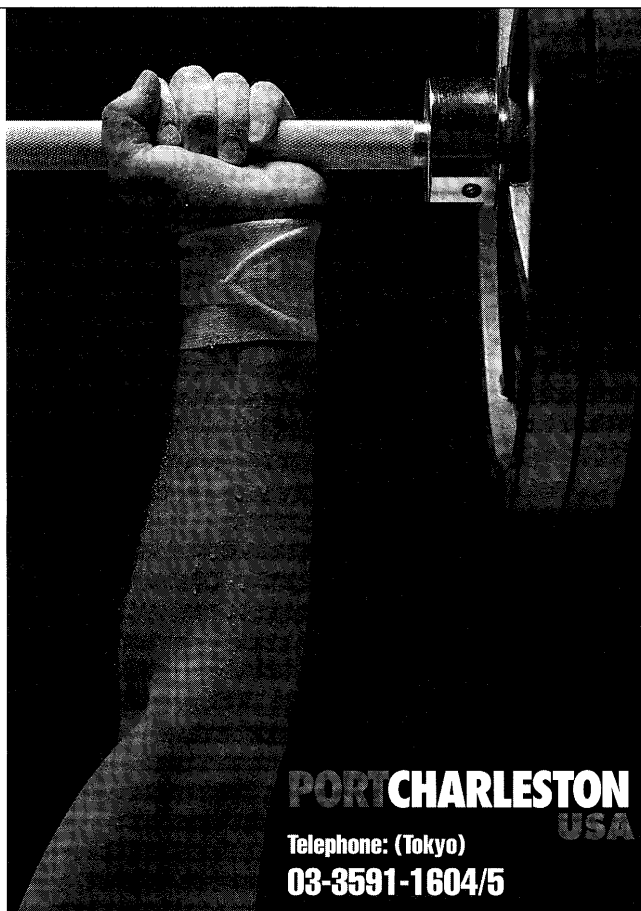
Power Port. Charleston.

In order to thrive in today's industry, you need a world-class port on your side...a dedicated group of shipping professionals, who measure their success by how well they perform for you. What does Charleston offer you?

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- Rapid ship turnaround due to state-of-the-art cranes, and easy access to the open sea
- Exceptional intermodal connections
- ORION EDI system saves 2-3 days clearance time over other ports

At the Port of Charleston, our strength is in providing you the port service you need to succeed. Be a part of our shipping team.

Ryuzo Nakada, Director - Japan
Port of Charleston
FAX: 03-3591-0757



PORT CHARLESTON
USA

Telephone: (Tokyo)
03-3591-1604/5

OPEN FORUM

IAPH Trade Facilitation Committee: Meeting in London – 30 October 1995 Progress on Development in Australia – Tradegate

By John Hirst, Executive Director, The Association of Australian Ports and Marine Authorities Incorporated (AAPMA)

The following specific projects are part of Tradegate's 'Electra' initiative, which is a strategy to accelerate the rate of implementation of electronic commerce in the transport industry. The current status of each of these projects is as follows:-



EDI for Maritime Imports (EDIMI)

These messages include: Arrival Notice, Import Delivery Order, Transport Delivery Instruction, LCL Manifest, Terminal Commercial Release, etc.

Trials of these messages concluded at the end of September 1995, with all operational messages having been tested. The message implementation guidelines will be frozen for three years and issued as a production release on 1 November 1995. Thirteen companies participated in the testing program with a further two committed to testing but not yet in a position to do so. Four of the trial companies are already using the messages in a 'live' mode to support their business activity.

Banking draft messages have not yet been agreed with the ECA Banking Industry Group and this continues to frustrate the EDIMI process. Steps are to be taken to separate out the banking component, which is generic to all payment processes, so that EDIMI can move into the production phase.

EDI for Maritime Exports (EXTEDI)

These messages include Booking Message, Booking

Confirmation, Forwarding Instructions, Sea Waybill, Export Receival Advice, etc.

This project is now well into the trial phase, with nine companies involved in testing. Of these, two are already 'live'. It is anticipated that the production guidelines will be issued on 1 December 1995, and these will then be frozen for three years. Support and involvement of software suppliers has been extremely pleasing with seven organisations upgrading their products to meet the needs of EXTEDI.

Air Import/Export Process (AIREDI)

AIREDI will enable Air Freight Forwarders and Customs Brokers in Australia and New Zealand to exchange EDI electronic messages for air freight traffic across the Tasman.

This project is now moving into the roll out phase. Testing has been completed on the INVOICE message, which is now in production across the Tasman. Testing of further messages is now being planned.

Asian Regional EDI Project

This project involves the international exchange of BAYPLAN information for container ships.

Planning is proceeding for message transfer between Singapore and Australia. Indonesia is also now involved, with Japan and Hong Kong observing. Some problems are being experienced in obtaining support from South Korea.

Customs Procedures Developments in Le Havre

By Paul Scherrer, Development Manager, Port of Le Havre

The automation of information exchanges with the Customs administration is one of the main areas in which considerable reductions in transit time can be made. On importation, the advanced deposition of Customs manifest enables inspection of the documents to be carried out in advance and allows Customs to issue a notice of Customs status before the arrival of the goods (to be confirmed at the actual unloading of the goods).



Such procedures can be carried out only through a protected network and after approval of the information systems by Customs.

Due to the excellent collaboration between Customs and port users, the port community system ADEMAR+ in Le Havre has been connected to the French Customs computer system SOFI since 1983.

Until 1994, the two main services were:-

- Customs import manifest management, which is dealt with in ADEMAR+. The summary declaration is sent by the shipbroker and this electronic operation confers permission to discharge.
- Customs declaration, which is carried out by the forwarders in the SOFI system. The response from Customs which might be clearance or document check or physical check is sent back to ADEMAR+ system, which in turn informs the relevant port users.

Since then the connection has been improved by using EDI messages for the information transmitted by Customs to ADEMAR+ instead of the previous format. This link is via Transpac, the French X25 public network, and uses the standardised EDI-FACT message: CUSDEC.

(Continued on Page 20)

International Maritime Information

WORLD PORT NEWS

ASEAN Port Authorities Renamed Ports Assoc.

The former ASEAN Port Authorities Association has been renamed ASEAN Ports Association.

Ms. Aida P. Dizon
Head, Permanent
Secretariat

ASEAN Ports As-
sociation (APA)
c/o Philippine
Ports Authority

Marsman Building, South Harbor
Port Area, Manila
Philippines

Tel: 63-2-527-4647

Fax: 63-2-527-4749



Container Ship Trends: 'Bigger Is Better'

"Bigger is better" could very well be the slogan of the container ship industry. Not so long ago, 3,000 TEU-capacity easily classified vessels in the supersize category.

Now those of 4,000 TEUs or more are entering the world fleet in growing numbers, and just this fall, the first of a new class of 5,000-TEU vessels, the *OOCL California*, made its debut. Orders have been placed by Maersk and Hyundai for ships of 5,500-TEU capacity, and even larger ships are on the drawing boards.

The German shipbuilder HDW, as an example, has produced detailed plans for vessel classes of 6,000 and 7,000 TEUs

and the conceptual design for a "jumbo" ship of 8,000 TEUs.

The "mega" ships are key elements in the strategies of the world's leading steamship carriers as they seek to optimize operations through global alliances and networks of strategically located transshipment centers and feeder services.

Equipped with powerful new diesel engines capable of driving them at speeds of up to 25 knots, and too large to squeeze through the locks of the Panama Canal, these huge ships are being deployed to serve long-haul trades such as those spanning the Pacific and Indian oceans, connecting the load center port of Northern Europe, North America, and the Pacific rim.

Computerized on-board navigation systems and satellites allow vessels to automatically adjust course and thus improving the efficiency of operation. The carriers are counting on the speed and economies of scale of the "mega" ships to assure cost-competitive and reliable service.

The trend is unmistakable. During the

1. Container Ships of 3,500 TEUs or Greater

| | 1994 | 1993 | 1992 |
|------------|------|------|------|
| Ships | | | |
| In Service | 98 | 60 | 48 |
| On Order | 71 | 63 | 24 |

Note: Data are as of November 1 of the given year.

Source: Containerisation International Yearbook, 1993-95.

past three years, the number of container ships of 3,500-TEU capacity greater has more than doubled. In 1994, they represented 9.6 percent of the total "slot capacity" of the world container ship fleet, up from 5.9 percent in 1992. Table 1 provides specifics:

Even more telling are data published recently by Containerisation International on the world's top 20 container carriers. Accounting for half of all container "slots" in service worldwide, they include, for example, Evergreen, Uniglor, Maersk, Hyundai, Cosco, Sea-Land, OOCL, Hanjin, American President Lines, Neptune Orient, Yangming, Zim Israel, and DSR-Senator Linie.

As of September 1, 1995, the 20 companies were operating a total of 132 vessels of 3,500 TEUs or over, with an additional 77 on order. Those 77 vessels accounted for 58 percent of the vessels and 78 percent of the slot capacity on the companies' order books. Details are shown in Table 2.

2. World's Top 20 Containership Operators Vessels of 3,500 TEUs and Over on Order As of September 1, 1995

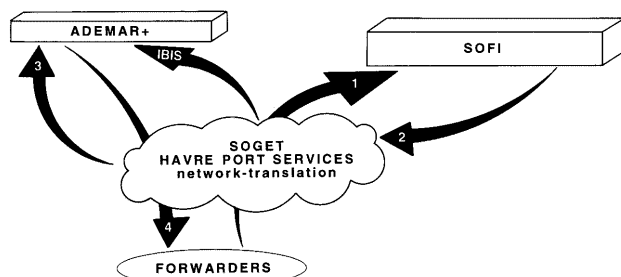
| TEU Capacity | Vessels | Share of Total | Slots | Share of Total |
|--------------|---------|-------------------|---------|-------------------|
| >3,500 | 55 | 41.7% | 100,134 | 21.9% |
| 3,500-3,999 | 13 | 9.8% | 46,184 | 10.1% |
| 4,000-4,799 | 24 | 18.2% | 101,099 | 22.2% |
| 4,800-4,999 | 14 | 10.6% | 68,700 | 15.1% |
| 5,000-5,550 | 26 | 19.7% | 140,257 | 30.7% |
| Total | 132 | 100.0% | 456,374 | 100.0% |

Source: Based on data reported in Containerisation International, November 1995, p. 57.

Customs Procedures-

(Continued from Page 19)

The following scheme illustrates the EDI link with Customs:



- 1 The forwarders send the declaration to the SOFI system using Havre Port Service, the community network.
- 2 Customs send back the clearance information in EDI.
- 3 This information is kept in the ADEMAR+ system.
- 4 Customs clearance is sent to the forwarder.

A major step is under way, concerning anticipated Customs clearance: When the vessel enters the port and before the goods are handled, the Customs response is available in the community computer system. In the long term, the system will be upgraded and this operation will be allowed as soon as the vessel leaves the previous port of call.

Such procedures enable Le Havre to play an important part in the development of electronic data interchange between port users and the Customs administration and allow it to improve the quality of the services offered to its customers.

Sample Panamax and Post-Panamax Containership Dimensions

| Vessel/Vessel Class | TEU Capacity | Length Overall (Feet) | Beam (Feet) | Maximum Draft (Feet) | Speed (Knots) |
|----------------------|--------------|-----------------------|-------------|----------------------|---------------|
| Panamax | | | | | |
| Humboldt Express | 2,184 | 676.0 | 106.0 | 36.3 | 18.5 |
| Laura Maersk | 3,016 | 885.0 | 106.0 | 42.7 | 23.0 |
| Hannover Express | 4,422 | 964.6 | 106.0 | 39.4 | 23.0 |
| Post-Panamax | | | | | |
| APL China | 4,832 | 906.5 | 131.2 | 41.0 | 24.5 |
| OOCL California | 4,960 | 905.6 | 131.0 | 46.0 | 24.0 |
| HDW CS 5860 Series | 5,864 | 905.6 | 131.2 | 46.3 | 24.7 |
| HDW CS 6800 Series | 6,800 | 1,000.7 | 131.2 | 45.9 | 24.2 |
| HDW Proposed "Jumbo" | 8,000 | 1,099.1 | 150.9 | 45.9 | N/A |

Note: Panamax = Maximum size that can be accommodated by the locks of the Panama Canal. Post-Panamax = vessels too large to transit the Canal. Panama Canal lock chamber dimensions: Length - 1,000 feet; Width - 110 feet.

Sources: Containerisation International and Holdwaidtswerke-Deutsche Werft AG (HDW), Kiel, Germany.

These large vessels obviously pose major challenges to ports because of their size and the potentially large number of containers they could discharge or load during any one port call. Key requirements obviously are suitable terminal facilities, including berths, cranes, container yards, access channels, rail and highway access, and other shoreside infrastructure.

Facilities configured to handle Panamax and smaller size vessels will have to be modified or replaced. Panamax defines a vessel of the maximum size that can be accommodated by the locks of the Panama Canal, generally ranging upward to 900 feet long, 106 feet wide, loaded drafts of no more than 39 feet, and requiring a gantry crane outreach of less than 144 feet.

By contrast, the newly commissioned 4,960-TEU post-Panamax *OOCL California* is 906 feet long, has a beam of 131.2 feet, and a maximum draft of 46 feet. The "Jumbo" 8,000-TEU vessel envisioned by HDW would be nearly 1,100 feet long, 151 feet wide, and have a maximum draft of almost 46 feet. Sample Panamax and post-Panamax container ships are profiled in Table 4.

The mega-ships imply 1,000-foot-plus berths, gantry crane outreach of 144 to more than 158 feet, channel depths of at least 45 feet, and the storage area to receive the containers, and ready landside rail and highway access.

Suggestive of what the future holds comes from the fact that more than 75 percent of the gantry cranes due for delivery to ports worldwide in 1996-98 are of post-Panamax size or larger as shown in Table 3.

3. Ship-to-Shore Container Gantry Cranes Deliveries to Ports Scheduled for 1996-98

| | Px | PPx | EPPx | Total |
|---------------|----|-----|------|-------|
| Africa | 1 | 4 | 0 | 5 |
| Asia | 26 | 19 | 55 | 100 |
| Australasia | 2 | 3 | 0 | 5 |
| Caribbean | 0 | 0 | 0 | 3 |
| Europe | 11 | 1 | 36 | 48 |
| Mideast/India | 10 | 5 | 0 | 15 |
| North America | 1 | 1 | 30 | 32 |
| South America | 2 | 0 | 1 | 3 |
| TOTALS | 53 | 33 | 125 | 211 |

Notes: Px = Panamax (under 144 feet outreach from seaside crane rail). PPx = Standard post-Panamax (144 to 158 feet outreach). EPPx = Extra post-Panamax (158 feet or greater outreach).

Source: Based on data reported in Containerisation International, December 1995, p. 69.

The draft requirements of the post-Panamax types effectively restrict them to a relatively small number of ports worldwide. Only three ports on the North American east coast and five on the North American west coast currently have main channel depths sufficient to receive vessels of 45 feet or more.

Furthermore, the substantial investment required for terminal infrastructure, cranes, and landside access can also be expected to further restrict these large vessels to ports with sufficient financial resources.

Quite possibly an important source of investment capital for mega-ship container terminals will be the private sector, and particularly multi-national terminal operators in joint ventures with the steamship carriers and/or with public port authorities. For ports vying to become load centers or

transshipment hubs, there may be no alternative than an alliance with these large multi-national terminal corporations.

(AAPA Advisory)

Sea.Net, Multiport to Promote Info Service

The communications company Sea.Net, based in London and Madrid, and the ship agencies network Multiport have agreed to promote an international port information service to be known as *Multiport News*. The service will provide information on such topics as weather conditions and anchorage availability in the roads, pilotage, berthing conditions, stevedoring and cargo-handling charges, loading and discharge speeds, bunkering stocks and prices, average state port inspections, arrests and any other port information of use to shippers and owners. The information will be updated on a daily basis and can be accessed on the Internet, at the Sea.Net address <http://www.seanet.co.uk>.

The information will be gathered from the 1,150 ports covered by Multiport's 94 member ship agencies. The Multiport ship agencies network was first established in 1978 in Rotterdam, moving to London last year.

Sea.Net Limited was launched in June 1995, becoming fully operative in September. Its 300-plus clients use its Internet server to obtain up-to-minute information on all aspects of the shipping and transport industries. Sea.Net's own databases include ships for sale, open positions, and time- and voyage-charter fixtures. New databases currently under development include liner sailings and port equipment and dredging tenders. Sea.Net is administered by the user committee drawn from its sponsoring associations which include the British and Spanish shipowners, plus ship brokers, freight forwarders, and bunker brokers. According to chairman Carl Lee, "International transport revolves around the world's ports. Almost everybody needs the latest data on port conditions, supplied by well informed and reliable people. Multiport's stringent financial controls, both before accepting new members and each year thereafter, give us the guarantees our users require."

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The Box: TT Club Fetes Containerisation

1995 saw the TT Club celebrating its 25th anniversary and what better way to round off the year than to launch a new book entitled "The Box" – an anthology celebrating 25 years of containerisation – and, of course, the Club.

The editor of *The Box* is Sam Ignarski whose qualifications for the job include the production of the successful "Underwriters' Bedside Book" which proved surprisingly readable given the associations with which insurance is blessed, and regular columns in the shipping and freight press.

With the Underwriters' Bedside Book, Ignarski was able to draw on centuries of writing from eye-witness reports of Krakatoa to extracts from Joseph Conrad tales. Because containerisation has only been around for a quarter of a century, the library available to the editor was quite small but *The Box* has not suffered as a result. It is both entertaining and educational.

The writing team of Chris Hewer and Mike Grey, who once worked together at Fairplay magazine, are featured strongly as are two editors of Containerisation International, Richard Gibney and Jane Boyes. Not so many people know that it was Richard Gibney who invented the term 'TEU' (20ft equivalent unit).

But there are many other writers whose work features in *The Box*. They range from well-known UK media personality Michael Palin and German shipping executive Karl-Heinz Sager to the less well-known Oliver Allen whose article "The man who put boxes on ships" was identified by seasoned observers as the best historical account of the Malcom McLean story available for inclusion in *The Box*.

Interspersed within these previously-published articles are many anecdotal tales, mostly from the early days of containerisation, which describe, with humour, the learning curve which the ship-

ping industry was forced to follow.

It is delightful to see that, in 1971, Containerisation International was warning of over-tonnaging. "By 1975, there will be over 110 containerships in the Far East trades, 28 of Japanese flag." "Could everyone go bust?", the title of the article asked. The last 20 years have seen the Japanese flagging out but one has to ask: "Has anything else changed?" Today, as we witness the advent of the 6,000 TEU ship and the mega alliances, fear of over-tonnaging continues – much as it did in the early days of liner shipping pre-World War I when conferences were, even then, threatened by the activities of 'outsiders'. *Plus ça change.*

Even if one is setting out for home on a cold, wet evening, barely wishing to think ever again about containers and their conveyance, a copy of *The Box* would not go amiss. It is extremely readable and not a little educational.

The Box is available at a cost of £25 or US\$40 (inclusive of post & packing worldwide) from Peter Owen, EMAP Business Communications, 151 Rosebery Avenue, London EC1R 4QX. Fax: +44 171 505 3535.

New Publications

APA Primer '94

Price per copy of "APA Primer '94" by the ASEAN Ports Association, inclusive of mailing cost, is US\$89 (if by airmail) or US\$50 (if by surface air-lift).

Secretariat
ASEAN Ports Association (APA)
c/o Philippine Ports Authority
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The Americas

Student Exchanges at 2 Canadian River Ports

Partnership and twinning are words which suggest a close relationship and a basis of cooperation for the pursuit of common goals. During 1995, two Canadian Ports demonstrated how reward-

ing such partnerships could be.

The story begins in 1994 when Fraser Port, on the Fraser River in western Canada, and the Port of Quebec, on the St. Lawrence River in Eastern Canada, signed a twinning agreement to promote the exchange of ideas and expertise on issues of common interest. At the same time, Fraser Port entered into a "partnership in education" agreement with the school board in Delta, one of the nine municipalities in its jurisdiction.

The Fraser River is a national historic treasure, a major economic generator, the spawning ground for the majority of West Coast Salmon and home to a large percentage of British Columbia's population. The mission of the partnership was to foster respect for the Fraser River estuary in students, teachers, and the community at large while working toward developing an understanding of the need for a balance between economics and the environment. As a result, there would be increased awareness of the importance of the port to the community and the career opportunities available in the marine transportation industry.

It was soon obvious that a three-way partnership would enhance everyone's program objectives. The Port of Quebec also had a school work program with their local college but by extending it as an exchange program with Fraser Port, the cultural and trans-Canada aspects were introduced. The two school boards were each responsible for selecting a male and female student for the program. Students had to apply for the program and write a short essay to explain why they wished to participate in the exchange and how they and the school would benefit.

The exchange was launched in early July with two students, one from Delta and one from Quebec, assigned to work at Fraser Port while the other pair went to work at the Port of Quebec. In August, they reversed locations. At Fraser Port, they worked in the office and in Quebec at the marina and the marketing department. The two ports sponsored their salaries based on prevailing student rates, airfares and other incidentals such as liability insurance. The students' families provided accommodation and meals.

The value of the exchange was apparent immediately and sure to have an enduring benefit for the students. As one student described his journey into another aspect of Canadian culture: "This program enabled me to be integrated into a business environment, allowed me to have a better understanding of a different aspect of

Canadian culture, and made it a summer that I will never forget!"

When future port administrations look for new leaders, they should be gratified to know that there are candidates available who started learning the business of marine transportation first hand and at an early age.

Halifax Cargo Volumes Show Significant Growth

General cargo volumes at the Port of Halifax for 1995 showed significant gains in 1995. For the year, container cargo increased by 22% to 3.13 million tonnes from 2.56 million tonnes in 1994. Labour intensive breakbulk cargo increased by 43% in 1995 from 115,000 to 164,000 tonnes due mainly to a rise in forest products exports. Other breakbulk cargoes showing gains were sulphides and rubber. Finally, in the general cargo category, roll-on/roll-off cargoes showed a 5.5% increase.

Overall, port cargo was down somewhat over 1995 to 13 million tonnes; the decrease was due primarily to lower volumes of bulk, mostly crude and refined oil.

Significant business developments affecting traffic in 1995 included:

- inauguration of the PAX (Pacific Atlantic Express) service in late 1994 involving a cooperative alliance between Hapag-Lloyd, Neptune Orient Line (NOL) and Nippon Yusen Kaisha (NYK) Line;
- initiation of a breakbulk/container export service by Hoegh Lines serving Southeast Asia and the Indian sub-continent;
- improved service to New England provided by SPM Container Line, linking the Port of Halifax with Boston and Portland on a weekly basis;
- coinciding with SPM service improvements, the decision by Hapag-Lloyd to re-establish Halifax as its transshipment hub for New England cargoes; the line had been using barge service via New York.

Cargo destined for and originating in the U.S. midwest has also been a highlight in 1995. Spurred by the opening of CN's double-stack St. Clair tunnel along with incentives by the HPC and labour, the port has made significant gains in the development of this business. In 1995, the port

handled over 325,000 tonnes of midwest business, up from 131,000 tonnes in 1994.

Commenting on the port's year-end position, David Bellefontaine, President and CEO of the HPC, noted that especially considering the extremely competitive environment, the port's 1995 performance was excellent. He also expressed optimism about the future, noting that prospects for 1996 continue to be good.

Jerry Thorpe Head of Tacoma Commission

Jerry Thorpe has been named president of the Port of Tacoma Commission for 1996. Thorpe was elected to the commission in November 1993 and began his service in January 1994. His term as president will last one year.

"My goal for the Port in 1996," Thorpe said, "is not only the growth of ship cargo, but the development of Port properties to their fullest potential. There are many opportunities to explore and countless ways for the Port to make significant contributions to the area's economic prosperity."

Other appointments included Jack Fabulich, vice president; Dick Marzano, secretary; Pat O'Malley and Clare Petrich, assistant secretaries.

1995 Satisfying Year For Port of Montreal

The year 1995 was a satisfying one for the Port of Montreal despite a labour dispute between the Maritime Employers Association (MEA) and the longshoremen's and checkers' union that paralyzed activity on the docks for 16 days last March.

Mr. Dominic J. Taddeo, president and chief executive officer of the Montreal Port Corporation, said that this labour dispute and the one involving the railway industry were costly for everyone involved in port activity, but that the results from 1995 were generally positive for the following reasons:

- Containerized general cargo traffic increased, albeit slightly, to set a new record;
- Bulk traffic (excluding grain and petroleum products) increased sharply;
- The Montreal Port Corporation

recorded a net profit for a 16th consecutive year;

- The agreement between the MEA and the longshoremen's and checkers' union, the Montreal Port Corporation's fourth tariff freeze, and improvements in cargo-handling and transportation services allowed the Port of Montreal to remain very competitive.

Total traffic through the Port of Montreal amounted to 19.2 million tonnes in 1995, a decrease of 4.3 per cent compared with the 20.1 million tonnes handled the previous year.

"The work stoppage last March cost us at the very least half-a-million tonnes of cargo, but it was the drop in petroleum products alone that explained the decrease in total traffic," Mr. Taddeo stated. Petroleum products traffic fell by more than 1.3 million tonnes or 22.9 per cent to total 4.5 million tonnes in 1995. The drop was solely attributable to a marked decrease in consumption of petroleum products in the Greater Montreal area.

Various dry and liquid bulks increased by 1.1 million tonnes or 24.9 per cent to reach 5.4 million tonnes in 1995. Inbound movements of iron ore, as well as hydrocarbons other than fuel, were the main contributors to the increase. This traffic category does not include grain, which decreased by 300,000 tonnes, or petroleum products.

After a spectacular increase of 1.2 million tonnes in 1994, containerized general cargo traffic grew by one per cent or about 70,000 tonnes to total 7.1 million tonnes in 1995. "The gain was slight, but it was enough to set another record," Mr. Taddeo said.

The president and chief executive officer of the port corporation stated, nevertheless, that the work stoppage on the docks last March "clearly prevented containerized cargo traffic from fully benefiting from the strength of the market and recording an even greater increase."

Non-containerized general cargo traffic totalled some 600,000 tonnes in 1995, compared with about 900,000 tonnes the previous year. The drop is explained by the decrease in steel imports into America, the loss of at least 100,000 tonnes of cargo attributable to the work stoppage last March, and increased competition from U.S. eastern seaboard ports.

Net profit for a 16th consecutive year

As of December 31, 1995, the Montreal

Port Corporation reported a net profit for a 16th consecutive year. This net profit reached \$9.3 million, compared with \$8.7 million in 1994. It comprises net income from operations of \$2.2 million, net investment income of \$5.8 million, and the addition of an unusual item of \$1.3 million representing essentially an adjustment of grants in lieu of municipal taxes from previous years.

The port corporation's operating and administrative expenses totalled \$52.4 million in 1995, an increase of only 1.9 per cent compared with the previous year.

"Over the last 10 years, our operating and administrative costs increased by only 2.9 per cent," Mr. Taddeo said. "In actual fact, they decreased when you consider that inflation in Canada over the same period exceeded 33 per cent.

"In order to ensure our financial self-sufficiency so that we can provide our clients with modern facilities and highly-competitive tariffs, we have made cost control one of our top priorities," Mr. Taddeo explained.

"In 1996, our clients will benefit from a freeze of all our general tariffs for a fourth consecutive year. We have also once again improved our program to stimulate containerized cargo traffic." With these measures, wharfage charges on containerized cargo on average will be 35 cents less per tonne in 1996 than they were in 1985.

Mr. Taddeo explained that the port corporation also gives rebates to stimulate traffic in other cargo categories.

Forecasts

The port corporation forecasts that total traffic handled at the port in 1996 should be about the same as that of last year. An increase in various bulks and containerized cargo traffic should compensate for another decrease in petroleum products traffic.

By the end of the year 2000, total traffic should increase to 21.5 million tonnes, compared with 19.2 million tonnes in 1995. The net increase of 2.3 million tonnes will come mostly from the general cargo sector, and in particular containerized general cargo which will reach unprecedented levels.

"I believe we can look to the future with optimism," Mr. Taddeo said. "General cargo, the traffic sector that generates the most jobs and economic spinoffs, should once again increase, especially with the rise in containerized cargo."

The port corporation has budgeted capital expenditures of more than \$108 million in its five-year corporate plan covering the period 1996-2000.

Commercial orientation

Also speaking before the port community at the presentation of 1995 results, Mr. Raymond Lemay, chairman of the board of the Montreal Port Corporation, said that for the Port of Montreal, the commercialization of public ports within the new national marine policy announced last December is "an extension, a continuation, of what we have already been doing for years."

"Ever since our founding as a local port corporation, we have operated in a commercial, efficient and profitable manner," Mr. Lemay said. "The new national marine policy will give us even greater autonomy and help speed up the decision-making process."

Gold-headed Cane to Capt. of Brazilian Ship

In keeping with a tradition dating back to 1840, the President and Chief Executive Officer of the Montreal Port Corporation, Mr. Dominic J. Taddeo, presented the famous Gold-Headed Cane to Captain Paolo Rocha, master of the M/V *Frotachile*, the first ocean-going vessel of the year to reach port without a stopover.

The *Frotachile* is the first Brazilian-registered ship to inaugurate a new year of activity at the Port of Montreal, which has

been open year-round since 1964. It is also the first time that the first ocean-going vessel of the year has docked at the Port of Montreal's bulk terminal at Contrecoeur, located 60 kilometres downstream from Montreal.

Arriving from Ponta Ubu in Brazil, the ship crossed the port's limits at 11:51 a.m. on January 2, 1996. It then tied up at Berth No. 1 of Contrecoeur Terminal where its cargo of 33,000 tonnes of iron ore pellets was handled by Contrecoeur Maritime Terminal Inc., a subsidiary of Logistec Stevedoring Inc. The tramp vessel's last voyage to the Port of Montreal was July 18, 1989.

Captain Rocha has won the Gold-Headed Cane for the first time. He has been with Frota Oceânica for more than 25 years and has been to Montreal previously.

The Port of Montreal also paid tribute to the pilots of Saint-Laurent Central Inc. who brought the *Frotachile* safely into port. Pilots Jean-Marc Bouillé and Justin Tremblay were each presented with wine goblets bearing a commemorative inscription.

The president and chief executive officer of the Montreal Port Corporation outlined the reasons that still motivate the port to perpetuate the tradition of the Gold-Headed Cane.

"Now, in addition to honouring the master of the first ocean-going vessel of the



M. Dominic J. Taddeo (right), President and Chief Executive Officer of the Montreal Port Corporation, and Captain Paolo Rocha, Master of the M/V FROTACHILE, who proudly shows the Gold-Headed Cane.

year, the Gold-Headed Cane also reinforces the importance of year-round navigation to Montreal," Mr. Taddeo said.

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

A multifunctional port that handles all types of cargo, the Port of Montreal is by far Canada's number one container port.

The Port of Montreal generates revenues of approximately \$1.2 billion annually for the Montreal region, Quebec and the entire country, and creates some 14,000 direct and induced jobs.

Montreal to Improve Cruise Ship Facilities

The Montreal Port Corporation has invested \$500,000 in the first phase of a project to improve cruise ship facilities at Alexandra Pier.

The entire project, to be carried out in three phases and according to demand, will modernize cruise facilities in Montreal and allow the port to better accommodate passengers and a new generation of cruise ships.

Phase I of the project, completed this autumn, was carried out to make the cruise area at Sheds 4-6 more esthetically pleasing. The facility is located across from the Iberville Passenger Terminal and is used on occasion for certain passenger vessels or when several cruise ships are in port simultaneously.

The second floor of Sheds 4-6 was opened up to provide a panoramic view of the city and river and a better view of cruise ships when they are in port.

Sheet metal facings were knocked down and replaced by guardrails. The floor above the area used occasionally as a welcoming area for passengers at Shed 6 was waterproofed.

Phase II of the project calls for the complete renovation of the first-floor welcoming area at Shed 6. Upon completion, this facility would become a completely new passenger terminal. Work will be carried out according to cruise market demand.

Phase III, the redeployment of the area between Iberville Passenger Terminal and Sheds 4-6 to accommodate more buses, will also be carried out as needed.

(Portinfo)

New Savannah System For Reducing Delays

Counted as one of the most noteworthy improvements in service to reduce unit cost and benefit customers at the Port of Savannah is the recent implementation of a generic container interchange gate system. The development of the new system, which eliminates delays for traffic being processed in or out of containerport facilities in Savannah, is credited to the cooperation and assistance of labor, stevedoring companies, steamship users and the Georgia Port Authority.

Stevedoring Services of America, Cooper/T. Smith and Ceres Marine Terminals cooperatively own, manage and operate Gateway Terminals. Strachan Shipping and Stevens Shipping are associate members of the Gateway organization and participants in the new and enhanced operating environment.

Georgia Ports Authority Executive Director Doug Marchand offered that "this is another perfect example of truly outstanding cooperation between the ILA, the stevedore companies and the GPA. With other terminals on the East Coast experiencing troublesome delays and inefficient interchange systems, the unique interchange system now operational in Savannah confirms that our maritime community is committed to superior customer service. Containerized cargo is moving swiftly through interchange lanes and that is a decided advantage for Savannah customers," noted Marchand. "There is no question that the system has provided immediate benefits to our customers by improving the speed and efficiency of interchange services," concluded Marchand.

Preparations are being made now to initiate the next step in the interchange service program. As demand dictates, gate interchange operations can easily be expanded to sixteen hours Monday through Friday and from 7:00 a.m. to 5:00 p.m. on Saturdays and Sundays. In addition, rail interchange operations could be expanded to seven days a week to further improve the efficiency of intermodal transfer functions in Savannah.

According to Gateway manager Don Brown, "We listened to our customers, devised systems to reduce delays and now closely monitor the interchange traffic so adjustments can be made as necessary to expedite containers."

Truckers moving containers through the interchange gates have commended the new system for reducing the time required

to enter and exit the Port. Independent trucker Floyd Cohen, for one, confirmed the improvements in speed and efficiency and expressed appreciation for the efforts of those parties involved in gate operations.

Competition to retain current customers and attract new business is looming larger than ever. The Georgia Ports Authority and the Savannah Maritime community are united in meeting the competitive challenges and going a step beyond with innovative new programs to ensure a successful future for the port and its valued customers.

Africa/Europe

Helsinki System for Customer Satisfaction

Responding to the challenge of the time and the needs of the customers, the Port of Helsinki has developed a quality system. We have defined quality as customer satisfaction. Built within the system ISO 9000, our quality system aims at emphasizing, in the functions of the enterprise, the customers' point of view, and also at improving the port's positions in competition and eliminating aberrations from quality (errors, misunderstandings and the like).

The port's quality system supports management by results and consideration for environmental interests. A documentation of the quality system and a description of the routines of the Port of Helsinki are ready.

Three manuals have been published: a quality manual, a service manual and an organization manual. The chief points of our quality policy are the following:

"The Port of Helsinki produces and develops port services which satisfy the demands of our customers and give us the result envisaged. Our goal is that our clients and other interested parties shall be satisfied with our services and interested in a lasting business relationship. They shall under all circumstances have justified confidence in the quality of the Port's operations. In all our activities we have consideration for the demands of environment and heed the laws and regulations issued for protecting the environment. The leadership of the Port of Helsinki has adopted the environmental principles to make sure that these demands be satisfied."

Concerning different port functions,

internal hearings have been organized for clarifying the function of the quality system and finding development objects. A decision concerning a possible certification of the quality system is to be taken later.

Le Havre: Records in Gen'l Cargo, Container

The year 1995 was marked by two record figures for the port of Le Havre in general cargo trade (13.6 Million Tonnes), thus beating by 8.5% the last record which dated back to 1994, and in container trade with a 10% rise compared to 1994 (9.1 MT).

These good results show the new move forward made by the port of Le Havre, especially marked by the return of confidence of both shipowners and shippers, which is a tangible consequence of the reform of the port cargo-handling trade.

Owing to a good month of December, the crude oil traffic partly made up lost time compared to the previous year with less than 800,000 T (30.4 MT). Refined products record a decrease both inward and outward with 3.6 MT in 1995 compared to 4.8 MT in 1994.

As for dry bulks, the accident that occurred on January 11th on a grain gantry crane did not enable this trade to develop as forecast. Cattle food records a 23.3% rise with more than 300,000 T, thus strengthening the position of the port of Le Havre in this field. As regards coal, as "E.D.F." (French Electricity Board) resumed importing at the end of the year, this brought about a 75% rise, that is 1.4 MT.

Passengers on board the ferries between England, Ireland and Le Havre also reach a record figure with 1,050,000 passengers (+8.2% compared to 1994).

The overall trade of the port of Le Havre for the year 1995 remains within the confines of that of last year, that is 54.3 MT.

1st French Center for Hazardous Materials

On January 15th, the first specialised warehouse for the groupage, storage and re-distribution of packaged hazardous materials is coming on stream in the Port of Le Havre's industrial zone.

This new Centre of Controlled Distribution in Le Havre (in French

"CHDR": Centre Havrais de Distribution Réglementée), marketed as CARE, is the result of the association of chemicals storage, transport and handling specialised companies.

Located on a five-hectare site along the "Ground Canal du Havre", CARE will guarantee reliability and safety by offering services of packaging, labelling, weighing, preparation of orders, as well as computer management of stocks to allow the tracking of the goods. In a first stage, CARE includes eight compartments of 450 square metres which meet the latest safety requirements, as an original characteristic: segregated leakage catch-pits, automatic fire extinguishing by discharge of low and high expansion foam, firewalls, etc...

This warehouse with a total surface of 3,600 s.m. will make it possible to receive most listed products, explosives and radioactive materials excluded.

CARE has the customs status of free-trade warehouses and is directly linked to the main port, motorway, railway and waterway infrastructure.

The capital outlay of 17 million francs will generate the creation of about ten direct jobs as well as a certain number of indirect jobs.

As France's first port centre for the reception of hazardous materials, CARE meets the specific requirements of the international chemicals industry and of specialists in transport and logistics by the safe handling of all their products.

Gov't, EU Funds for Shannon Estuary

It was good news time for Limerick Harbour Commissioners with the announcement by the Department of the Marine that £4.75 million in Government and EU funds will be made available to develop coal transshipment facilities at Moneypoint and for the purchase of a new tug capable of berthing the very large bulk carriers now entering the Estuary.

Commented Harbour Board Chief Executive, Mr. Gerry Donnelly: "The allocation of these funds is timely recognition of the strategic importance of the Shannon Estuary as Ireland's bulk port and the key role it will play in the country's economic development".

He revealed that £5 million will be invested through Shannon Fuel Terminals, the joint venture company in which the Commissioners and ESB are partners, to develop transshipment facilities at

Moneypoint. The project involves the provision of storage and berthing facilities to enable coal to be transhipped from vessels of up to 180,000 tonnes deadweight to smaller ships of 10,000 tonnes dwt or less, that are capable of entering other Irish, British and Northern European ports, but which cannot accommodate the very large bulk carriers that use the Shannon Estuary.

The remaining funds are to be spent on a large ultra-modern tug needed to assist in the manoeuvring and berthing of very large bulk carriers. The cost of the tug will be in the region of £4.5 million and will allow a much improved service to all users of the ports of the Shannon Estuary. It will underpin the Harbour Board's determination to provide access and berthage in the Estuary, 24 hours a day and it will also be capable of handling vessels of 250,000 tonnes dwt that will be able to use the Shannon Estuary when funds are available to carry out the dredging of the entrance to the Estuary bar. The cost of this work has been estimated at £4 million, pointed out Mr. Donnelly.

Welcoming the announcement on behalf of the Harbour Commissioners Mr. Donnelly said: "In providing these funds, the Government has responded positively to our case for the development of the Shannon Estuary as Ireland's bulk port. The Shannon Estuary is the only port on this island capable of accommodating these very large bulk carriers, and there are only three other ports in the whole of Europe that can do so. Consequently, the development potential for whole regions is enormous, if that potential is realised. The provision of these funds will assist greatly in this development work".

(Shannon Shipping News)

Transport of Goods Thru Amsterdam Region Up

Over the past nine months the Amsterdam port region, which includes the ports of Velsen, Beverwijk, Zaanstad and Amsterdam, has once again processed more goods than during the same period in 1994. In January to September, total transshipment figures rose by two percent to over 37.1 million tons.

Of this 24.9 million tons consisted of dry bulk goods transport, which compared to the first nine months of 1994 showed an increase of six percent. Fluid bulk cargo shows a smaller increase, namely 0.2 percent and comes to a total of 7.5 million

tons. Despite a small increase in container transport, the general cargo sector (containers, roll-on/roll-off and conventional general cargo) went through a tough time. It decreased by 12.8 percent to 4.7 million tons.

With this growth percentage the Amsterdam port region has done better than its surrounding ports. Increase in transshipment here does not only mean increase in transport, but also more work for the port companies, where a large section of the goods is first processed before further transport takes place. If the current growth continues, the Gemeentelijk Havenbedrijf expects to end 1995 with record figures of 49.5 million tons.

Despite an increase in container transport, over the past nine months less general cargo was processed in the Amsterdam port region (-12.8 percent). Over 4.7 million tons of general cargo were transhipped. Growth in the container transport sector by 0.6 percent to 824,000 tons can mainly be attributed to significant growth in transport to South America. Roll on/roll off traffic, as well as conventional general cargo (sacks and bales) showed a decrease. The roll on/roll off traffic was reduced by 11.4 percent to 507,000 tons, and the conventional general cargo by 15.7 percent to 3.4 million tons. It is expected that conventional general cargo will rise during the final quarter, when cacao transport gets started again.

Dutch Pilots Association Revises Traffic Structure

The Dutch Pilots Association are cutting their traffics for 'steady customers'. The rates depend on the ship's length and the frequency of passage and the discounts can amount to 20 per cent.

The proposal is in reaction to a change in the Pilotage Act on 1 October. The most relevant changes in the law are:

- A relaxation in the length of ships that have to be piloted from 40 to 60 metres;
- Captains of ships that call or depart eighteen or more times per year or smaller ships with a frequency of six times per year can be exempted from the requirement of piloting or pilotage fees if they have the appropriate certification.

The four regional pilot corporations - North, Amsterdam-IJmond, Rotterdam-Rijnmond and Scheldemonden - were afraid that these changes would lead in the future to a loss of income of many tens of millions of guilders. Last year the Dutch

Pilots Association together had a turnover of 250 million guilders. Their chairman J. Kluwen hopes that the substantial reductions in tariffs will make it attractive to the (especially container) shipowners to continue to use the piloting services.

Harbourmasters can still order a pilot onboard a ship even when it has an exemption.

The proposal was developed by a working group consisting of representatives from port managers, ship brokers, the Royal Association of Dutch Shipowners

(KVNVR) and the Dutch Pilots Corporation, and is supposed to be temporary.

A 'Pilot fees tariffs' commission set up by the Minister of Transport is presently studying the possibilities of a more flexible and better structured tariff structure for piloting ships. In the present situation tariffs for piloting are fixed at a national level. It is not yet known when the commission will deliver its final conclusions.

(Haven Amsterdam)

Quality Certificate for Skandia Harbour



Mattias Widmark (left) of Det Norske Veritas presents the ISO 9002 quality certificate to Werner Stoppenbach, deputy vice president of the Port of Göteborg AB and head of Skandia harbour. The Port of Göteborg AB will be fully certified according to ISO 9002 before the end of 1996.

The main general cargo unit within the Port of Göteborg AB organisation, the Skandia Harbour, has been awarded the ISO 9002 quality certificate by Det Norske Veritas. The process is described by Werner Stoppenbach, deputy vice president of the Port and responsible for the Skandia harbour operations, as a complicated one: the port is a cross-roads between many parties involved in transport, and each interface must be defined. On top of that, the Skandia Harbour is under re-organization to a more customer-related structure.

The Port of Göteborg AB, operator of

Scandinavia's biggest port, has chosen to have itself quality certified district by district. To date, three districts (also administrative units in the company) have received their ISO 9002 certificates, namely the Älvsborg Harbour, best known for its tending the Tor Line and Stena Line ro/ro vessels in North Sea trade; the Oil Harbour, where a relatively small number of people handle two-thirds of the port's tonne total; and now the container and car facility, the Skandia Harbour. The entire port company will have received ISO 9002 certification by the end of 1996.

Göteborg: EU Trade Simpler to Handle

The port of Göteborg, Scandinavia's biggest port, has chosen not to renew its free port status (in the form of a free zone) with The National Customs Administration in Sweden. The move is a very conscious one, and the solution will make intra-EU trade simpler to handle, while traditional free port qualities will remain for non-EU imports.

One of the main qualities of the free port idea is to make it possible for importers to postpone payment of customs dues and value added tax. This is made possible by declaring the free port an international territory as far as trade is concerned.

From January 1st, 1996, European Union trade rules apply to Sweden after one year's exemption. A Swedish free port could then, after application, be granted 'free zone' status and, in general, carry on as before. However, to a free port like Göteborg's, this creates a problem because the free port has both EU and non-EU imports. Since EU imports are to be considered as domestic trade, the free port/free zone regulations represent an obstacle.

Formally, EU cargo discharged in the free port would be regarded as exported from the EU into the free port. Then, passing through the gate 'into' Sweden, the cargo would have to be imported to Sweden. This would be the case for e.g. trailers discharged from P&O Ferry-masters' trailer ferry from Middlesbrough or rail wagons from Stena Line's railferry from Frederikshavn.

By not applying for a prolongation of its free port status in the free zone form, the Port of Göteborg AB (the Free port owner) has made it possible for intra-EU shipments to make use of the trade facilitation which is one of the aims of the Union.

What about non-EU imports? The Port has applied for, and has been granted, a 'customs warehouse' classification for a number of specified sheds and warehouses within the Free port area. This makes each shed a free zone module, with all the benefits of a free port. Also, the port has been granted a 'temporary storage facility' classification for a number of other buildings as well as open-air areas within the Free port. The qualities of a temporary storage facility are similar to those of a customs warehouse, except that there are time limits for the storage: 45 days if the cargo arrived by ship, 20 days if by road or rail. Storage forms like these are available to any Swedish importer at their own factory or warehouse after application to the

National Customs Administration.

By deciding not to renew its application for free port status in the form of a free zone, the Port of Göteborg AB has facilitated the intra-EU imports into Sweden through the port, while at the same time traditional free port qualities will be offered to those who benefit from them.

Swedish Ports Create Info Pages on Internet

As from now you will find information concerning Swedish ports on Internet. The Swedish Ports and Stevedores Association has created information pages on Internet on behalf of its members, ports and stevedoring companies. Here you will find information about the port industry and a mailing list which covers all members.

On a map of Sweden you will get further information concerning the port of your choice simply by pressing a button.

The Internet address is <http://www.shsf.se>

The intention of the Internet information pages is to be the ports window on the world. When it comes to the exchange of information and e-mail between the ports we use a program called First Class.

Most of the Swedish ports have the opportunity to call First Class and thereby get all kinds of information of interest for the port industry provided by the Ports and Stevedores Association. In addition all those connected are able to send and receive electronic mail and/or data files to and from each other and take part in discussion conferences.

The use of First Class is very simple and even free of charge. All you need is a PC or Mac and a telephone modem.

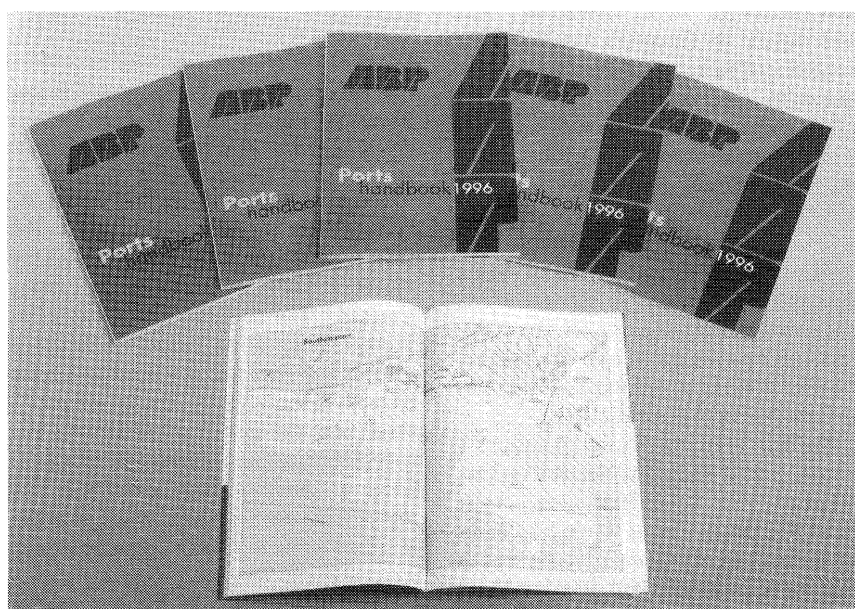
1996 Ports Handbook of ABP Is Now Available

The 1996 ports handbook of Associated British Ports (ABP), *PORTS '96*, is now available from the Company's head office in London and its 22 ports, which include the major ports of Southampton, Hull and Immingham.

PORTS '96 is an easy-to-use guide which is available on request to port customers, international shippers and related businesses. The 140-page book provides information on ABP's ports, ABP's two associated container-handling companies – Southampton Container Terminals and Tilbury Container Services – and transport companies. The book includes port maps, lists of the liner services which operate from the ports and details of port service companies. For the first time, the book also includes information on the facilities available at the ports for the disposal of ships' waste.

Alastair Channing, ABP Managing Director, said:

"ABP's ports are constantly evolving to handle new and increasing levels of trade – *PORTS '96* helps us keep our port customers and other businesses informed of the latest developments at the ports. The book includes information on new port facilities purpose-built for customers such as the new £13.5 million Nordic Terminal developed at Immingham for the DFDS shipping group."



Grimsby: First Cargo of SEAT Vehicles Handled

Associated British Ports' (ABP) Port of Grimsby recently handled its first cargo of SEAT vehicles, marking the start of a twice-monthly service from the Spanish port of Barcelona to the Humber port.

Three hundred and two SEAT vehicles arrived at Grimsby on United European Car Carriers' vessel, *Le Castellet*, and were handled at the new £3.5 million vehicle-handling terminal built by ABP for the UK importer of SEAT vehicles, Volkswagen Group UK Ltd. The 50-acre terminal which was opened in May last year, is the northern import centre of the Volkswagen Group. Vehicles from all Volkswagen UK brands: Volkswagen, Audi, SEAT and Skoda are handled at the terminal.

Dennis Dunn, Port Manager, ABP Grimsby & Immingham, said the new trade is good news as it will bring an extra 14,000 vehicle movements to the port during 1996.

"We are delighted that Grimsby is now handling vehicles from all four Volkswagen Group UK companies. The start of the SEAT imports shows the benefits which Volkswagen Group UK gains from using the new vehicle-handling terminal we opened for them last year," said Mr Dunn.

The Volkswagen terminal, located adjacent to roll-on/roll-off berths at Grimsby's Alexandra Dock, can store 8,520 vehicles at any one time and is expected to handle more than 50,000 vehicles annually.

Felixstowe: Container Throughput Rises 10%

Port of Felixstowe containerised and roll-on roll-off cargoes increased significantly in 1995.

Figures released on January 16, 1996 emphasise again Felixstowe's position as the UK's leading port for containers and second busiest for ro-ro traffic.

Container throughput rose 10% to 1,923,936 TEUs, ro-ro units by 12% to 361,286.

"These increases have been achieved in markets that were never more competitive," says Derek Harrington, Managing Director. "They happened because the Port attracted 14 more liner services last year and existing customers brought more business. This trend continues".

"Our people responded to greater demands made upon them without lowering the already high standards established by the Port. Our new Trinity III develop-

ment coming on stream, served by the deepest and most efficient navigational access in the UK, gives us even more reason to be optimistic for the future."

The larger size of ships calling is shown by the fact that, while vessel calls were 10% higher at 6,897, their gross tonnage increased 14% to 105,296,231.

Felixstowe to Run NEBS Training Courses

The Port of Felixstowe Training Centre has won accreditation to run National Examining Board for Supervision and Management (NEBS) courses.

A Management Introductory Award is based on a four-day course, a Certificate in Supervisory Management on studies spread over one year.

"The NEBS programme will enable the Port to deliver a nationally recognised qualification through a combined medium of workshops and open-learning material," explains Stephen Harman, Head of Training.

"We need to maintain a flexible approach to training because of the high volumes of cargo handled at Felixstowe and range of shift patterns we operate."

Employees aiming for the Certificate must complete 240 hours of study across four modules: Human Resources, Products and Services, Information and Financial Resources. Through use of NEBS "Super Series" workbooks, they will follow a structured programme which incorporates individual assignments and a practical work project.

"In addition to developing the skills and knowledge required within their own work area, the NEBS programme will encourage employees to study other aspects of the business, hence developing their overall understanding of the Port operation," Mr Harman points out.

The first Certificate course, due to begin on January 15, 1996, is open to all employees in Supervisory or Management grades. Demand has been extremely encouraging and the Port plans to run the course on an annual basis.

Accreditation will also enable the Port to make NEBS Introductory Awards to overseas students attending Port Management courses and interested parties within the local community.

PLA Holds Conservancy, Pilotage Charges Again

Conservancy and Pilotage charges in the Port of London for 1996 are to be held by

the Port of London Authority (PLA) at their current rates for a further year, having been held static for two and four year respectively.

The decision by the Board of the PLA was made as part of its continuing drive to help the Port's terminal operators fight off increasing competition from other UK and European ports.

The move means that Conservancy charges will remain at their 1994 level, while those for Pilotage have again been pegged at the 1992 rate.

In addition, the Board also agreed that charges for oil tankers with Segregated Ballast Tanks (SBT) will be based upon Gross Tonnage after deduction of segregated ballast tanks, in line with the regulation of the Council of the European Union for the implementation of the IMO Resolution A747(18). All charges will be effective from 1 January 1996.

Announcing the decision, PLA Chief Executive, David Jeffery said: "I hope this comes as welcome news to London port users at a time when some competing ports are raising their charges. In fact, not only are we holding ship, cargo and pilotage charges, we will be absorbing other costs imposed by UK and EU legislation."

"Last year, the PLA absorbed a two percent loss in revenue incurred through the change from GRT to GT as an international basis for port charges. Our application of these changes and our policy on charges has ensured that in London there are no losers, only winners."

"The PLA policy has been founded on progressive management, which constantly explores and finds ways to provide services more efficiently and cheaply. We continue to streamline operations by harnessing modern technology to reduce overheads."

During recent years the Port's terminal operators have invested heavily in new facilities. The PLA itself undertook a further major capital investment in a £4 million project to deepen the approach channel at Diver Shoal in Lower Gravesend Reach. This now successfully completed will enable the Port to take deeper draughted ships and offer a wider tidal window to all vessels previously affected by the shoal.

"Over the past two years the aggressive global 'Target London' marketing campaign, run by the PLA in conjunction with the terminal operators, has paid dividends", says David Jeffery. "Early indications show that the Port maintained its overall tonnage figure for 1995 and we look forward to 1996 with great confidence."

Approach Channel to London Deepened

Work on deepening the approach to the Port of London at Diver Shoal, in Lower Gravesend Reach, has been completed successfully by the Port of London Authority (PLA).

The project has achieved a depth of 9.1 metres over the shoal and, together with Channel improvements downstream, will provide ships with draughts of up to 13 metres access above the shoal on any tide.

In addition, the improved depth has increased the operational window for other shipping previously affected, from time to time, by the limitations imposed by the shoal. As a result, this has also enabled easier 24 hour access to the Port for a greater number of ships.

Costing in the region of £4 million, the project, which was undertaken by Costain Civil Engineering, involved the construction of a series of five low water sheet piled groynes and one rock bund. The groynes are positioned at right angles to the line of the river and are approximately 400 metres apart. The total length of the groynes is some 1,000 metres.

The effect of these groynes is to redirect and increase the flow of water over the shoal to create a natural scouring of the riverbed, thereby permanently deepening the River in that area.

Construction started in March last year (1995) and was completed in September, three months ahead of schedule. To achieve the planned depth, some water injection dredging was carried out by the Dutch company Ham Dredging, operators of Jetsed.

Throughout the project the Port remained fully operational, with no restrictions to navigation.

Commenting on the completion of the project David Jeffery, PLA Chief Executive, said: "The decision by the PLA Board to undertake this major project complements the very large investment by terminals and other Port customers. It will secure the position of the Port of London as the leading UK port, with a full range of shipping opportunities from deep-sea traffic to ferries and short-sea European trade.

"I am confident that the commitment we have shown will receive a positive response from potential customers seeking to serve London, the south east of England and beyond, through our excellent country-wide road and rail links."

Mr Jeffery continued, "Our existing customers have already indicated to us that they are able to exploit the increased flexi-

bility of improved tidal access for deep-sea shipping. This has been shown by their ability to extend the loading and discharge time by up to six hours. Other ser-

vices on tight short/near-sea schedules are also enjoying more flexible 24 hour access."

The Port of Marseilles

Record General Cargo

General cargo tonnage at the Port of Marseilles rose 11.6% in 1995 to a record 11.2 million tonnes. The total included 5.24 million tonnes in containers, with units handled up 14.4% from 437,000 to 500,000 teu.

Labour reforms implemented in late 1994 saw the port return to reliability and regain lost market share in the general cargo sector. The improvement was six to eight points above the general rate of increase for European-world trade and better than for most north European ports – reinforcing the growing role of Mediterranean ports in Europe.

General cargo results contrasted with the port's lowest overall throughput for ten years – down 4.7% to 87.9 million tonnes. This was largely due to an 8.1% fall in crude oil and oil products to 59.35 million tonnes, with marked decreases in the refining sector.

Among other features of 1995/1996 activity:

- * customer care initiatives including monthly reliability reports; a Service Committee to oversee quality and commercial policy; re-grouping of trades for faster, simpler cargo handling; improved security and cargo monitoring

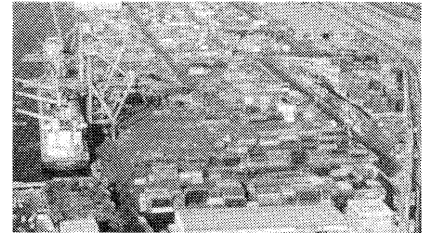
- * intensified commercial action including specialised promotional campaigns, incentive tariffs – with the Commercial Action Budget to be increased four-fold – and partnership initiatives such as a Cruise Club to lift cruise passenger numbers from an annual 19,000 to 100,000 within three years

- * a central role in regional economic development including expansion of the chemical and other industries, inland transport improvements and establishment of the port as an intermodal hub, notably by creating Fos-Distripot.

1995 Results and The Outlook For 1996

I – Port Traffic: A Record Year For General Cargo And Containers

In a climate of slowing world-wide economic growth, particularly in Europe,



1995 was a year of contrasting results for the Port of Marseilles.

While the port achieved its best all-time result for general cargo with an increase of 11.6% to 11.2 million tonnes, it registered the worst total traffic figures for the past ten years with a reduction of 4.7% (-8.1% for crude oil and oil products) to 87.9 million tonnes. Marseilles nevertheless produced the best figures for French ports in general cargo compared with Rouen (+10.7%) and Le Havre (+8.5%).

The port was therefore able to benefit in its general cargo traffic from a return to reliability by recovering those sectors of the market lost in 1994 and exceeding by six to eight percentage points the general rate of increase in trade between Europe and the rest of the world. Its level of increase was greater than practically all Northern European ports both in container and in general cargo traffic. This growth was also achieved by the other major Mediterranean ports in Spain and Italy which reinforced the role of Mediterranean ports in Europe.

Other traffic, however, (crude oil and oil products, other liquid and dry bulk traffic) which is linked mainly to primary industries, developed in a much less satisfactory way (-7%) due to a not very favourable industrial climate. The principal reason for the 8% loss in traffic from the oil industry was lower returns from its refining sector with Marseilles following the trend recorded in the major European ports which handle this type of traffic. In spite of a slight reduction, other bulk traffic consolidated the high level achieved in 1994.

Finally, passenger traffic suffered from the consequences of the Algerian situation and from an unsatisfactory situation in Corsica. Nevertheless, the rate of reduction in traffic (-5.3%) slowed down and should now show signs of an increase.

The traffic increase led to slight improvement in our financial results (about 1%) due to stable revenue figures from general cargo and ship repair facilities which compensated for the lower revenue from oil and oil products.

II – The Port Community: Total Concern For The Customer

Just as much in the utilisation of port installations as in the reception of ships and the handling of both passengers and cargo, members of the port community united in a daily objective: to listen and discuss, to carry out research and undertake jointly measures to carry out requested improvements and modernisation. In this way, they shared with their customers the parallel aims of rapid and reliable working conditions.

The setting up in 1995 of the "Observatoire" to inform customers on reliability reflects a wish for total frankness. For the same reason, the mobility of the entire labour force was established and will be continued to achieve the aim of "quality".

The PMA Board of Directors keeps a close watch on the situation. A special day was set aside in June to consider these matters and directors were able to formulate firm recommendations for the port's continuing competitiveness. These recommendations were put into effect immediately. A "Service" committee was set up and a new vigorous commercial policy was launched to develop the spirit of initiative in the provision and operation of services provided.

In order to speed up and simplify operations, a policy of specialisation and the regrouping of traffic handling was established last year in the Eastern Harbour area: the Joliette terminal opened to passenger traffic with the introduction of the first stage of the Gare Maritime Nationale; the fruit and vegetable centre and exchange at Cap Janet and the recently completed extension to the Marseilles Fruit Terminal (TFM). Similarly, the various operations departments of the PMA general cargo division were relocated into one single building (Mourepiane Commerce) right in the centre of the operational area.

Current projects under study include ro-ro improvements, a coffee terminal, Mediterranean short-sea shipping facilities and an intermodal terminal at Mourepiane with the additional factor of creating a road link between the north and south of the Eastern Harbour area.

A desire for rationalisation and security is illustrated by the separate organisation

of the cargo handling sheds, and the policing of handling areas and container terminals. Electronic video systems for the identification and movement control of containers are already in place at Fos. The success and performance of the computerised port systems are already recognised and are to be further developed.

Still on the subject of security, there is automated control of port entry points with the addition of surveillance and strengthened police patrols. These measures are even more essential as surveillance in the Eastern Harbour areas was seriously disrupted in the last quarter of 1995 by a strike following an internal dispute in the company SECFRA.

These negative effects were nevertheless partially counteracted by the introduction at more or less the same time of the "Vigipirate" initiative. Its aim was to ensure the essential protection of port installations, and oil installations in particular, against possible terrorist action. But the presence of significant numbers of the armed forces on the quayside has a major deterrent effect.

A number of road schemes and improved traffic flows provided increased safety for the personnel both in Marseilles and in Fos.

These efforts will continue in 1996.

But maximum effort is required in commercial action. Fully aware of current developments and those which will take place as a result of studies which it has carried out, the Port has three major aims:

- to increase promotional efforts in France and abroad by targeting its action.
- to apply attractive tariffs adapted to the market both to strengthen traditional traffic (oil for example) and also to open up new markets and or to reward its faithful customers. The Commercial Action Budget which was established in 1995 will be quadrupled in 1996.
- to encourage association and partnership. The "Marseille Europort" Association combines all interested parties: the PMA, the CCIMP and the UMF. Partnership action increased in 1995. The creation of the "Cruise Club", which illustrates common interest action, should also not be forgotten.

III – The Port: The Driving Force In Regional Economic Development

In the regional segment of the XIth Plan,

the port was singled out as a driving force in the economy of the region and particularly as an active participant in industrial activity, illustrated by the Fos-Lavéra complex and the Etang de Berre.

The development role given to the PMA integrates the latter in a partnership whose main participants are, alongside the companies and the economic factors involved, the local authorities of the area. These authorities have provided the port for a number of years with financial support for specific projects. Under the auspices of the Plan's objectives, the partners signed in 1995 a "Charter for the development of the chemical industry". This initiative is to reinforce the widening structure of the chemical industry by exploring ways of creating employment and paving the way for the establishment of new undertakings, both medium and small, in fine and specialised chemicals. Similarly, all concerned are associated with the Port in the "Port Area Charter" launched by the Prime Minister in 1995.

On a wider basis can be seen the common desire of the partners to complete major projects concerning Marseilles and the surrounding area: the long-term establishment of the Euromediterranean area, the more immediate plans for the TGV and motorway links (A54, A51 and the Arles bypass), the Alpine tunnel to northern Italy and the completion of the major Rhône-Saône-Rhine link.

The final objective is to take advantage of the crossroads position which the Marseilles region occupies by extending the hinterland and creating an international logistical distribution platform which will benefit from transport possibilities at the junction of the Continent and the Mediterranean.

Here – and also in the maritime sphere – the port plays a major role as the interface and strengthens its ambition to be the "hub-port" of the Mediterranean, redistributing to other ports almost as a retailer the cargo which it can receive from anywhere in the world. It is therefore playing its part in making Marseilles the metropolis of the Mediterranean basin.

Elsewhere, as the owner and promoter of the largest industrial area in southern Europe, the PMA aims to intensify its development by encouraging the installation of new industries. The output from basic industries must lead to the creation of eventual consumer activities and employment in return for the development and installations which meets their requirements.

These major strategic elements will

form in 1996 the basis of the Port's investment policy and of its commercial and promotional efforts.

Asia/Oceania

New Logo Designed for Newcastle Port Corp.



The Newcastle Port Corporation's new logo, shown at left, was designed by Newcastle University student Lisa Keogh.

Lisa has incorporated into the logo design the Corporation's aims of efficiency and international competitiveness.

The well-known Newcastle landmark, Nobbys, is dominant in the logo as the Port of Newcastle's most recognisable and prominent feature.

Other features of the logo include, the overall diamond shape being symbolic of the four corners of the world, identifying Newcastle as a global Port, the multiple horizontal lines represent the diversity of the new Corporation, and the sweeping curve signifies the entry and exit to the Port.

The colours incorporated into the design, turquoise blue and bronze, reflect environmental elements, creating a distinctive, clean image for the new Corporation.

Investment in Bluff: Focus on the Crane

The purchase by South Port New Zealand Limited of a Liebherr LHM 1300 mobile harbour crane represents a \$5.5 million investment in the future of the Port of Bluff.

Arriving in aboard the *Spirit of Vision* on 10 November discharging of the 'kit set' crane was completed the following day. Under the direction of Liebherr engineers the crane was soon assembled and was officially handed over to South Port on 5 December.

Particularly suited for container handling the crane is equipped with a fully automatic telescopic spreader for 20, 30 or 40 foot containers and load rotator. Forty-nine tonnes can be lifted on the spreader out to a radius of 32 metres and 24.5 tonnes to 45 metres. In general cargo

mode up to 57 tonnes may be lifted and the crane is also equipped for grab operation.

When handling containers 27 cycles per hour are anticipated and when handling bulk cargoes 300 tonnes per hour.

Record Volumes Thru Port of Tauranga

Strong volumes of logs and woodchips exports have helped stake a new six month trade record at the Port of Tauranga Ltd.

High import levels of oil products, fertilisers, cement and salt have also contributed to the total trade volume of 4.07 million tonnes for the six months to December 31, 1995.

Trade for the comparable period last year was 3.73 million tonnes.

Chief Executive, John Halling, said timber exports remained strong and continued to be one of the most important export sectors for the Port of Tauranga.

"At the same time seasonal highs in the horticultural market had occurred with good volumes of kiwifruit and other produce being handled."

PSA Sees Strong Performance for 1995

Preliminary estimates show that the Port of Singapore Authority (PSA) handled 11.85 million TEUs of containers in 1995. This is a growth of 14 per cent over last year's figure of 10.4 million TEUs.

Official figures for the port's performance last year will be released when ready.

Container Operations Simulation System

By Tan Siew Luan

Container Terminal Systems Department
PSA

As the world's busiest port in terms of shipping tonnage, PSA hosts over 100,000 vessels every year, with one arrival or departure every two to three minutes. Container throughput is expected to increase at a double-digit figure per year over the next few years.

As a single terminal operator planning and operating such a large-scale facility, PSA's business objectives are to provide better customer service by reducing the

turnaround time of container ships and vessel waiting time, and optimizing the use of port resources. The Computer Integrated Terminal Operations System (CITOS) was conceived and implemented to achieve those objectives.

CITOS supports the planning, command, control and execution of all container-handling operations. Under CITOS, PSA has two major integrated systems: planning and operations. The planning systems generate and feed the operations systems with various operations plans like vessel berthing schedules, vessel discharging and loading plans, and container yard storage plans.

Due to the complexity of port planning and operations, however, these plans are generally not prepared with a holistic view of the terminal, resulting in contentions and clashes in resource allocation. These can cause delays to planned operations schedules.

Container Operations Simulation (COS) System

The COS, an object-oriented simulation model, was developed as the solution to read in the plans and simulate the complex activities in the port terminal. COS enhances customer service through:

- reducing turnaround time of container ships;
- reducing vessel waiting time; and
- optimising the use of port resources.

The major function of the COS is to simulate the execution of the plans and report any abnormalities (problem areas). It assists the planners to gauge the performance of the plans, investigate problem areas and provide corrective and preventive changes before committing them to operations. This results in fewer conflicts for resource deployment and a better performance for the terminal.

From the results of simulation, the COS allows the user to investigate the terminal's performance through indicators. It also allows the user to conduct "what-if" studies to further optimise the terminal's performance through the modification of some of the plans.

Through simulation, a more accurate projection of the vessel turnaround time and a better level of resource utilisation can be achieved.

The COS system is now deployed at the Tanjong Pagar/Keppel and Brani Control Rooms for user trial and acceptance. The targeted date of implementation is early 1996.

(Port View)



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