

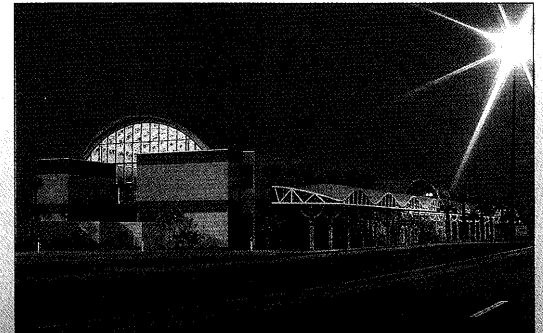
# Ports & Harbors

September  
1996 Vol.41 No. 7

The Publisher : The International Association of Ports and Harbors

## Port Canaveral

*Port Canaveral, Florida: An aerial view of Port Canaveral's three turning basins with the intracoastal waterway in the foreground and the Atlantic Ocean in the background.*



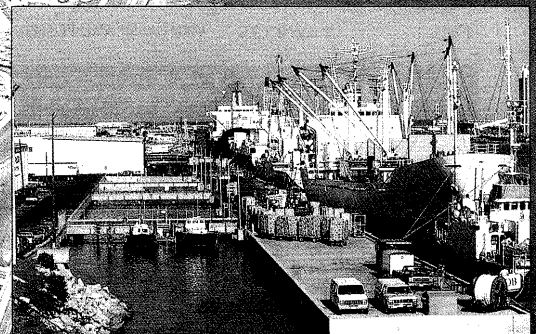
*Cruise Terminal 9&10: "Complete and awaiting its first visitors, the new mega-passenger ramp at Port Canaveral's Cruise Terminal 9&10 features four escalators, an elevator, hydraulic gangway system, and three tiers allowing simultaneous embarkation and disembarkation."*

# Port Canaveral

**Reports on IMO Meetings: HNS Convention 1996, MSC 66, MEPC 38**

**Global Partnership Era To Transform World Shipping**

**ILO Tripartite Meeting on Social & Labour Problems (Geneva, May 1996)**



*South Cargo Piers 1,2,3,4: "Port Canaveral's South Cargo Piers."*

API's UNIFLASH®-II

# A NEW WAY TO LEAD THE WAY

*Used on more leading lines than any other optic in the world, the FA-240 range light has always led the way. With the introduction of patented UNIFLASH®-II GPS-based wireless synchronization, Automatic Power sets a new benchmark for the industry.*

## Background lights hide leading lines

Leading lines marked by twin range lights are a highly effective piloting aid for restricted waterways. As development builds up around busy ports, however, it is becoming increasingly difficult for the navigator to distinguish range lights from a myriad of competing sources. Raising candlepower and rhythmically flashing each light gains only limited improvement. Synchronizing the lights to flash in unison greatly improves recognition and acquisition.

## API has an innovative solution

Both range lights must be visible simultaneously. This has been traditionally achieved by synchronizing the lights via direct wire connection or terrestrial radio signals, or by setting the timing so that the signals will overlap. These methods have serious drawbacks. Direct or radio-controlled synchronization is expensive; occulting, quick or fixed

flash lights make large energy demands. In the advanced, solar-powered UNIFLASH-II, API has created a highly effective solution.

## A significant step forward

UNIFLASH-II is a significant step forward. It processes satellite signals from the Global Positioning System (GPS) to generate a synchronization pulse that precisely controls the timing of an APCL-5 FLASHCHANGER® Power consumption is minimal and the system is very lightweight and compact. The 20" antenna mounts at the back of the lantern, while the electronic components neatly fit in the base.

## A new concept in signal control

GPS-based operation provides unprecedented versatility. GPS-based operation provides unprecedented versatility. GPS coverage is very dependable and virtually unlimited worldwide. All the lights in a harbor – or even an entire country – could be synchronized to flash in unison. With UNIFLASH-II, API has truly introduced a new concept in signal control.

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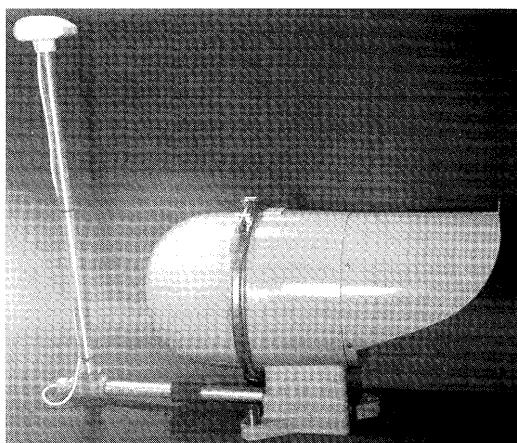
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## Port Canaveral



*Port Canaveral, located on the east of Central Florida, has successfully evolved into a major deep water port of entry since its dedication in 1953. The successive years have seen solid development of first class berthing facilities, businesses in the marine commercial park and ever increasing successes in the cruise and cargo industries and foreign trade zone. It has evolved into the world's only quadre-modal transportation hub, interchanging freight between sea, land, air and space transportation modes. Port Canaveral is a non-operating landlord port, with the Canaveral Port Authority owning all property. What are the port's plans for the future? Page 26*

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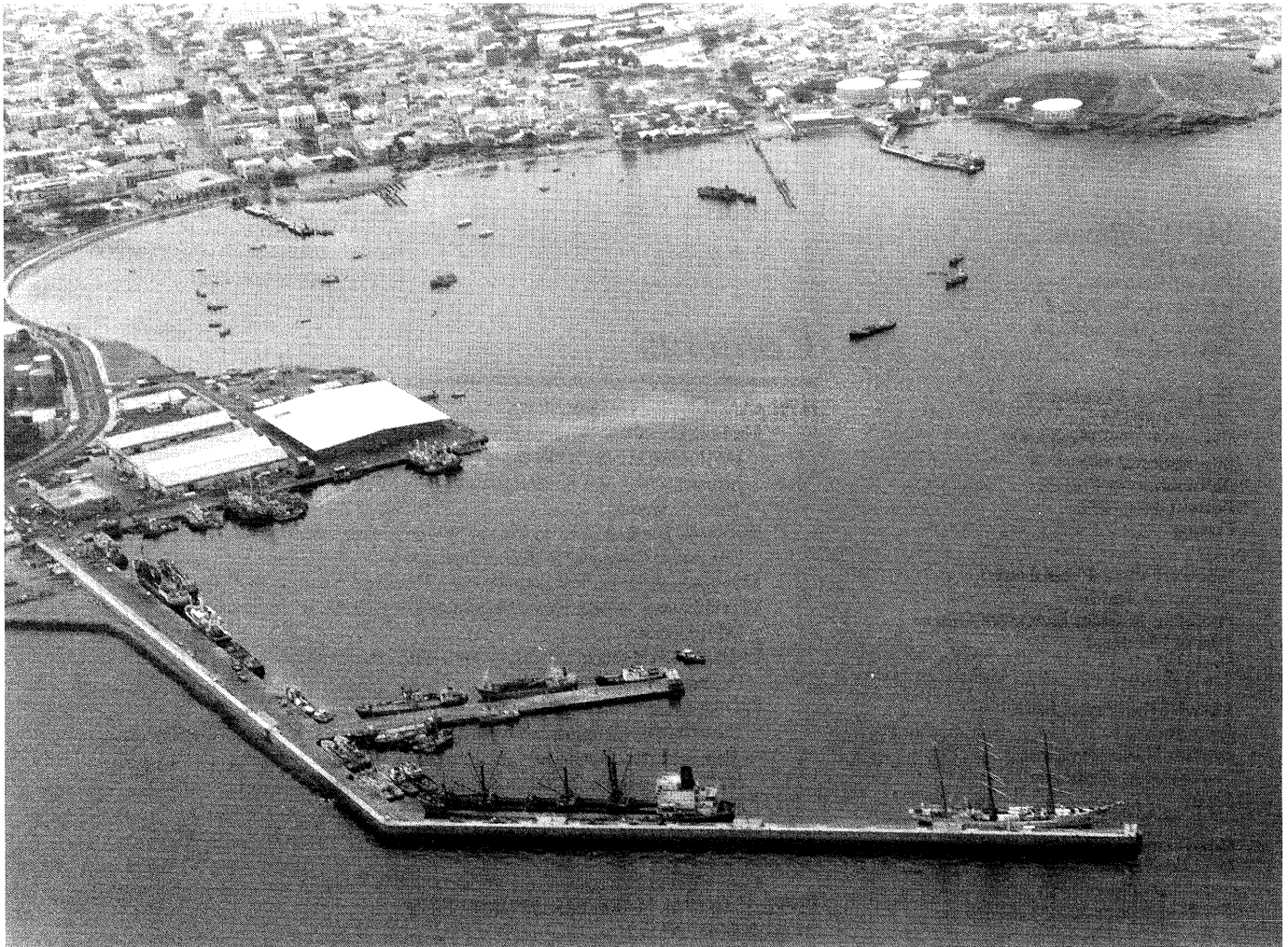
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# PORTS OF CAPE VERDE

## Improvement in the Competitiveness and efficiency



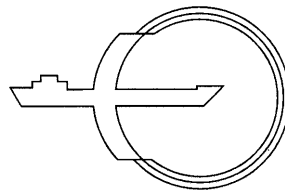
CAPE VERDE centralized location has ever since made the country an invaluable crossroads for passengers and cargo moving across the Atlantic Ocean. Located about 600 kilometers off the coast of West Africa, CAPE VERDE geographic position is astride the major shipping lines in the region. The country is at crossroads of African, European, and American Continents.

ENAPOR - Empresa Nacional de Administração dos Portos, a fully state-owned company responsible for all cape-verdean ports administration, is very much concerned with its modernization and adequacy with regards to management in general, through investments in infrastructure, superstructure, equipment and personnel training in order to follow technological development and the challenges of changing markets.

ENAPOR structure consists of two main ports, Porto da Praia in Santiago Island and Porto Grande in Sao Vicente Island, in which international traffic is accommodated and seven other small ports (one in each island) operating as domestic ports. The headquarters are located in

Porto Grande, S. Vicente Island.

ENAPOR areas of specialization are cargo-handling (containers, breakbulk and bulk cargo), warehousing and stevedoring. The company is continuously upgrading to accommodate transshipment traffic on containers and bulk cargo, across the Atlantic Ocean, in a very efficient and cost effective way.



### ENAPOR

**Empresa Nacional de Administração dos Portos, E.P.**

P.O. Box 82 - S. Vicente - República de Cabo Verde

Phone: (238) 314414/314515/314832

Fax: (238) 314661

Telex: (993) 3049 ENAPOR CV

The services provided by the port include tug assistance on mooring and unmooring, tug and salvage assistance in high-seas following casualty events, VHF communication and support to the Maritime Administration in Search and Rescue operations.

The company expects to increment its cargo throughput after having in place new container terminal and container yard. The project is in an advanced stage of execution and will be fully operational by mid-1997. ENAPOR will offer excellent conditions to private port operators and shipping companies interested in port operation and shipping market in the West Africa region.

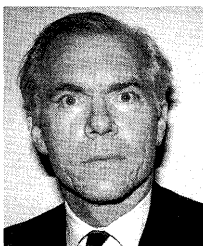
The project of modernization of Porto Grande in S. Vicente Island, is in an advanced stage of execution, whose conclusion is foreseen for mid-1997. With modernized port infrastructure and layout, ENAPOR will be offering you a more commercially attractive port, paving the way for success in the competitiveness against the on-going changes in international sea-going traffic.

Our strength is in providing you the port service you need to succeed.

# IAPH ANNOUNCEMENTS AND NEWS

## MacDonald, LeBlanc to Attend Meeting of Contracting Parties

**M**r. Anthony B. MacDonald, Chairman of the IAPH Dredging Task Force, in his letter dated June 24, 1996, addressed to the IMO Secretary General, confirmed that he and Mr. Joseph E. LeBlanc, IAPH Legal Adviser from New Orleans, will attend the Special Meeting of Contracting Parties to Consider and Adopt the 1996 Protocol to the London Convention 1972, to be held in London from 28 October to 8 November 1996.



Mr. MacDonald further confirms that IAPH greatly appreciates the opportunity to work with and assist the Contracting Parties in consideration of matters concerning the London Convention, particularly as they relate to the dumping and management of dredged material.

## PPA to Represent IAPH at IMO/UNDP's Meeting in Manila

**T**he IAPH Head Office has been informed by the Philippine Ports Authority (PPA) that the PPA is willing to represent IAPH at the IMO/UNDP's Regional Conference on Sustainable Financing Mechanisms for Marine Pollution Prevention and Management: Private Sector – Public Sector Partnerships, which will be held in Manila from 14 to 16 September 1996.

Secretary General Kusaka, in his recent letter to the PPA's Foreign Desk Officer Aida P. Dizon, has expressed his appreciation of the proposed arrangement for someone from the PPA to attend the meeting on behalf of IAPH. Any reports on the Manila meeting which might be made available to us will be introduced in a future issue of this journal.

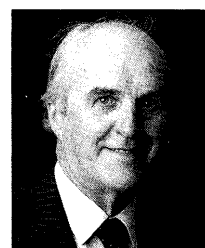
## CPHA Attends IMO Seminar as IAPH Representative

**T**he IMO Seminar and Workshop on Implementation of the revised International Convention on Standards of Training, Certification and Watchkeeping of Seafarers (STCW) 1978 was held in Dalian from 22 to 26 April 1996. Mr.

Wang Dian Dong, Deputy Director General of the China Ports & Harbours Association (CPHA), and Mr. Zhang Feng Qiang, Foreign Secretary of the Port of Dalian, as assistant to Mr. Wang, participated in the meeting and sent Tokyo a report, which we introduce later in this issue.

## Alex Smith Reports on IMO Meetings

**B**y mid-July, Mr. Alex J. Smith, IAPH European Representative and Liaison Officer with IMO, had supplied the IMO reports covering the following IMO meetings:



International Conference on Hazardous and Noxious Substances, and Limitation of Liability, 1996, held at the IMO Headquarters from 15 April to 3 May 1996.

Maritime Safety Committee – 66th Session (MSC 66), held at the IMO Headquarters in London from 28 May to 6 June 1996.

Marine Environment Protection Committee – 38th Session (MEPC 38) held at the IMO Headquarters in London from 1 to 10 July 1996.

The reports submitted by Mr. Smith are featured in this issue.

## Lannou Reports on ILO Tripartite Meeting

**M**r. J. P. Lannou, Director, Social Affairs, Port of Le Havre, who serves as Assistant to Mr. Goon Kok Loon, IAPH Liaison Officer with UNCTAD, has recently sent the IAPH Head Office in Tokyo a report on the ILO Tripartite Meeting on Social and Labour Problems caused by Structural Adjustments in the Port Industry held in Geneva from 20 to 24 May 1996. Through the arrangement of Mr. Lannou, who had been prevented from attending the meeting himself due to a last-minute commitment, Mr. Phillippe Prevot, Deputy Commercial Director of the Port of Le Havre, participated in the meeting in Geneva.



Mr. Lannou, based on the report from Mr. Prevot and the relevant information available in English – as a large part of the working papers are written in French – prepared a report for the benefit of IAPH members. Mr. Lannou's report is featured later in this issue in the "International Maritime Information" section.

# IAPH/IMO Interface Group to Meet in Paris on 10 September

On 19 July 1996, IAPH European Representative Alex J Smith sent a letter to the members of the IAPH/IMO Interface Group, informing them that the next meeting of the Group is scheduled for 10 September 1996 in the offices of UPACCIM (French Ports Association), at 8 Place du Général, Paris, at the initiative of Mr. Jean Smaghe, Chairman of the Group. The agenda will include:

## 1 Minutes

The final draft of the minutes of the previous meeting (held on 21 April 1996) has been circulated to the Group members asking them to give it their formal approval.

## 2 Matters arising from the previous meeting:

Attention is drawn in particular to the following items:

### Hydrographic Surveying/Charting

The results of the assets and capacity survey carried out in Tanzania and Kenya will be discussed at a meeting of the Regional Group for Southern African and Ocean Island States to be held on 29/30 August 1996.

### Regional Cooperation

A report is awaited on the feasibility of holding the Symposium in Mombasa.

### MSC 66

(A report by A J Smith on the discussions held at MSC 66 is featured in this issue.) Activity areas of interest to IAPH members include:

- a joint industry effort to support the widespread use of the Ship/Shore Safety Checklist;
- the development of a related Code of Practice;
- aspects of the revised Guidelines on Vessel Traffic Services;
- development of a methodology for the assessment of the adequacy of the availability of tug assistance in port waters;
- development of provisions covering the training of maritime pilots and vessel traffic service personnel;
- identification of inadequacies in essential services relating to maritime safety.

### MEPC 38

(A report by A J Smith on the discussions held at MEPC 38 is featured in this issue.) Activity areas of interest to IAPH members include:

- development of an IAPH position on the outstanding issues listed under Prevention of Air Pollution from Ships;
- the analysis of responses to IAPH's questionnaire on financing mechanisms for the establishment and operation of reception facilities for ships' wastes;
- the next steps to be taken by the Ballast Water Working Group including revision of the draft regulations for the control and management of ships' ballast water;
- identification of inadequacies in port-related local/regional infrastructures needed for securing marine environmental protection.

### Reception Facilities

### Air Pollution from Ships

### Anti-fouling Paints

### Harmful Organisms in Ballast Water

## 3 IMO Meetings

### **MSC67 – 2 to 6 December 1996**

IMO/UNCTAD JIGE Meeting – 2 to 6 December 1996

MEPC 39 – 10 to 14 March 1997

MEPC 40 – 15 to 26 September 1997

## 4 Submission of Documentation to IMO Meetings

Discussions taken by the Group with regard to documentation to be submitted to IMO meetings should take into account IMO's requirement that final submission dates must be adhered to strictly. IAPH Technical Committees should be advised accordingly.

## 5 Meetings of IAPH Technical Committees

The Group may wish to consider whether or not it is necessary for IAPH Committees to work to priorities on IMO-related business. If it is seen as necessary, the Group may wish to decide on these or ask the Committees to do so, always bearing the time constraints in mind.

# Combined Transport & Distribution Committee to Meet in Singapore in Oct.

On 1 August 1996, Mr. Stefan Samuelson (Göteborg), who serves as Secretary to Mr. Göran Wennergren, Chairman of the IAPH Committee on Combined Transport & Distribution, sent a letter to the members of the Committee and the Tokyo Head Office, informing them that the next meeting of the Committee will be held on 1 and 2 October 1996 in the PSA Head Office. The event is to be organized at the initiative of Mr. Ng Chee Keong, Dy Director (Operations), Port of Singapore Authority, who is a member of the Committee.

The main purpose of the meeting is reportedly to finalize the Report entitled "The Future Role of Ports in Combined Transport and Distribution Centres", for publication after the Singapore meeting. The topics to be dealt with will include:

1. The overall disposition
2. Details of the text
3. How to measure the impact of the Report
4. A suggested layout of the Report

Chairman Wennergren hopes that as many Committee members as possible will be able to participate in the planned meeting in Singapore.

## More sponsors for IAPH publication

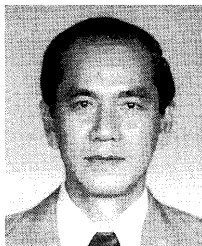
Since our last announcement of the list of sponsors for the IAPH publication in the previous issue, there has been an additional offer to sponsor the publication. The newly received pledges are from the Port of Lisbon Authority, Portugal, and the Constantza Port Administration, Romania. As of July 25, a total of 13 organizations had confirmed their willingness to sponsor the production cost of the IAPH publication entitled "The Future Role of Ports in Combined Transport and Distribution Centres", which will be completed by the IAPH Committee on Combined Transport & Distribution, chaired by Mr. Göran Wennergren of Göteborg, later this year.

An updated list of the sponsors (each pledging US\$1,000) is as follows:

1. Commercial Port of Vladivostok, Russia
2. Marine and Port Authority of Singapore, Singapore
3. Port of Houston Authority, USA
4. Nagoya Port Authority, Japan
5. Kelang Container Terminal BHD, Malaysia
6. Port of Montreal, Canada
7. Sri Lanka Ports Authority, Sri Lanka
8. Port of Göteborg AB, Sweden
9. ENAPOR (Empresa Nacional Adm Portos), Cape Verde
10. Bintulu Port SDN BHD, Malaysia
11. Port Management of Amsterdam, the Netherlands
12. Port of Lisbon Authority, Portugal
13. Constantza Port Administration, Romania

## Port Planning & Construction Committee to Meet in Houston in December

On 15 July 1996, Mr. Philip Ng (Singapore), Chairman of the IAPH Committee on Port Planning & Construction, sent a letter by fax to the 24 members who currently sit on the Committee informing them that the next meeting of the Committee will be held on 9 and 10 December 1996 in Houston, hosted by the Port of Houston Authority at the initiative of Mr. Thomas Kornegay, Executive Director of the Port of Houston.



Philip Ng



Thomas Kornegay

## "Ship/Shore Safety Checklist" Distributed to IAPH Members

A complimentary copy of the "Ship/Shore Safety Checklist for Loading or Unloading Dry Bulk Carriers", the publication funded by the International Chamber of Shipping (ICS), Baltic and International Maritime Council (BIMCO), Intercargo and IAPH, has been airmailed to all IAPH members from the Tokyo Head Office, with the Secretary General's covering letter dated July 22, 1996.

The purpose of the Ship/Shore Safety Checklist is to improve working relationships between ship and terminal and thereby improve the safety of operations.

Furthermore, the International Maritime Organization (IMO) Assembly Resolution A797 (19) on the Safety of Ships Carrying Solid Bulk Cargoes urges, amongst other things, that port state control authorities take appropriate measures to ensure that:

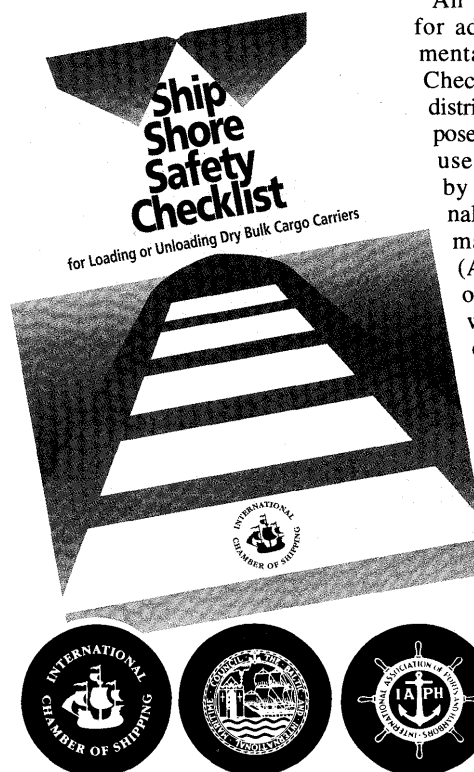
- terminal operators use the Ship/Shore Safety Checklist;
- terminal operators appoint a "terminal representative" who has the responsibility for conducting the terminal's operations with regard to the particular type of ship;
- port authorities and terminal operators are aware of areas of specific concern relating to loading or unloading operations so that they can be investigated and, if necessary, rectified;
- stevedores are required to ensure that cargo operations are carried out without damage to ships' structures, but that where damage is caused, it is reported without delay to the responsible ship's officers.

IAPH, in support of the aims of IMO Resolution A797 (19), is in a position to commend the use of the Checklist at each terminal handling bulk carriers.

The Checklist is produced in duplicate so as to provide copies for both ship and terminal. The pad also incorporates guidelines on the completion of the Checklist, together with an example loading/unloading plan, the use of which is expected to be endorsed on 1 July 1998.

An application form for additional complimentary copies of the Checklist page is also distributed for the purpose of promoting the use of the Checklist by ships and terminals worldwide as a matter of urgency. (A nominal charge of £2.50 per copy will be made to cover postage and packing.)

In his covering letter, Secretary General Kusaka refers to the fact that IAPH, jointly with the ICS, BIMCO



and Intercargo, has agreed to participate in an industry working group to identify relevant problems and their solutions. In this situation, the Secretary General has sought IAPH members' cooperation in letting the Tokyo Secretariat know of any difficulties experienced at the respective port/terminal attributable to improper loading or unloading practices and also indicating whether they may have been the result of lack of communication or cooperation between ship and shore and, if so, why.

is now available on a request basis from IMO. Upon receipt of complimentary copies of the book from Mr. J. E. Slater, Senior Marine Pollution Training Co-ordinator, IMO's Marine Environment Division, Secretary General Kusaka recently wrote to IAPH Members drawing their attention to the utilization of the publication so that they may be better prepared for crisis management in port areas. The Secretary General's circular also included information on the International Safety Guide for Oil Tankers & Terminals (ISGOTT), a joint product of ICS/OCIMF/IAPH, which is obtainable from:

Witherby & Co., Ltd. Book Department, 2nd Floor  
32-36 Aylesbury Street, London EC1R 0ET, U.K.  
Tel: 44-171-251-5341, Fax: 44-171-251-1296

## UNEP/IMO Publication 'APELL for Port Areas'

**A**s introduced later in this issue in the "New Publications" column, a new publication entitled "Awareness and Preparedness for Emergencies at Local Level (APELL)"

# London updates 20th Conference information

As the second in a series, Newsletter No.2, on the progress of the arrangements for the 20th World Ports Conference of IAPH, has been circulated to all IAPH members from the Port of London

Authority, the host of next year's Conference. For those who have not yet received the newsletter, the information contained in it is reproduced in the following pages.



The **ASIAN DEVELOPMENT BANK (ADB)** is an international development finance institution established to foster economic development in the Asia-Pacific region. The ADB is based in Manila, Philippines, and is owned by 56 member countries from Western Europe, North America and the Asia-Pacific region. Nationals of the Bank's member countries are being sought for the position of:

### **PROJECT ENGINEER (PORTS)**

(Ref. No. 96 - 29)

The Project Engineer (Ports) will be responsible for the engineering aspects and cost estimation of port and waterways projects with particular emphasis on general cargo and container facilities and port rehabilitation. Candidates should have at least seven years professional experience in port and harbor engineering, waterways, navigational aids and port operations and management. Experience in project formulation and planning; feasibility studies; preliminary engineering; detailed engineering design; construction supervision; including tendering and procurement is required. Working knowledge of project finance, transport economics, transport planning, shipping, port operations, cargo handling and port management is desirable.

***Women are particularly encouraged to apply.***

The ADB offers a salary paid in U.S. dollars (generally free of tax except for some individuals, primarily nationals of the U.S. and the Philippines whose incomes are taxed by their respective governments) and an excellent benefits package tailored to the needs of those living outside their home country.

Interested persons may either send their curriculum vitae to **HUMAN RESOURCES DIVISION (HRD), ASIAN DEVELOPMENT BANK, P. O. BOX 789, 0980 MANILA, PHILIPPINES**, or alternately, fax directly to: (63-2) 636-2444 or (632) 636-2550 or thru Internet Address: [adbhq@mail.asiandevbank.org](mailto:adbhq@mail.asiandevbank.org). Applications should reach the HRD not later than **10 September 1996**.

*Only qualified and experienced candidates will be notified.*



# 20th World Ports Conference of the International Association of Ports & Harbors – London June 1997

## Newsletter No. 2



In the first Conference Newsletter for the 20th World Ports Conference in London published at the start of the year I cheerfully said the Conference was some 16 months away and that preparations were well advanced. June 1997 appeared to be a long way off then. However it certainly sharpens the mind now to realise that as from 1st August the Opening Ceremony at the Shakespeare International Globe Theatre on the banks of the River Thames will be only 10 months away, or put another way, just 304 days.

The preparations for the Conference are naturally gathering momentum now that the downhill stretch has been reached. I am pleased to say that those charged with organising the various and wide-ranging aspects of the Business, Social and Accompanying Persons Programmes, not to mention the trade exhibition, are keeping pace with the ever growing demands on their time and ingenuity.

I am particularly pleased with the way the Business Programme is taking shape and with the quality of the speakers who have already

accepted our invitation to participate. I have no doubt that the Business Programme will be of the very highest quality. Starting with this issue each Newsletter will feature profiles of a number of speakers.

The high overall quality of the London Conference programme is inevitably reflected in the level of fees charged to delegates which will be subsidised by sponsorship revenue, the remaining deficit being met by the host. I was heartened that at the mid-term Conference in Bali the IAPH Executive Committee unanimously agreed to London's proposal for the level and structure of fees and recommended them for approval by the Board of Directors of IAPH.

Details of fees and booking dates are set out below for ease of reference. The 20th Conference Secretariat will be pleased to assist you if you need any clarification of the details.

I can assure you that our continuing attention to detail and determination to try to make this 20th Conference the best will make your visit to London well worthwhile. See you in London!

*David Jeffery*

## CONFERENCE FEES AND BOOKING DATES

The following fees for delegates have been unanimously agreed by the IAPH Executive Committee and have been submitted to the Board of Directors for approval. Registration documents will be sent out in November.

### Early Bookings

(Between 26 November 96 - 27 February 1997)

IAPH Members: £1,410.00 (inclusive of £210.00 VAT @ 17.5%)  
Non IAPH Members: £1,763.00 (inclusive of £263.00 VAT @ 17.5%)

### Late Bookings

(Between 28 February - 6 June 1997)

£1,763.00 (inclusive of £263.50 VAT @ 17.5%)  
£2,115.00 (inclusive of £315 VAT @ 17.5%)

**NOTE:** Any variation in rate of VAT will need to be included in final delegate fee paid.

The fees include one Accompanying Person.

**All payments for delegates fees must be paid in Sterling Bank Drafts.**

Regrettably, because it would entail a high administration cost that would have to be reflected in an addition to the delegate fee, credit card transactions cannot be accepted. However, this does not apply to accommodation costs which delegates will settle directly with their individual hotels.

## Speaker Profiles

### SIR CRISPIN TICKELL GCMG, KCVO

Sir Crispin is the Keynote Speaker in Working Session No. 4 on Thursday 5 June

**CO-EXISTENCE OF PORTS WITH THE ENVIRONMENT**

Sir Crispin Tickell is an internationally renowned environmentalist and author of *Climatic Changes and World Affairs* (1977 & 1986). He has contributed to many books on environmental issues, including human population increase and biodiversity.

He is Warden of Green College, Oxford, UK, where he is also Director of the Green College Centre for Environmental Policy and Understanding. His other appointments include Chancellor of the University of Kent, Chairman of the Climate Institute of Washington DC, Chairman of the UK Government's advisory committee on the Darwin Initiative and Convenor of the Panel on Sustainable Development.

In his earlier career he held a number of diplomatic and governmental posts including Chef de Cabinet to the President of the European Commission (1977-80); UK Ambassador to Mexico (1981-83); Permanent Secretary of the Overseas Development Administration (1984-87), and as the British

Permanent Representative at the United Nations (1987-90). He was President of the Royal Geographical Society (1990-93) and Chairman of the International Institute for Environment and Development (1990-94).

### ADMIRAL SIR NICHOLAS HUNT GCB, LVO

Sir Nicholas Hunt is speaking on "Safe Ship Operations" in Working Session No. 6 on Friday 6 June - SAFE SEAS AND SAFE PORTS.

Sir Nicholas Hunt is the Director General of the UK Chamber of Shipping, a post he has held since 1991. He is also a Freeman of the City of London.

Educated at Dartmouth Royal Naval College, he followed a career in the Royal Navy during which he served in a variety of posts, culminating in his appointment as Commander-in-Chief, Fleet, and Allied Commander-in-Chief Channel and Eastern Atlantic.

Following his retirement from the Royal Navy in 1987 he became Deputy Managing Director of Eurotunnel, a position he held for two years, after which he was appointed Chairman of the South West Surrey Health Authority (1990-1995). He was appointed Chairman of the Nuffield Hospitals Group this year.  
July 1996



## Social Programme

The Grand Gala Dinner at Hampton Court Palace on Friday 6 June 1997 will be an evening to remember, with the entire Palace available exclusively to IAPH guests.

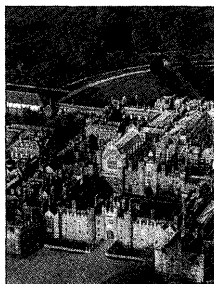
Hampton Court encompasses nearly five hundred years of English history. Begun in the 16th Century by Cardinal Wolsey, King Henry VIII's chief minister, the Palace has been extended and altered over the centuries by successive kings and queens.

Viewed from the West Gate, Hampton Court Palace is still the red brick palace of Henry VIII; to the east it presents the stately Baroque facade designed by Sir Christopher Wren in the 17th Century.

The sumptuous interior and furnishings reflect the tastes of different monarchs throughout the ages, while paintings from the Royal Collection of HM Queen Elizabeth II adorn the Renaissance Gallery. In the Tudor Kitchens a banquet can be seen in preparation.

Delegates and accompanying persons will be able to wander through the Palace and the beautiful gardens to sample all Hampton Court has to offer before the Gala Dinner.

The evening will end with spectacular entertainment befitting the location.



### DECLARED SPONSORS TO DATE

Conference Badges	- T.T Club
Conference Briefcases	- Associated British Ports
Delegates Pocket Programme	- British Ports Association
London Information Folder	- United Kingdom Major Ports Group
List of Conference Participants	- Purfleet Thames Terminal & Purfleet Agencies Limited
Conference Final Programme	- Parvenu Press Limited
Conference Coffee Break	- London Docklands Development Corporation
	- Estuary Services Limited

The Forth Ports Group are sponsoring the Technical Tour Day to the Port of Tilbury, London facility on Wednesday 4 June 1997.

This will be an interesting visit for delegates and accompanying partners to a major deepwater complex within the Port of London. Tilbury has facilities to accept virtually every type of cargo, handling some 6.4 million tonnes of cargo in 1995 out of a total London throughput of 51.3 million tonnes.

The Port of Tilbury will be the subject of the case study during Working Session No7, PORT OWNERSHIP - PUBLIC RESPONSIBILITY OR PRIVATE ENTERPRISE on Friday 6 June. Tilbury has experienced both sides of the debate. It was the cargo handling subsidiary of the Port of London Authority before taking advantage of the UK Government's policy of privatisation. It was bought by a management and employee buy out (MEBO) in 1992.

Since then, Tilbury has prospered and was sold to the Forth Ports Group at the end of 1995.

## ACCOMPANYING PERSONS' PROGRAMME

Accompanying Persons will visit Greenwich by Thames riverboat on Tuesday 3 June 1997.

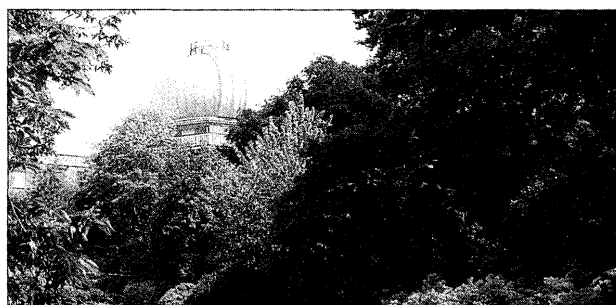
Greenwich and time are inextricably linked. The prime meridian line - Zero longitude - runs through the town which, in 1884, became the place from which time - Greenwich Mean Time - was calculated.

It is not just time and the line dividing the eastern and western hemispheres (there is an actual line) that sets Greenwich apart. The former Royal Observatory is one of the oldest scientific institutions in Britain, while the Royal Naval College contains a range of some of the finest palatial buildings in the country. Greenwich Park, the oldest Royal Park in Britain, is the home of the National Maritime Museum, the largest maritime museum in the world and the Queens House, a classical domestic home.

Adjacent to the town centre is the Cutty Sark, the world's last surviving tea clipper and the ketch Gipsy Moth in which Sir Francis Chichester became the first man to circumnavigate the world alone.

There are quaint streets and mews surrounding the Park to wander through, specialist shops in the town to browse in and quiet gardens around the Observatory.

Further issues of the 20th World Ports Conference Newsletters will feature different aspects of the Social and Accompanying Persons Programmes for interest and anticipation.



## TRADE EXHIBITION

### General

The official Exhibition Prospectus will shortly be sent out by the Port of London Authority's professional conference organisers, Concorde Services Ltd.

The costs for a 2m x 2m stand unit will be £2,500 and a 2m x 3m stand unit will be £3,000. Full details of the stand package will be contained in the prospectus.

There will be an official opening of the Exhibition at 10.00 on Monday 2 June.

### Date and Hours of Exhibition

Monday 2 June	08.30 - 17.00	Tuesday 3 June	08.30 - 17.00
		Wednesday 4 June	Closed *
Thursday 5 June	08.30 - 17.00	Friday 6 June	08.30 - 17.00

\* Delegates will be visiting the Port of Tilbury

## ORIENT EXPRESS

We are still receiving requests from delegates for places on the Orient Express - Goodwood House tour on Monday 2 June. Due to the limited space on the train, we are having to restrict this to accompanying persons only.

## FORTHCOMING INFORMATION

Future Newsletters will be listing information on sightseeing and shopping opportunities in and around London for delegates and accompanying persons in their free time. Travel details and approximate costs from London's international airports to central London, weather, clothing requirements, currency, major events around Conference time and post Conference tour details will be featured.

If you require any clarification or assistance relating to your proposed visit to the 20th IAPH Conference in London in 1997 please call:-

Sheila or Terry Hatton  
IAPH  
20th Conference Headquarters  
Port of London Authority  
Devon House  
58-60 St Katharine's Way  
London E1 9LB  
England

Tel: +44 - (0) 171 265 2656  
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# IMO Meetings

**Report by Alex J Smith**  
IAPH European Representative

## International Conference on Hazardous and Noxious Substances, and Limitation of Liability, 1996

The International Maritime Organisation (IMO) convened a Diplomatic Conference at IMO Headquarters London from 15 April to 3 May 1996 to consider the adoption of a draft international convention on liability and compensation for damage in connection with the carriage of hazardous and noxious substances by sea, together with a draft protocol to amend the Convention on Limitation of Liability for Maritime Claims, 1976.

In a large attendance delegations present included representatives from 74 States, 4 inter-governmental organisations and 23 non-governmental organisations including IAPH.

A Committee of the Whole under the chairmanship of Mr A H E Popp, QC (Canada) was mandated to carry out the detailed consideration of the draft convention and draft protocol. IAPH's agreed input to this work was mainly provided by Mr André Pages, an IAPH Honorary Member and former Chairman of IAPH's Legal Protection Committee, assisted by Mr Richard Douglas, Legal Adviser, UK.

As a result of its deliberations the Conference adopted two instruments. Details of these of particular interest to IAPH members are set out below

### 1. International Convention on Liability and Compensation for Damage in connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 (HNS Convention (1996))

#### Article 1 – Definitions

(4) "Receiver" – Although it would have been preferable to include an express exclusion for a harbour authority acting as such, the agreed definition is satisfactory in so far as an exclusion can, if required, be included in domestic legislation.

(5) "Hazardous and Noxious Substances" – Defined as Cargo as listed in the Article except where covered by other Conventions such as nuclear substances and oil. Coal is not included, nor are bunkers of non-tanker ships. Certain residues from a previous carriage of bulk substances are, however, included [1(5)(b)], which may provide compensation for damage caused by explosions on board unladen tankers.

(6) "Damage" – Contamination of the environment and the costs of preventive measures are included in addition to personal injury and property damage.

(10) "Contributing Cargo" – Liability rests with the receipt of cargo at its final destination and does not include, for example, a transit port operational situation.

#### Article 5 – Scope

A State Party to the Convention has a right to exclude small ships, not exceeding 200 gross tonnage, engaged in coastal domestic services.

#### Article 7 – Liability of the Owner

(2)(c) - No liability is attached if it is proved that the authority responsible for the maintenance of lights or other navigational aids has been negligent.

#### Article 9 - Limitation of Liability

Agreed limitation amounts are:

- (a) for ships exceeding 2000 tons, 10 million SDRs; and
- (b) for ships with tonnage in excess thereof there will be an addition of 1,500 SDRs for each unit of tonnage from 2001 to 50,000, and a further 360 SDRs for each unit of tonnage in excess of 50,000, up to a final limit of 100 million SDRs.

#### Article 11 – Death and Injury

Such claims have priority over other claims provided that their aggregate does not exceed two-thirds of the established limitation amounts. If there are no such claims the limitation amounts will be fully used to compensate for other damages.

#### Article 12 – Compulsory Insurance

The owner of a ship carrying HNS cargo must maintain insurance or other financial security up to the full amount of limitation levels.

#### Article 13 – Establishment of the HNS Fund

An HNS Fund has been established similar to that of the International Oil Pollution Compensation Fund. Its organisation and administration are defined in Articles 24 to 36.

#### Article 14 – Compensation

The aggregate amount of compensation which can be provided in respect of any one incident is limited to 250 million SDRs, whether related to personal or property damage.

#### Article 16 – Contributions to the Fund

Receivers, as earlier defined, will provide the necessary funding by initial and, as required, annual contributions, in accordance with the provisions of Article 18 – General Account, and Article 19 – Separate Accounts of which there are three to deal with oil, LNG and LPG respectively.

#### Article 46 - Entry into force

The Convention will enter into force 18 months after the date when at least 12 States including 4 States each with not less than 2 million units of gross tonnage have indicated that they will be bound by it; and where receivers in those States have received a total quantity of at least 40 million tonnes contributing cargo to the general account.

#### **Article 48 – Amendment of Limits**

Provision is made for a rather complex amendment system. Limitation as to timing and scale of amendments are also included.

#### **General Comment from an IAPH Standpoint**

The HNS Convention 1996, as adopted, is satisfactory from a port standpoint. The key references in this regard are:

- ports need not be directly involved as receivers and be therefore obliged to contribute to the HNS Fund;
- limitation levels are quite high;
- claims would be possible for damage caused by explosions on board unladen tankers; and
- ships carrying HNS cargo must be compulsorily insured.

#### **2. Protocol of 1996 to Amend the Convention on Limitation of Liability for Maritime Claims, 1976 (LLMC Protocol 1996)**

The LLMC Protocol 1996 is quite independent of the HNS Convention 1996. No linkage of the two was agreed. Member States are enabled to reserve the right to exclude HNS claims from the scope of the LLMC Protocol 1996.

#### **Article 3 – Extension of Limits of Liability**

The floor level of minimum tonnage has been raised from 500 to 2000 GT. Limitation amounts are now 2 million SDRs for personal damage and one million SDRs for other claims.

With respect to ships of a tonnage in excess of 2000 there has been an effective multiplication of limitation amounts by factors in the range 2.3 to 2.6.

As respects passenger ships the limit of liability for claims shall be 175,000 SDRs multiplied by the number of passengers which the ship is authorised to carry according to the ship's certificate.

#### **Article 8 – Amendment of Limits**

The revised procedure for amending limitation amounts is much simpler than heretofore and should enable increases in limitation levels to match inflation to be effected more expeditiously.

#### **General Comment from an IAPH Standpoint**

The LLMC Protocol 1996 is less satisfactory from a port standpoint. Whilst progress was made as respects the small ships sector, only a modest revaluation took place with regard to other limitation levels.

Division of limitation amounts into two parts remains (65% for bodily injury and 35% for other claims). Unlike the HNS Convention 1996, however, there is no two-way spill over of compensation arrangements for personal and property damage.

Ports will wish to monitor the extent to which Courts may be prone to bar the limitation of liability of the owners on the basis of LLMC 1976 Article 4, or to enquire about the carriage of HNS cargo so as to move a dispute into the scope of the HNS Convention 1996. In that regard it should be noted that Article 1.6 of that Convention makes that a very real possibility.

## Maritime Safety Committee, 66th Session (MSC 66)

MSC 66 was held at IMO London, UK, from 28 May to 6 June 1996, under the chairmanship of Dr G Pattofatto (Italy). Attendance included delegations from 82 Member States, 2 Associate Members, 3 UN Agencies, 6 Intergovernmental Organisations and 29 Non-Governmental Organisations including IAPH.

As is usually the case the Agenda was varied and complex with an impressive mass of documentation to digest and reduce to manageable proportions. It is not surprising in that situation that the Secretary-General has expressed concern on behalf of many Member States and the Organisation at what is seen to be an all too unwelcome trend. He has therefore called for a prioritisation of issues for consideration and a sharp reduction in associated documentation.

IAPH members will be primarily interested in the developing situation with regard to ship/port interface issues dealt with by MSC 66. These are summarised below.

#### **Safe Loading or Unloading of Dry Bulk Carriers**

Assembly Resolution A797(19) on the Safety of Ships Carrying Solid Bulk Cargoes urges port state authorities, amongst other things, to ensure that port authorities and/or terminal operators adopt a range of safe practices and procedures including the use of a Ship/Shore Safety Checklist. IAPH has been associated with the development of such a Checklist, now approved by IMO,

copies of which were provided to MSC 66.

A related Code of Practice is under development, the terminology of which will be aligned with that of the Checklist. Certain shore-side responsibilities which are currently vaguely construed or perhaps inadequately regulated will also be examined by IMO's Dangerous Goods, Solid Cargoes and Containers Sub-Committee and reported on to MSC 68 (mid 1997) for completion.

Approval was given to the issue of a related Circular on Communications between Maritime Administrations and Port Authorities developed initially by the Ship/Port Interface Working Group (SPIWG) in which IAPH plays a prominent part. SPIWG's actions with regard to the preparation of an Information Leaflet for Solid Bulk Terminal Operators and a model course for use by terminal operators were also endorsed.

#### **Securing of Cargoes**

IAPH has an interest in the development of a Cargo Securing Manual which will be required on all types of ships engaged in the carriage of all cargoes other than solid or liquid bulk cargoes but including timber stored under deck by not later than 31 December 1997.

A related draft Circular on Safety Problems connected with Intermodal Transport prepared by SPIWG concurrently with its finalisation of the revision of IMO/ILO Guidelines for Packing



Cargo in Freight Containers or Vehicles was also approved for issue by MSC 66.

### **Safe Transport of Dangerous Cargoes**

The OECD/IMO Guiding Principles on Chemical Accident Prevention, Preparedness and Response in Ports to the development of which IAPH had contributed will now be included as a supplement to IMO's Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas.

### **Safety of Navigation**

In the course of revising Assembly Resolution A578(14) Guidelines on Vessel Traffic Services (VTS), questions have arisen as to the applicability of mandatory VTS regimes both within and external to territorial seas. A draft Assembly Resolution on the Guidelines on VTS dealing with that issue needs further study for harmonisation with SOLAS requirements. IAPH will want to monitor the developing situation.

An SPIWG proposal to develop a methodology for the assessment of the adequacy of the availability of tug assistance in port waters from a safety point of view was considered and approved on the understanding that it will be restricted to non-seagoing tugs used solely in assisting during mooring and unmooring in ports or in port emergency situations.

Following on a resolution (no10) of the 1995 Conference on

Standards of Training and Watchkeeping (STW) MSC 66 approved the development of provisions covering the training of maritime pilots, vessel traffic service personnel and maritime personnel employed on mobile offshore units for inclusion in the 1978 STCW Convention or other appropriate instrument. IAPH will want to be closely associated with this activity.

### **Technical Assistance**

A Technical Cooperation Sub-programme in Maritime Safety has been prepared by MSC for submission to IMO's Technical Cooperation Committee together with an associated work plan.

Technical cooperation activities are seen as on-going in so far as it is necessary to continue to identify essential services relating to maritime safety which are needed by developing countries to be able to allow them to meet their responsibilities for implementing and enforcing the wide range and variety of existing IMO instruments. IAPH Members can assist in assembling the requisite data in their respective localities.

### **Meetings of MSC 67 and MSC 68**

MSC 67 will be held from 2 to 6 December 1996 and MSC 68 from 28 May to 6 June 1997.

# Marine Environment Protection Committee, 38th Session (MEPC 38)

MEPC 38 was held at IMO Headquarters, London, UK, from 1-10 July 1996 under the chairmanship of Mr P Bergmeijer (Netherlands). Participants at the meeting included delegates from 69 Member States, representatives from 2 Associate Members and 1 United Nations agency, together with observers from 4 inter-governmental organisations and 27 non-governmental organisations including IAPH.

The importance attached to MEPC 38 was underlined by the large attendance, the extensive agenda and the vast amount of related documentation submitted for consideration. These very factors however impose their own constraints on the course taken by discussions the results of which may not in the event live up to expectations.

IAPH has a very wide-ranging interest in marine environment protection matters. Limited resources however have necessarily curbed the number of specific subject areas on which IAPH has established positions. This report therefore reflects the results of discussion of these topics.

### **Prevention of Air Pollution from Ships**

The importance attached to achieving a consensual accord within IMO as respects regulations for the proposed new Annex to MARPOL 73/78 cannot be overstated. There is general agreement that the alternative to internationally agreed rules and standards will almost certainly be the appearance of fragmented local or regionally applicable legislation which past experience has shown to be both inadequate and inefficient with a potential for competitive distortions.

It was intended that MEPC 38 should complete the preparatory

work for the development of the new Annex VI to MARPOL on Air Pollution from Ships. That timetable was essential if the intended Conference of Parties to MARPOL were to be held in conjunction with MEPC 39 (March 1997). That hope, however, remained unfulfilled because of the meeting's failure to reach consensus on a number of matters of substance. Issues which remain to be resolved include the level of the global cap on the sulphur content of fuel oil; aspects of the bunker delivery note; coverage of ozone depleting substances; shipboard incineration; detection of violations and enforcement; and reception facilities. In that last context two issues need to be considered amongst other things namely the practicality of requiring all ports to possess appropriate facilities and equipment for the reception of CFCs and for the so-called "banking" of halons; and whether a positive notification of available facilities is warranted.

Other matters currently unresolved and on which IAPH will want to express a view include the definition of a SOx Emission Control Area and the conditions which may apply therein; and the control of emissions of volatile organic compounds in port areas.

Having regard to the need to find common ground on these issues MEPC 38 agreed to postpone the Conference of Parties to MARPOL on Air Pollution from Ships from March to September. It will now be held in conjunction with MEPC 40 (September 1997).

### **Reception Facilities**

As a contribution to the debate on the provision of reception facilities at ports for ships' wastes the United Kingdom Government had submitted a paper advising that it would seek

legislation to require the mandatory development and implementation of waste management plans at UK ports. This approach was not supported by MEPC 38. Support was, however, given to the UK's emphasis on the need for dialogue between users and providers of reception facilities to resolve matters of concern arising from time to time. MEPC 38 was strongly of the opinion that ports should be included in the dialogue process, a point of view with which IAPH would concur, having held it during the years of MARPOL's existence.

MEPC 38 also approved the issue of a Circular on Financing Mechanisms for the Establishment and Operation of Reception Facilities at Ports for Ships' Wastes. Responses are required by not later than the end of November 1996 to allow an analysis to be carried out of the wide range of systems which are believed to be in current use. Results are likely to be considered by the next meeting of IMO's Ship/Port Interface Working Group (SPIWG 5 - 30 June to 4 July 1997) prior to submission to MEPC 40 in September 1997. In anticipation of these developments IAPH has already issued a questionnaire to members based on that of IMO. A good response has been received thus far. The detailed findings will be submitted for IMO's consideration.

## Unwanted Aquatic Organisms in Ballast Water

IAPH is a participant in the Ballast Water Working Group which recognises the urgent need to be au fait with related activities being carried out by other bodies on ballast water research, control and management. In these respects the Working Group had noted on-going activities of the International Council for Exploration of the Sea (ICES) and the International Oceanographic Commission (IOC) with which organisations IMO has agreed to participate in a joint study on Ballast Water and Sediments.

MEPC 38 received the Working Group's first review of draft regulations for the control and management of ships' ballast water to minimise the transfer of harmful aquatic organisms and pathogens. The Committee also noted the Working Group's preparation of a first revision of draft implementation Guidelines. Both of these documents will be the subject of consideration by IMO's Member States with a view to their discussion at MEPC 39. Consideration would also be given at that time to the appropriate legal framework through which the regulations could be introduced and implemented.

## Use of Anti-fouling Paints

MEPC 38 noted that a number of studies were currently taking place in various countries to assess the extent of the harmful effects of using anti-fouling paints. Support was then given to a Correspondence Group led by The Netherlands to progress the matter for possible consideration at MEPC 40.

The Netherlands also expressed the view that there was an interrelationship between the issues of ballast water control and management and the use of anti-fouling paints which might at some future point merit their incorporation into one legal framework with MARPOL.

## Pollution, Preparedness and Response (OPRC)

The OPRC Working Group considered draft guidelines for the development of emergency plans for vessels carrying materials subject to the Irradiated Nuclear Fuel (INF) Code together with measures to locate and salvage a sunken ship carrying INF Code materials or its lost cargo. It is expected that in due course attention will be given to related shore-side emergency response and planning issues.

On the advice of the Working Group, MEPC 38 did not agree

that the Ship/Port Interface Working Group should develop a free standing IMO guidance document on emergency plans for ports.

## Follow-up Action to UN Commission on Sustainable Development

MEPC 38 has noted that IMO needs to react to a request from the fourth meeting of the Commission on Sustainable Development (18 April to 3 May 1996) to develop a clearing-house mechanism for oils and litter in the sea to facilitate the implementation of a Global Programme of Action in anticipation of a Special Session of the UN General Assembly on UNCED in July 1997.

It was agreed that IMO's involvement would be limited to obligations deriving from MARPOL 73/78, the London Convention 1972, and other relevant IMO instruments.

## Designation of Special Areas

MEPC 38 held back the designation of the North Sea as a Special Area until MEPC 39 pending receipt of information on the delineation of the area's western boundary.

## Technical Cooperation Programme

A range of technical cooperation activities is currently taking place in almost all of the world's developing regions. It is apparent that there is a continuing need for these activities to be coordinated to ensure that the best results are obtained at local level. In so far as marine-related activities are concerned, IMO would hope to do that as well as facilitating a prioritisation of projects funded from scarce resources.

The marine environment protection technical cooperation sub-programme will be revised for MEPC 39. It will set out goals and priorities in addition to specifying projects under way and proposed for implementation to the year 2000.

From an IAPH standpoint the basic need is for ports acting individually or collectively within a region to look to their own circumstances, assess where capacities and capabilities are inadequate to achieve perceived objectives and make known their findings to their respective Governments. It is governments which would be expected to promote the justification for technical assistance in the first instance.

In these respects IAPH members will want to note that the Organisation for Economic Cooperation and Development (OECD) Development Assistance Committee has produced Guidelines on Aid and Environment to help donor agencies and developing countries to devise strategies to address serious national, regional and environmental concerns.

Areas identified which need priority funding include port reception facilities and related disposal of wastes; facilities for emergency response and training of personnel; environmental aspects of port operations and development; navigational safety and protection of the marine environment in international straits and other waters; and development of ballast water control measures.

## Work Programme

Discussion of proposed agendas for MEPC 39 and 40 necessarily had to take account of MEPC 38's decision to postpone the Conference on Prevention of Air Pollution from Ships from March to September 1997. MEPC 39, which will be held from 10 to 14 March 1997, will need to spend at least two days on the Air Pollution issues referred to elsewhere in this report. That meeting's agenda will therefore be somewhat restricted.

MEPC 40 will be held from 15 to 26 September 1997.

# IMO Seminar and Workshop Held in Dalian

## Report by the Port of Dalian Authority

The Seminar and Workshop on the Implementation of the revised International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, organized by the International Maritime Organization (IMO), was held in Dalian from 22 to 26 April 1996. More than 60 officials and specialists in the fields of training and certification from China, Japan, North and South Korea, Russia and Hong Kong attended the meeting.



Wang Dian Dong

The Seminar and Workshop comprised the second in a series of similar meetings, aimed at assisting governments, in particular Parties to the 1978 STCW Convention, maritime training institutions, shipowners and seafarers, to uniformly implement that Convention, as revised in 1995. It was particularly designed to assist governments in establishing administrative and technical resources and the legal framework necessary for the effective implementation of the revised Convention.

Mr. Wang Dian Dong, Deputy Director of the China Ports and Harbours Association (CPHA), and Mr. Zhang Feng Qiang, as assistant to Mr. Wang, participated in the meeting as visitors representing IAPH.

representing IAPH.

The meeting consisted of a series of lectures and workshops. The delegates held comprehensive discussions over the implementation of the Convention. The topics discussed covered almost all aspects related to its implementation.

Regarding Port State Control, the new Convention amended the deficiencies of the original one and stressed the responsibilities of the Administration of a Party as to ensure safe manning on board, to be strict on the qualification and competence of seafarers for their respective duties, to take effective measures to provide safe navigation and to reduce incidents in port, and to familiarize the Port State inspectors with the new provisions, especially their ability of sound professional judgment in determining whether a ship is operated in a manner likely to pose danger to life, property or the environment. The new Convention strengthened the control procedures. Authorized control officers may now verify that the numbers and certificates of seafarers serving on board are in conformity with the safe manning requirements of the Administration. They may also assess the ability of the seafarers of the ship to maintain the standard of watchkeeping required by the Convention, if it appears that the ship has been or is being operated in a manner that may endanger persons, property or the environment.

The new Convention will enter into force on 1 February 1997.

## Membership Notes:

### New Member

### Regular Member

#### Jawaharlal Nehru Port Trust (India)

Address: Port Office  
Administration Building,  
Nhava-Sheva  
Nave Mubia 400 707  
Mumbai Office  
1107, Raheji Centre  
214, FPJ Road, Nariman Point  
Mumbai 400 021  
Mailing Addressee: Dr. Jose Paul  
Acting Chairman  
Tel: (022) 7242219/2045372  
Fax: (022) 7242642/2045311

### Changes

#### Mauritius Marine Authority [Regular] (Mauritius)

Director-General: Mr. R. Maunthrooa  
Deputy Directors-General: Mr. T. Juddoosingh  
Capt. W. T. C. Wong Chung Toi  
Project Co-ordinator: Mr. J. H. Nagdan

#### Administração dos Portos de Setubal e Sesimbra

[Regular] (Portugal)

Address: Praça da Republica, 2900 Setubal  
Mailing Addressee: Eng. Joao Nunes de Almeida  
Chairman of the Board  
Tel: 351 (065) 534095  
Fax: 351 (065) 30992

#### Maritime and Port Authority of Singapore

[Regular] (Singapore)

Address: 18 Storey PSA Building  
460 Alexandra Road  
Singapore 119963  
Mailing Addressee: Mr. Chen Tze Penn,  
Director-General  
Tel: 375 1600 (Phone Net)  
375 1689 (Director General's  
Office)  
Fax: 275 9247

#### Port of Göteborg AB [Regular] (Sweden)

Address: S-403 38 Göteborg  
Mailing/addressee: Mr. Gunnar Nygren,  
President & CEO

# OPEN FORUM

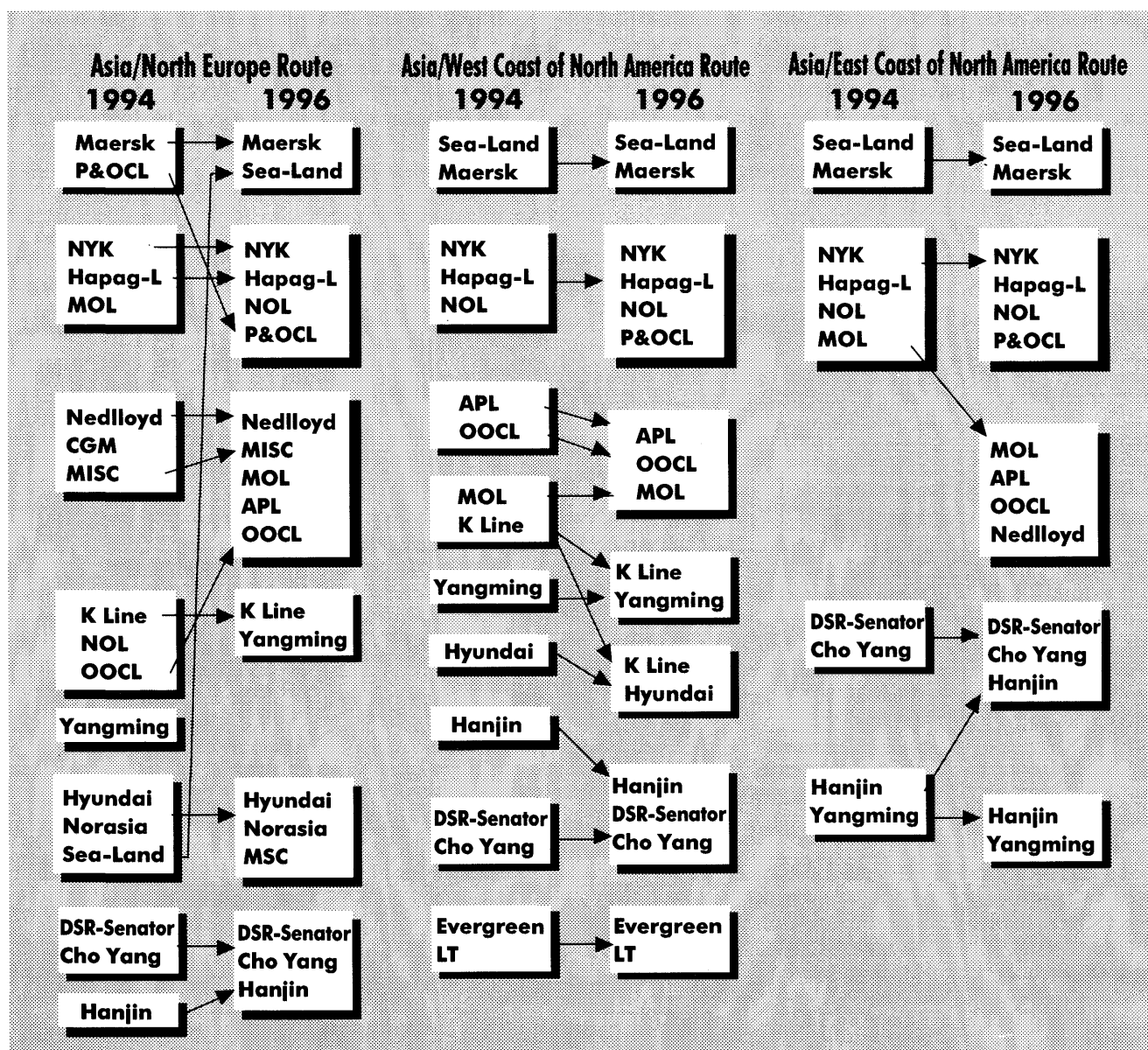
## Birth Of Global Partnership Era To Transform World Shipping

*New global partnerships have been operating in the world's shipping market since January this year in line with the reorganization of consortia for two major trade routes – Asia/North America and Asia/Europe.*

*A series of restructuring moves started last year are now taking final shape, and another round of restructurings was launched in June 1996.*

*Liner shipping firms, so far bent on regrouping themselves in a bid to increase both service routes and service frequency while minimizing investment, are now set to further deepen their partnerships with the 21st century just around the corner.*

### History of Restructuring of Tie-Ups Between Carriers





# Preparations Complete, Globe-Spanning Alliances Get Down to Business in Earnest

*The realignment of shipping services, undertaken on Asia / North America, Asia / Europe and other major sea lanes of the world, is now over and the newly formed consortia have swung into action in earnest.*

*The carriers involved have laid a firm foundation for their global strategies, starting a vigorous run-up to the 21st century, which lies only a few years away.*

## Global Alliance Moving With Full Force

The Global Alliance, which consists of Mitsui O.S.K. Lines (MOL), American President Lines (APL), Orient Overseas Container Line (OOCL), Nedlloyd Lines and Malaysia International Shipping Corp. (MISC), has been providing new services in North Europe and transpacific trades since January this year.

The Global Alliance has also implemented various services to reduce transit time and increase sailing frequencies in the Europe and transpacific trades.

In its Asia/North Europe trade, the Alliance is providing three-times-weekly fixed-day operations. MOL, Nedlloyd and MISC are providing joint operations in the Mediterranean trade.

In the North American trade sector, MOL, APL and OOCL have built up a strong service network deploying a total of 32 containerships to provide six-times-weekly operations on the eastbound leg and five-times-weekly operations on the westbound.

That the three carriers provide two direct services to the Chinese market attests to the fact that they attach importance to the market, the membership of Hong Kong-based carrier OOCL providing strong support to this operation system.

In addition, Nedlloyd has joined the three carriers to provide all-water service between Japan-Far East and the East Coast of North America.

### APL/MISC/MOL/Nedlloyd/OOCL

#### Europe Trade

	JEX	AEX	CEX
Port-of-call rotation	Kobe (Mon.-Tue.) ↓ Nagoya (Tue.-Wed.) ↓ Shimizu (Wed.-Thu.) ↓ Tokyo (Thu.-Fri.) ↓ Hong Kong (Mon.-Tue.) ↓ Singapore (Fri.-Sat.) ↓ Rotterdam (Sun.-Tue.) ↓ Hamburg (Tue.-Wed.) ↓ Southampton (Fridays) ↓ Le Havre (Saturdays) ↓ Singapore (Tue.-Wed.) ↓ Kobe (Mon.-Tue.)	Hakata (Thursdays) ↓ Pusan (Fri.-Sat.) ↓ Kaohsiung (Mondays) ↓ Hong Kong (Tue.-Wed.) ↓ Singapore (Saturdays) ↓ Southampton (Mon.-Tue.) ↓ Le Havre (Tue.-Wed.) ↓ Bremerhaven (Thu.-Fri.) ↓ Rotterdam (Sat.-Sun.) ↓ Port Kelang (Wednesdays) ↓ Singapore (Thursdays) ↓ Hong Kong (Sun.-Mon.) ↓ Kaohsiung (Tuesdays) ↓ Hakata (Thursdays)	Shanghai (Tue.-Fri.) ↓ Hong Kong (Sat.-Sun.) ↓ Yantian (Sundays) ↓ Singapore (Thursdays) ↓ Bremerhaven (Sun.-Tue.) ↓ Rotterdam (Tue.-Wed.) ↓ Southampton (Thur.-Fri.) ↓ Jeddah (Sundays) ↓ Singapore (Tue.-Wed.) ↓ Hong Kong (Saturdays) ↓ Yantian (Sundays)
Ships in service	Eight ships of between 4,100 and 4,880-TEUs	Eight ships of between 3,600 and 4,400-TEUs	Eight ships of between 3,300 and 3,600-TEUs

### APL/MOL/OOCL

#### West Coast of North America Trade

	PS1	PS2	PS3	PS4	PN1	PN2
Port-of-call rotation	Port Kelang (Mon.-Tue.) ↓ Singapore (Wed.-Thu.) ↓ Yantian (Sat.-Sun.) ↓ Hong Kong (Sun.-Mon.) ↓ Los Angeles (Fri.-Tue.) ↓ Seattle (Fridays) ↓ Hong Kong (Wed.-Thu.) ↓ Singapore (Sun.-Mon.) ↓ Port Kelang (Mon.-Tue.)	Kaohsiung (Tue.-Wed.) ↓ Long Beach (Sat.-Tue.) ↓ Oakland (Wed.-Thu.) ↓ Yokohama (Sun.-Mon.) ↓ Kobe (Tuesdays) ↓ Kaohsiung (Fri.-Sat.) ↓ Hong Kong (Sun.-Mon.) ↓ Kaohsiung (Tue.-Wed.)	Shanghai (Fri.-Mon.) ↓ Kobe (Wednesdays) ↓ Tokyo (Thu.-Fri.) ↓ Los Angeles (Sun.-Tue.) ↓ Oakland (Wed.-Thu.) ↓ Tokyo (Mondays) ↓ Nagoya (Tue.-Wed.) ↓ Shanghai (Fri.-Mon.)	Pusan (Mon.-Wed.) ↓ Hakata (Wednesdays) ↓ Nagoya (Fridays) ↓ Yokohama (Saturdays) ↓ Los Angeles (Mon.-Tue.) ↓ Oakland (Thu.-Fri.) ↓ (All calls on eastbound only)	Pusan (Mon.-Tue.) ↓ Kaohsiung (Thu.-Sat.) ↓ Hong Kong (Sun.-Mon.) ↓ Seattle (Thu.-Fri.) ↓ Vancouver (Sun.-Mon.) ↓ Dutch Harbor (Fridays) ↓ Yokohama (Thu.-Fri.) ↓ Kobe (Fri.-Sat.) ↓ Pusan (Mon.-Tue.)	Laem Chabang (Sun.-Wed.) ↓ Kaohsiung (Sat.-Sun.) ↓ Kobe (Tue.-Wed.) ↓ Nagoya (Wednesdays) ↓ Tokyo (Thu.-Fri.) ↓ Seattle (Sun.-Mon.) ↓ Vancouver (Tue.-Wed.) ↓ Tokyo (Saturdays) ↓ Kobe (Sun.-Mon.) ↓ Kaohsiung (Wed.-Thu.) ↓ Laem Chabang (Sun.-Wed.)
Ships in service	Six 4,800-TEU ships	Five 4,800-TEU ships	Five 2,900-TEU ships	Five 2,500-TEU ships	Five 4,300-TEU ships	Six 2,800-TEU ships

## Four-Liner- Strong Grand Alliance

Three container operators—Nippon Yusen Kaisha (NYK Line), Hapag-Lloyd and Neptune Orient Lines (NOL) — have established a tie-up relationship in major trades, including the transpacific, Asia/Europe and Atlantic.

With the participation of P&O Containers (P&O) in this tie-up from last May, the group has now developed into a new alliance, the Grand Alliance, operating a strong service network that consists of four loops in the Europe trade and five loops in the North America trade.

In the Europe trade the four Grand Alliance member carriers provide weekly fixed-day operations deploying 34 large-sized containerships of between 3,600 and 4,700 TEUs.

With the weekly four-loop operation system in place, customers can now simultaneously enjoy the merits of increases in ports of call and reduced transit times.

The Grand Alliance's new operation system in the North America trade has been in force since May this year.

Including services to the East Coast of North America and further to Northern Europe via the Panama Canal, and a service from Asia to the East Coast of North America via the Suez Canal, the alliance's new transpacific operation is provided on the following five-service basis:

Singapore California Express (SCX) service;

Far East Express (FEX) service;

Japan California Express (JCX) service;

Pacific Atlantic Express (PAX) service; and

Asia East Coast Express (AEX) service.

In the new SCX service, customers are provided with direct access to the Thai market. They also can cut down the number of feeder services between Bangkok and Singapore.

In the FEX service, five containerships link Hong Kong, Keelung, Kobe, Nagoya and Tokyo with Los Angeles, Portland, Seattle and Vancouver.

In the JCX service, the Chinese port of Shanghai is linked with Los Angeles and Oakland on the West Coast of the U.S.

The PAX service employs 13 containerships each having a container capacity of 2,800 TEUs.

In the AEX service, eight large containerships (capacity: 3,000 TEUs each) are deployed.

### NYK Line/Hapag-Lloyd/NOL/P&O Containers

#### Europe Trade

Loop A	Loop B	Loop C	Loop D
Port-of-call rotation			
Hanshin (Osaka-Kobe) port (Mon.-Tue.)	Keihin port (Mon.-Tue.)	Shekou (Mon.-Tue.)	Pusan (Tue.-Wed.)
Nagoya (Tue.-Wed.)	Hanshin port (Wed.-Thu.)	Hong Kong (Tue.-Wed.)	Kaohsiung (Fri.-Sat.)
Shimizu (Wed.-Thu.)	Pusan (Fri.-Sat.)	Singapore (Sat.-Sat.)	Hong Kong (Sun.-Sun.)
Keihin (Tokyo-Yokohama) port (Thursdays-Fridays)	Kaohsiung (Mon.-Tue.)	Colombo (Tue.-Wed.)	Singapore (Wed.-Thu.)
Singapore (Thur.-Fri.)	Hong Kong (Wed.-Wed.)	Le Havre (Wed.-Thu.)	Jeddah (Fri.-Sat.)
Southampton (Sun.-Mon.)	Singapore (Sat.-Sun.)	Hamburg (Fri.-Sat.)	Southampton (Sun.-Mon.)
Rotterdam (Tue.-Wed.)	Port Kelang (Mon.-Mon.)	Rotterdam (Sun.-Mon.)	Rotterdam (Mon.-Tue.)
Hamburg (Wed.-Thu.)	Mediterranean hub port (Sat.-Sun.)	Southampton (Tue.-Wed.)	Bremerhaven (Wed.-Thu.)
Rotterdam (Fri.-Sat.)	Antwerp (Fri.-Sat.)	Jeddah (Fri.-Sat.)	Southampton (Fri.-Sat.)
Southampton (Sat.-Sun.)	Hamburg (Sun.-Mon.)	Jebel Ali (Wed.-Thu.)	Singapore (Tue.-Wed.)
Jeddah (Wed.-Thu.)	Le Havre (Tue.-Wed.)	Singapore (Thu.-Fri.)	Hong Kong (Sat.-Sun.)
Colombo (Tue.-Wed.)	Mediterranean hub port (Sun.-Mon.)	Shekou (Mon.-Tue.)	Pusan (Tue.-Wed.)
Port Kelang (Sat.-Sun.)	Singapore (Sun.-Mon.)		
Singapore (Sun.-Mon.)	Hong Kong (Thu.-Fri.)		
Kaohsiung (Fri.-Fri.)	Keihin port (Mon.-Tue.)		
Hanshin port (Mon.-Tue.)			
Ships in service			
Nine ships of between 4,200 and 4,700 TEUs	Nine ships of between 3,600 and 4,400 TEUs	Eight ships of between 3,600 and 4,000 TEUs	Eight 4,400-TEU ships

### NYK Line/Hapag-Lloyd/NOL/P&O Containers

#### North America Trade

Singapore California Express (SCX)	Far East Express (FEX)	Japan California Express (JCX)	Pacific Atlantic Express (PAX)	Asia East Coast Express (AEX)
Port-of-call rotation				
Laem Chabang (Mon.-Tue.)	Hong Kong (Mon.-Tue.)	Shanghai (Sat.-Sun.)	Kaohsiung (Wed.-Thu.)	Singapore (Thu.-Fri.)
Singapore (Wed.-Thu.)	Los Angeles (Sat.-Sun.)	Hakata (Wed.-Wed.)	Hong Kong (Fri.-Sat.)	Colombo (Mon.-Tue.)
Keelung (Sun.-Mon.)	Portland (Tue.-Wed.)	Kobe (Thu.-Fri.)	Kobe (Tue.-Tue.)	(Suez Canal)
Los Angeles (Fri.-Sat.)	Vancouver (Thu.-Thu.)	Nagoya (Fri.-Sat.)	Nagoya (Wed.-Thu.)	New York (Sat.-Sun.)
Oakland (Sun.-Mon.)	Seattle (Fri.-Fri.)	Shimizu (Sat.-Sat.)	Yokohama (Thu.-Fri.)	Charleston (Sat.-Sun.)
Vancouver (Tue.-Thu.)	Tokyo (Mon.-Mon.)	Tokyo (Sat.-Sun.)	Seattle (Sat.-Sat.)	Norfolk (Wed.-Wed.)
Seattle (Thu.-Fri.)	Nagoya (Tue.-Tue.)	Los Angeles (Tue.-Wed.)	Oakland (Mon.-Tue.)	New York (Thu.-Fri.)
Los Angeles (Mon.-Tue.)	Kobe (Wed.-Wed.)	Oakland (Thu.-Fri.)	Los Angeles (Wed.-Wed.)	Halifax (Sat.-Sun.)
Hong Kong (Mon.-Tue.)	Keelung (Fri.-Sat.)	Tokyo (Tue.-Tue.)	(Panama Canal)	(Suez Canal)
Singapore (Fri.-Sat.)	Hong Kong (Mon.-Tue.)	Shimizu (Tue.-Wed.)	Savannah (Sat.-Sun.)	Jeddah (Sat.-Sun.)
Laem Chabang (Mon.-Tue.)		Nagoya (Wed.-Wed.)	Norfolk (Mon.-Mon.)	Singapore (Thu.-Thu.)
		Kobe (Thu.-Thu.)	New York (Tue.-Wed.)	
		Shanghai (Sat.-Sun.)	Halifax (Fri.-Fri.)	
			Antwerp (Thu.-Fri.)	
			Thamesport (Sat.-Sat.)	
			Bremerhaven (Sun.-Mon.)	
			Rotterdam (Tue.-Tue.)	
			Halifax (Tue.-Wed.)	
			New York (Thu.-Sat.)	
			Norfolk (Sat.-Sun.)	
			Savannah (Mon.-Tue.)	
			(Panama Canal)	
			Los Angeles (Fri.-Sat.)	
			Oakland (Sun.-Sun.)	
			Yokohama (Fri.-Fri.)	
			Kobe (Sat.-Sun.)	
			Kaohsiung (Wed.-Thu.)	
Ships in service				
Seven 3,400-TEU ships	Five 2,900-TEU ships	Five 2,600-TEU ships	13 ships of 2,800 TEUs each	Eight 3,000-TEU ships

# One Plus One Surprisingly Yields Globe's Largest Partnership

Maersk Line and Sea-Land Service, currently in a tie-up in the North America trade, have started providing a new joint service in the Japan-Asia/Europe trade as well.

A consortium formed by Maersk Line (at the top of the world's container operations in terms of tonnage) and Sea-Land Service (standing second only to Maersk Line in this respect) is the world's largest of its kind, though formed by only two firms.

With their feeder trades included, the two firms have now come to deepen the tie-up relationship in nearly all trades the world over – in the West and East coasts of North America, Europe, Atlantic, Central and South America, and Middle and Near East trades – excluding only Australia.

## Europe Trade

Asia Europe Express (AEX) service: The consortium plans to phase in 6,000-TEU new-buildings, intending to provide a container service with nine 6,000-TEU ships.

Asia Silk Express (ASX) service: The ASX service serves Chinese ports before heading for Europe, covering only Hakata in Japan.

Arabian Gulf Express (AGX) service: Operating a fleet of seven ships, this service links India and the Middle and Near East with Europe.

Suez Express (SZX) service: Combined with the North America service TP-6, the SZX service is offered on a pendulum basis between the East and the West coasts of North America via the Far East, the Suez Canal and the Mediterranean with a fleet of 14 ships of the 4,200-TEU class.

## North America Trade

Starting new services in North America trade, Maersk Line and Sea-Land Service have also implemented the restructuring of their North America trade.

Pacific Express (PEX) service: Five 2,000-TEU ships are deployed for direct operations between Kaohsiung and Pacific Northwest.

North Asia Express (NAX) service: Six containerhips are in operation.

Panama (PAN) service: Eleven 4,100-TEU ships are deployed to provide shuttle operations.

Siam-Japan Express (SJX) service: Provided with six 2,500-TEU ships, the SJX service resumed Vancouver calls in February this year.

South-Central Express (SCX) service: Five 2,340-TEU containerhips are deployed, offering a transit time of 15 days from Singapore to Long Beach.

Suez Express (SZX) service: Combined with the AE-4 Mediterranean service, this service links the West Coast of North America with the East Coast with Japan-Far East as a fulcrum.

## Maersk Line/Sea-Land Service

### Europe Trade

AE-1 = AEX	AE-2 = ASX	AE-3 = AGX	AE-4/TP-6 = SZX
Port-of-call rotation			
Kobe (Sun.-Mon.) ↓ Nagoya (Tuesdays) ↓ Yokohama (Wed.-Thu.) ↓ Kaohsiung (Saturdays) ↓ Hong Kong (Sun.-Mon.) ↓ Singapore (Thu.-Fri.) ↓ Southampton (Sat.-Sun.) ↓ Rotterdam (Mon.-Tue.) ↓ Hamburg (Wed.-Thu.) ↓ Gothenburg (Fri.-Sat.) ↓ Rotterdam (Sun.-Mon.) ↓ Southampton (Mon.-Tue.) ↓ Algeciras (Fri.-Sat.) ↓ Singapore (Fri.-Sun.) ↓ Hong Kong (Wed.-Thu.) ↓ Kaohsiung (Fridays) ↓ Kobe (Sun.-Mon.)	Hakata (Wed.-Thu.) ↓ Pusan (Thu.-Sat.) ↓ Shanghai (Sun.-Mon.) ↓ Hong Kong (Wed.-Thu.) ↓ Yantian (Thu.-Fri.) ↓ Singapore (Mon.-Tue.) ↓ Algeciras (Tue.-Wed.) ↓ Rotterdam (Saturdays) ↓ Hamburg (Sun.-Mon.) ↓ Felixstowe (Tue.-Wed.) ↓ Rotterdam (Wed.-Thu.) ↓ Le Havre (Thu.-Fri.) ↓ Algeciras (Sun.-Mon.) ↓ Jeddah (Sundays) ↓ Port Kelang (Sun.-Tue.) ↓ Singapore (Wed.-Thu.) ↓ Hong Kong (Sun.-Mon.) ↓ Hakata (Wed.-Thu.)	Colombo (Tue.-Wed.) ↓ Jeddah (Tue.-Wed.) ↓ Algeciras (Tue.-Wed.) ↓ Felixstowe (Saturdays) ↓ Bremerhaven (Sun.-Mon.) ↓ Rotterdam (Tue.-Wed.) ↓ Felixstowe (Wednesdays) ↓ Algeciras (Sat.-Sun.) ↓ Jebel Ali (Thu.-Fri.) ↓ Dammam (Sat.-Sun.) ↓ Jebel Ali (Mon.-Tue.) ↓ Nhava Sheva (Thu.-Sun.) ↓ Colombo (Tue.-Wed.)	Long Beach (Fri.-Mon.) ↓ Yokohama (Thu.-Fri.) ↓ Shimizu (Fridays) ↓ Kobe (Sat.-Sun.) ↓ Kaohsiung (Tuesdays) ↓ Hong Kong (Wed.-Thu.) ↓ Singapore (Sun.-Mon.) ↓ Colombo (Thu.-Fri.) ↓ Gioia Tauro (Sun.-Mon.) ↓ Algeciras (Wed.-Thu.) ↓ Halifax (Tuesdays) ↓ Newark (Wed.-Fri.) ↓ Norfolk (Saturdays) ↓ Charleston (Mondays) ↓ Algeciras (Tue.-Wed.) ↓ Gioia Tauro (Fridays) ↓ Jeddah (Tue.-Wed.) ↓ Jebel Ali (Mon.-Tue.) ↓ Singapore (Tuesdays) ↓ Hong Kong (Fri.-Sat.) ↓ Yantian (Sat.-Sun.) ↓ Hong Kong (Sun.-Mon.) ↓ Long Beach (Fri.-Mon.)
Ships in service			
Nine ships of 6,000-TEUs	Nine ships of between 3,500 and 4,000 TEUs	Three ships of 4,000 TEUs, three ships of 3,000 TEUs, a ship of 2,700 TEUs	12 ships of 4,200 TEUs

## Maersk Line/Sea-Land Service

### North America Trade

TP-1 = PEX	TP-2 = NAX	TP-3 = PAN	TP-4 = SJX	TP-5 = SCX	TP-6/AE-4 = SZX
Port-of-call rotation					
Kaohsiung (Sun.-Mon.) ↓ Tacoma (Fri.-Sun.) ↓ Oakland (Tue.-Wed.) ↓ Honolulu (Mon.-Tue.) ↓ Guam (Wed.-Thu.) ↓ Kaohsiung (Sun.-Mon.)	Shanghai (Sun.-Tue.) ↓ Pusan (Wed.-Thu.) ↓ Yokohama (Saturdays) ↓ Long Beach (Wed.-Thu.) ↓ Oakland (Fridays) ↓ Dutch Harbor (Wednesdays) ↓ Yokohama (Wednesdays) ↓ Nagoya (Thursdays) ↓ Pusan (Sat.-Sun.) ↓ Hong Kong (Wednesdays) ↓ Naha (Fri.-Sat.) ↓ Shanghai (Sun.-Tue.)	Hong Kong (Fri.-Sat.) ↓ Kaohsiung (Sun.-Mon.) ↓ Kobe (Wednesdays) ↓ Nagoya (Thursdays) ↓ Yokohama (Fridays) ↓ Oakland (Sat.-Sun.) ↓ Long Beach (Mondays) ↓ Manzanillo (Sun.-Mon.) ↓ Miami (Wednesdays) ↓ Charleston (Thu.-Fri.) ↓ Baltimore (Saturdays) ↓ New York (Sun.-Mon.) ↓ (Europe) ↓ Halifax (Tue.-Wed.) ↓ New York (Thu.-Fri.) ↓ Norfolk (Saturdays) ↓ Charleston (Sun.-Mon.) ↓ Miami (Tuesdays) ↓ Long Beach (Wed.-Thu.) ↓ Oakland (Fridays) ↓ Yokohama (Mon.-Tue.) ↓ Kobe (Tue.-Wed.) ↓ Hong Kong (Fri.-Sat.)	Laem Chabang (Mon.-Wed.) ↓ Kaohsiung (Sundays) ↓ Kobe (Wednesdays) ↓ Nagoya (Thu.-Fri.) ↓ Yokohama (Fri.-Sat.) ↓ Tacoma (Sun.-Mon.) ↓ Vancouver (Tue.-Wed.) ↓ Yokohama (Saturdays) ↓ Kobe (Mondays) ↓ Kaohsiung (Thursdays) ↓ Hong Kong (Fridays) ↓ Laem Chabang (Tue.-Wed.)	Singapore (Thu.-Fri.) ↓ Kaohsiung (Mon.-Tue.) ↓ Long Beach (Sat.-Sun.) ↓ Tacoma (Wed.-Thu.) ↓ Singapore (Thu.-Fri.)	Long Beach (Fri.-Mon.) ↓ Yokohama (Thu.-Fri.) ↓ Shimizu (Fridays) ↓ Kobe (Sat.-Sun.) ↓ Kaohsiung (Tuesdays) ↓ Hong Kong (Wed.-Thu.) ↓ Singapore (Sun.-Mon.) ↓ Colombo (Thu.-Fri.) ↓ Gioia Tauro (Sun.-Mon.) ↓ Algeciras (Wed.-Thu.) ↓ Halifax (Tuesdays) ↓ Newark (Wed.-Fri.) ↓ Norfolk (Saturdays) ↓ Charleston (Mondays) ↓ Algeciras (Tue.-Wed.) ↓ Gioia Tauro (Fridays) ↓ Jeddah (Tue.-Wed.) ↓ Jebel Ali (Mon.-Tue.) ↓ Singapore (Tuesdays) ↓ Hong Kong (Fri.-Sat.) ↓ Yantian (Sat.-Sun.) ↓ Hong Kong (Sun.-Mon.) ↓ Long Beach (Fri.-Mon.)
Ships in service					
Five ships of 2,000 TEUs	Six ships of 2,500 TEUs	11 ships of 4,100 TEUs	Six ships of 2,500 TEUs	Five ships of 2,340 TEUs	14 ships of 4,200 TEUs

# Tie-Up With Yangming, Hyundai Space-Charter Boost 'K' Line's Reach

Kawasaki Kisen Kaisha ("K" Line) has been providing joint services with Yangming Marine Transport Corp. (Yangming) of Taiwan since January this year on both the North America and Europe routes.

On the Europe route, the two carriers have assigned a total of 16 container-ships to operate a two-loop fixed-day weekly service, while on the transpacific route, 22 containerships are deployed.

In addition, "K" Line has concluded a space charter agreement with Hyundai Merchant Marine Co., Ltd. of South Korea, separate from its tie-up with Yangming.

"K" Line operates three sailings — two on the Pacific Southwest (PSW) route and one on the Pacific Northwest (PNW) route.

Hyundai's PSW service connects Port Kelang, Singapore, Hong Kong, Kaohsiung, Pusan, Long Beach, Oakland and Seattle, while a fixed-day weekly service is provided on the PNW route between Hong Kong-Kaohsiung-Pusan and Seattle-Portland.

## "K" Line/Yangming Line

### Europe Trade

Loop 1	Loop 2
Port-of-call rotation	Port-of-call rotation
Kobe (Thursdays)	Kaohsiung (Saturdays)
Nagoya (Fridays)	Hong Kong (Sun.-Mon.)
Tokyo (Sat.-Sun.)	Singapore (Thu.-Fri.)
Keelung (Tuesdays)	Colombo (Mon.-Tue.)
Hong Kong (Wed.-Thu.)	Le Havre (Wed.-Thu.)
Singapore (Sundays)	Felixstowe (Thu.-Fri.)
Rotterdam (Wed.-Thu.)	Hamburg (Sat.-Sun.)
Hamburg (Fri.-Sat.)	Antwerp (Mondays)
Felixstowe (Sat.-Sun.)	Colombo (Thursdays)
Le Havre (Mondays)	Singapore (Mon.-Tue.)
Hong Kong (Sundays)	Kaohsiung (Saturdays)
Kaohsiung (Mon.-Tue.)	
Kobe (Thursdays)	
Ships in service	Ships in service
Eight 3,500-TEU ships	Eight 2,000-TEU ships

## "K" Line/Hyundai Merchant Marine

### North America Trade

HM/PSW	HM/PNW
Port-of-call rotation	Port-of-call rotation
Port Kelang (Mon.-Tue.)	Hong Kong (Sun.-Mon.)
Singapore (Tue.-Wed.)	Kaohsiung (Tuesdays)
Hong Kong (Fri.-Sat.)	Pusan (Fridays)
Kaohsiung (Sundays)	Seattle (Mon.-Tue.)
Pusan (Wed.-Wed.)	Portland (Wed.-Thu.)
Long Beach (Thu.-Sun.)	Seattle (Fridays)
Oakland (Mon.-Mon.)	Pusan (Thursdays)
Seattle (Wed.-Thu.)	Hong Kong (Sun.-Mon.)
Pusan (Sun.-Mon.)	
Kaohsiung (Wednesdays)	
Hong Kong (Thursdays)	
Singapore (Sundays)	
Port Kelang (Mon.-Tue.)	
Ships in service	Ships in service
Six 4,400-TEU ships	Five 1,800-TEU ships

## "K" Line/Yangming Line

### North America Trade

"K" Line-PSW*	"K" Line-ASX	Yangming-PSW	"K" Line-PNW*
Port-of-call rotation	Port-of-call rotation	Port-of-call rotation	Port-of-call rotation
Hong Kong (Fri.-Sat.)	Singapore (Wed.-Fri.)	Kaohsiung (Thu.-Fri.)	Hong Kong (Wed.-Thu.)
Kobe (Mon.-Tue.)	Hong Kong (Mon.-Tue.)	Hong Kong (Sat.-Sun.)	Kaohsiung (Thu.-Fri.)
Nagoya (Tue.-Wed.)	Kaohsiung (Tue.-Wed.)	Keelung (Mon.-Tue.)	Kobe (Mondays)
Shimizu (Wednesdays)	Long Beach (Mon.-Wed.)	Pusan (Wed.-Thu.)	Nagoya (Tuesdays)
Tokyo (Thursdays)	Oakland (Thu.-Fri.)	Los Angeles (Tue.-Thu.)	Tokyo (Wednesdays)
Long Beach (Sat.-Mon.)	Keelung (Fri.-Sat.)	Oakland (Fri.-Sat.)	Tacoma (Fri.-Sat.)
Oakland (Mon.-Wed.)	Hong Kong (Sundays)	Tokyo (Thursdays)	Portland (Sun.-Mon.)
Tokyo (Sat.-Sun.)	Singapore (Thu.-Fri.)	Kobe (Fri.-Sat.)	Tokyo (Fridays)
Nagoya (Mondays)		Pusan (Sun.-Mon.)	Kobe (Sat.-Sun.)
Osaka (Tuesdays)		Keelung (Wednesdays)	Hong Kong (Wed.-Thu.)
Hong Kong (Fri.-Sat.)		Kaohsiung (Thu.-Fri.)	
Ships in service	Ships in service	Ships in service	Ships in service
Eight 3,500-TEU ships	Six 2,850-TEU ships	Six 3,000-TEU ships	Five 2,250-TEU ships

Asterisks (\*) show space utilization by Hyundai Merchant Marine Co.

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# WORLD PORT NEWS

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For further information about the professional development course programme—including our tailor-made options and our overseas courses—please contact Professor David Mottram (Tel: +46-40-356373, Fax: +46-40-128442), or Captain Jan Horck (Tel: +46-40-356345, Fax: +46-40-128442), or email [info@wmu.se](mailto:info@wmu.se)

## CHINA PORTEX '96

The 5th International Exhibition for Port and Waterway Construction, Shipbuilding Industry, Marine and Offshore Technology will be held October 30 – November 2, 1996 at Shanghai Exhibition Centre, Shanghai, China.

**Organizers:** China Ports and Harbors

Association; China Council for the Promotion of International Trade, Shanghai Sub-council; and China Chamber of International Commerce, Shanghai Chamber of Commerce.

### Wednesday, October 30

Delegates attending the opening ceremony of CHINA PORTEX '96 exhibition.

1) Conference opening ceremony.

2) Keynote addresses:

Topic: Trade Globalization and Chinese Port Development.

### Thursday, October 31

#### 1st Workshop

Topic: Port Administrative System Reforms and Port Management.

#### 2nd Workshop

Topic: Port Equipment and Application of New Technologies.

### Friday, November 1

#### 3rd Workshop

Topic: Port and Channel Engineering and Technology.

#### 4th Workshop

Topic: Information Technology and Port EDI.

### Saturday, November 2

#### 5th Workshop

Topic: Challenge of Global Shipping to Chinese Ports.

For further information, please contact: Shanghai International Exhibition Corporation  
3/F, 817 Dong Da Ming Road, Shanghai 200082, China

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## Maritime Vietnam 97 Set for 16-18 April in Saigon

With the launch of the 'Doi Moi' (renovation) policy in 1986, Vietnam's econo-

my has achieved remarkable growth. Hotly pursuing an open-door policy externally and carrying out market-oriented economic reforms internally, these coupled with her becoming the seventh member of ASEAN mark a new development in Vietnam's integration within the region as she works towards economic regionalism and globalism.

The Vietnam Government considers shipping infrastructure as paramount to the success of 'Doi Moi'. With this in mind, the staging of Maritime Vietnam 97 incorporating Vietnam Port – the 3rd Vietnam Maritime and Inland Shipping Exhibition – comes at an appropriate and opportune time.

Maritime Vietnam 97 is co-organised by the Vietnam Chamber of Commerce and Industry (VCCI) and is supported by the Vietnam National Maritime Bureau (Vinamarine).

## Draft Protocol to LC Ready for Conference

A special Meeting of Contracting Parties to the Convention on the Prevention of Pollution by Dumping of Wastes and Other Matter, 1972 (the London Convention or LC), will be held at IMO headquarters from 28 October to 8 November to consider and adopt a protocol to the Convention.

The draft protocol was finalized at the 18th Consultative Meeting of Contracting Parties in December 1995. It is expected that the protocol will be the biggest change to the Convention since its adoption in 1972 and will represent a major change of direction that reflects the changes in attitudes towards marine waste disposal that have taken place in recent years.

The decision to include the changes in a protocol rather than simple amendments was made because the proposed changes are so extensive that they will, if adopted, amount to a virtual re-writing of the Convention. The protocol will supersede the original 1972 Convention.

The 18th Consultative Meeting agreed in principle that Parties, according to their scientific, technical and economic capabilities, should not only aim at prevention, but also at the reduction and, where practicable, elimination of pollution of the sea

caused by dumping and incineration at sea.

It is believed that some will regard this as support for a limit to be placed on dumping activities altogether while others may see it as a way of opening the door for remedial action for dumping activities in the past.

The Meeting agreed that a precautionary approach to environmental protection from dumping and incineration at sea needed to be included in the protocol as a basic provision. The draft Article III states that Contracting Parties shall be "guided by" or "apply": *"a precautionary approach to environmental protection from disposal and incineration of wastes and other matter at sea whereby appropriate preventative measures are taken when there is reason to believe that substances or energy introduced in the marine environment are likely to cause harm even when there is no conclusive evidence to prove a causal relation between inputs and their effects."* The final wording will be decided by the Special Meeting.

The Contracting Parties also acknowledged the usefulness of the "polluter-pays principle (PPP)" as a cost-allocation instrument when implementing the protocol, although the proposed text only amounts to a declaration of intent to apply PPP and is only confined to costs involved with issuance of permits and with enforcement of permit conditions.

The protocol could also involve acceptance of "reverse listing" instead of "black and grey lists". This means that all dumping would be strictly prohibited, with the exception of clearly identified waste categories. This concept is already incorporated into the regional context, such as the Convention on the Protection of the Marine Environment of the Baltic Sea Area, 1974 (Helsinki Convention), the Convention for the Prevention of Marine Pollution by Dumping from Ships and Aircraft, 1972 (Oslo Convention) and the Convention for the Prevention of Marine Pollution from Land-based Sources, 1974 (Paris Convention).

It was agreed that the area to which the Convention applies should be extended to include the "sea-bed and the sub-soil thereof". The Meeting agreed not to include internal marine waters under the definition of "sea".

It is expected that a Waste Assessment Framework will be included as an annex to the Convention. The Waste Assessment Framework is a practical and comprehensive procedure for managing waste in compliance with the Convention.

The draft text recognizes the importance of other international treaties, notably the Convention on the Transboundary Movements of Hazardous Wastes and their Disposal, 1989 (The Basel Convention). It proposes that Parties "shall not permit the export of wastes or other matter to other countries for dumping or incineration at sea".

The Consultative Meeting came to broad agreement on the need to strengthen implementation, compliance and enforcement provisions as a whole, which has the potential to boost the credibility of the Convention as an effective instrument to protect the marine environment.

There was also agreement to a substantial strengthening of the Convention's technical co-operation provisions, giving incentives to developing countries and countries in transition to market economies for access to and transfer of environmentally sound technologies and know-how and also involving clearing-house activities by IMO.

The draft text offers a so-called period of grace of 5 years to new Parties to the protocol to achieve full compliance with specific provisions in the protocol, based on established needs. This period would involve close monitoring on one hand, but would also give an incentive to provide dedicated technical assistance to the new Party concerned.

The Consultative Meeting agreed to include the Settlement of Disputes Arrangements, which were accepted in 1978 but which have never entered into force.

Although entry into force provisions will be decided by the Conference, the Consultative Meeting agreed that the number of ratifications required should be relatively low – the figures suggested were 10 to 15.

A Technical Co-operation and Assistance Programme is being developed under the Convention to be incorporated into the IMO Integrated Technical Co-operation Programme as a tool to implement the strengthened technical co-operation provisions contained in the draft protocol.

If accepted, this programme may involve more commitment from Contracting Parties on a bilateral or multilateral basis to provide assistance and additional input from IMO with regard to project identification, planning and development, and the submission of project proposals to Contracting Parties, donor agencies, etc.

## Circular on Waste Reception Facilities

A circular on financing mechanisms for the establishment and operation of waste reception facilities, which was prepared by the Working Group on Ship/Port Interface (SPI), was approved by the Committee. It agreed that, before guidelines on the establishment of reception facilities could be drawn up, an insight should be obtained into different ways of funding them.

Facilities for receiving ship-generated wastes are required by the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78). The wastes include oil, chemicals, sewage and garbage.

The circular points out that IMO and the shipping community are concerned over the inadequacy and, indeed, total lack of reception facilities in many ports of Parties to MARPOL 73/78. In order to help Governments provide reception facilities, in 1995 the Organization published the *Comprehensive Manual on Port Reception Facilities*. However, this manual does not extensively analyse financing mechanisms for the establishment and operation of reception facilities.

The circular says that pollution of the marine environment resulting from illegal discharges into the sea of substances because of the high cost or unavailability of shore reception facilities will not cease unless the economic aspects of the provision of reception facilities are also addressed by the Organization.

The report of the SPI Working Group, including one financing scheme option, was considered by the Marine Environment Protection Committee (MEPC) at its 37th session in September 1995. The MEPC requested the group to develop the circular, taking into account the options for cost recovery set out in the *Comprehensive Manual for Port Reception Facilities* and any information on this subject submitted by Member Governments, regional organizations and other relevant bodies. The target completion date for this agenda item is 1997.

Member Governments are requested to submit to IMO, no later than August 1996, data on financing schemes for reception facilities already in use or considered for future implementation. The information will be used to develop guidance on different options for the financing of reception facilities.

It was agreed that the SPI Working Group would in future be a working group

of the FAL Committee.

## IMO: Global Waste Survey Final Report

The concept of a Global Waste Survey was first discussed in October 1990, at the Thirteenth Consultative Meeting of Contracting Parties to the London Convention 1972. The purpose of the survey was to address the potential implications of the ban on ocean incineration and sea disposal of industrial waste on countries world-wide, and especially in developing countries. The goal was to develop a practical plan for providing technical assistance to Contracting Parties having difficulty meeting the 1994 commitment to terminate ocean incineration and the 1995 ban on sea disposal of industrial waste.

The project, which extended over three and a half years, has achieved the required objective, and more. Highlights of the significance of this activity and its outputs are:

First, as a consequence of the Global Waste Survey, Contracting Parties to the London Convention are now acutely aware that a new and strengthened approach to technical co-operation and assistance is required in order to properly "effect" a global ban on ocean dumping of industrial waste. Resolution LC.54 (18) urges Contracting Parties to consider the adoption of an enhanced technical co-operation programme, as part of IMO's Integrated Technical Co-operation Programme, at a special meeting this fall.

Second, a draft London Convention Technical Co-operation and Assistance Programme has been developed by this Office, based upon the strategy, tools and networks that were developed during the Global Waste Survey. The draft Technical Co-operation Programme covers the full implementation of the Convention, and emphasizes the integration of technical co-operation activities within IMO and with other UN agencies, in support of developing countries and countries with economies in transition.

Third, the implementation strategies, tools and networks developed during the Global Waste Survey have been recognized as valuable instruments in technical co-operation, warranting utilization and expansion as part of IMO's Integrated Technical Co-operation Programme.

Thus, it is apparent that the Global Waste Survey has not only provided valuable information on the implications of the

global ban on ocean incineration and dumping of industrial waste, but insight into ways and means of strengthening technical co-operation within the Organization, in partnership with sister UN agencies, international and intergovernmental bodies and Member States.

## ILO Conclusions on Port Labour Problems

INTERNATIONAL LABOUR ORGANIZATION

Tripartite Meeting on Social and Labour Problems caused by Structural Adjustments in the Port Industry (Geneva, 20-24 May 1996)

Conclusions on social and labour problems caused by structural adjustments in the port industry

submitted by the Working Party on Conclusions

The Tripartite Meeting on Social and Labour Problems caused by Structural Adjustments in the Port Industry,

Having met in Geneva from 20 to 24 May 1996,

Adopts this twenty-fourth day of May 1996 the following conclusions:

### General

1. More private sector involvement and the integration of transport systems in an increasingly competitive and global transport sector have caused continuing and far-reaching changes in the port industry. One of the focuses of these changes has been the introduction of capital-intensive cargo-handling techniques to obtain sustained improvement in port operations.

2. Dialogue between governments and employers and workers' representatives<sup>1</sup> in the port industry is a prerequisite for effectively foreshadowing and managing the required changes.

### Port reforms

3. Port reform is a continual process that takes place at different rates and from different starting points according to circumstances. There is, therefore, no standard formula for port restructuring that can be universally applied; a transparent approach is required. Port reform should, none the less, be undertaken in the context of economic and social development, and imple-

mented as an integral component of overall transport policy and a national ports policy, where applicable. Special attention should be paid to the economic and social impact of reform on the port, its workers and users.

4. Governments should assume responsibility for providing the legal framework and economic policies that enable reforms to be put in place and maintained. National policy should encourage cooperation between port employers and workers' representatives and freedom of association and the right to collective bargaining according to national law and practice which are consistent with international labour standard.

5. In order to define their respective roles, identify the appropriate reform measures and the means for their implementation, exchanges of information and cooperation between employers and workers' representatives should produce the initial stages of reform and should be ongoing.

6. Employers and workers' representatives should periodically review the reforms undertaken and cooperate in developing any measures that might be required.

### Labour-management relations

7. The establishment of sound labour-management relations, based on mutual trust and confidence between employers and workers' representatives, is important in reconciling and promoting the interests of the industry and in enabling productivity improvements. Within the enabling framework provided by government, employers and workers' representatives should establish and maintain a dialogue to discuss industrial and social issues and strive to reconcile any differences between them.

8. An early objective of this dialogue should be to establish guidelines to be followed in introducing a port reform programme. These guidelines should provide for the establishment of constructive labour-management relations with a view to ensuring that there is no overall deterioration in working conditions of port workers, and that the efficiency and effectiveness of port operations are improved.

9. Structural adjustment programme in ports have led to reductions in the workforce. However, as a result of increased productivity, security of employment for those remaining port workers has, in many cases, improved. The level of employment following port reform should always be sufficient to guarantee the provision of port services in a safe and timely manner.

10. Employment policies and practices should be structured so that employers and workers' representatives can develop and agree adequate provisions for port workers who have to change their skills, their jobs, or leave the industry. Relevant national legislation, international labour standards and collective agreements should be taken into consideration by employers and workers' representatives as the basis for reaching agreement on appropriate courses of action. Governments should meet their obligations regarding international labour standards concerning employment and be ready, if requested, to assist employers and workers' representatives in reaching a satisfactory agreement.

11. Where reductions in the workforce are necessary, priority should be given to alternative job opportunities, within the industry and outside and/or adequate redundancy payments. In the case of future vacancies, priority should be given to the redundant workforce.

12. Employers should engage in a dialogue with workers' representatives according to national law and practice before developing policies and programmes to address employment issues arising from port reforms.

## Working conditions

13. Since structural adjustment in ports inevitably affects the working conditions of port workers, the importance of early dialogue between employers and workers' representatives on the impact of change cannot be overstated.

14. The development and introduction of new work methods should be discussed by employers and workers' representatives with the object of mitigating any negative effects, particularly any arising from more flexible working. When the use of casual labour is inevitable, employment conditions should be formulated and agreed between employers and workers' representatives.

15. The importance of maintaining occupational safety and health standards is such that, even where labour markets have been deregulated, governments should ensure that safety and health regulations are in place and that they are enforced effectively by a competent authority.

16. Employers and workers' representatives should ensure that the flexibility of work organization and work methods that may be required is implemented in accordance with national law and practice and pays due regard to the desirability of maintaining workers' rights.

## Training

17. A well-trained workforce is essential for efficient port operations. The objectives of training should be to provide port workers with skills necessary for the safe and efficient performance of their work. Training needs at all levels, particularly in times of change, should be addressed on a consultative basis. Consideration should be given to providing vocational training at no cost to the employers: it should be carried out at port training centres.

18. Governments, in consultation with employers and workers' representatives, should facilitate the development and introduction of appropriate training standards and provide for the certification of trainers and trainees. Compliance with such standards should be monitored and enforced.

19. Where appropriate, joint training boards responsible for establishing training standards and curricula and for supervising the quality of training should be set up and facilities for port worker training should be provided. Workers should be given every opportunity to undertake necessary training.

## Role of the ILO

20. In undertaking activities concerning structural adjustment issues in the port sector, the ILO should:

- continue to promote the ratification and application of relevant international labour standards;
- provide technical advisory services to ports undergoing structural adjustment, including examining broader issues (within its competence) that affect port performance;
- undertake technical cooperation to assist, as requested:
  - employers and workers' representatives to develop effective systems for resolving industrial disputes;
  - governments and ports with the drafting and revision of port regulations and legislation;
  - member States having difficulties in ratifying or applying the relevant instruments;
- prepare a glossary of port terms to facilitate a consistent approach to port-related issues;
- assist, on request, in the identification of training needs in the transport sector and the implementation of training programme;
- expand the Portworker Development Programme.

21. The ILO should ensure that future reports for the port sector incorporate the views of employers and workers' organizations.

22. The results of this Meeting should be disseminated, for example through the holding of tripartite workshops.

*'Throughout these conclusions the term "workers' representatives" has the same meaning as that contained in the Workers' Representatives Convention, 1971 (No. 135)*

## INTERNATIONAL LABOUR ORGANIZATION

Tripartite Meeting on Social and Labour Problems caused by Structural Adjustments in the Port Industry (Geneva, 20-24 May 1996)

Resolution concerning future ILO activities in the port industry

submitted by the Working Party on Resolutions

The Tripartite Meeting on Social and Labour Problems caused by Structural Adjustments in the Port Industry, Having met in Geneva from 20 to 24 May 1996,

Stressing the importance of the port industry for the economic development of countries,

Noting the rapid developments in the organization of work in the port industry,

Noting the increasing demand for skilled workers in ports, together with the changes in skills required of port worker,

Noting the establishment and development of worldwide operating terminal operators, many of which are involved in other aspects of transportation,

Noting developments in the design of vessels, whereby there are now increasing numbers of very large container ships, with a capacity of up to 6,000 teu,

Further noting that the above developments are all manifestations of the globalization of transportation,

Adopts this twenty-fourth day of May 1996 the following resolutions:

The Tripartite Meeting on Social and Labour Problems caused by Structural Adjustments in the Port Industry invites the Governing body:

- (1) to request the Office to prepare, at its earliest convenience, a report, following



an examination of the difficulties encountered by member States in the ratification and application of the Dock Work Convention, 1973 (No. 137), and its accompanying Recommendation, 1973 (No. 145), and to take appropriate action;

(2) to hold a tripartite meeting, as soon as possible, on past and future developments in the port industry and the effect of these changes, particularly as concerns workers in cargo-handling locations;

(3) to request the Director-General;  
(a) to initiate worldwide implementation of the ILO Portworker Development Programme and its further development with a view to its application in other modes constituting the intermodal transport system; and

(b) to prepare a study on the social and economic impact of globalization of transportation on workers in the port industry.

## Int'l Harbour Masters' Association Launched

An International Harbour Masters' Association was launched on 21 June 1996 when the members of the European Harbour Masters' Association (EHMA), greatly encouraged by members of a wider international group of harbour masters set up for the purpose, voted unanimously to establish an International Harbour Masters' Association (IHMA).

IHMA was inaugurated in Reykjavik on the occasion of the European Harbour Masters' Associations' sixth biennial Congress which included an impressive programme of speakers under the Congress theme *Environmental Protection – a Mutual Awareness*.

Captain H-J Roos, Harbour Master of Bremen was elected to be the first President of IHMA which starts with a membership in excess of 250 in 53 countries around the world, including 25 sponsoring Commercial Members.

Further information and details about membership available from:

Captain R A Gibbons, Secretary IHMA,  
57 Gloucester Road, Almondsbury, BRISTOL BS12 4HH, United Kingdom.

Tel + 44 1454 612291;

Fax 44 1454 201851

## Asian Development Bank Home Page on WWW

Please be advised that with immediate effect the Information Office of the Asian Development Bank is ceasing its practice of mailing ADB News Releases in hard copy. However, you may wish to note that all News Releases can be obtained, on the same day as their approval for release, on the ADB Home Page on the World Wide Web. Also available on the Bank's Home Page are the monthly publication *ADB Business Opportunities* and a wide variety of other pertinent information on the Bank and its operations. The Bank's Home Page may be accessed through:

<http://www.asiadevbank.org>

Should you have any enquiries regarding this matter, please contact Robert H. Salamon, Assistant Chief Information Officer, at Asian Development Bank, Information Office, 6 ADB Avenue, Mandaluyong Metro Manila, Philippines. Telephone: 632-5871; fax: (632)636-2640; and E-mail: [rsalamon@mail.asiadevbank.org](mailto:rsalamon@mail.asiadevbank.org)

## UNIFLASH System for Ecuador Leading Lines

As part of its continuing program to upgrade all the leading lines in Ecuador, INOCAR has added Automatic Power FA-240 Range Lights equipped with APCL-5 FLASHCHANGERS® and the recently developed UNIFLASH-II synchronization system.

UNIFLASH-II technology takes advantage of satellite signals from the global

GPS system to synchronize the flashing of leading lines as well as other aids to navigation lighting. It requires no terrestrial-based radio signals and achieves highly reliable worldwide coverage with minimal power consumption.

Compact and lightweight, the UNIFLASH electronics fit neatly within the lantern base, while the small antenna mounts at the back of the range lantern. INOCAR's initial trial purchase resulted in a repeat order for a total of ten API Range Lights fitted with the new technology.

## New Publications

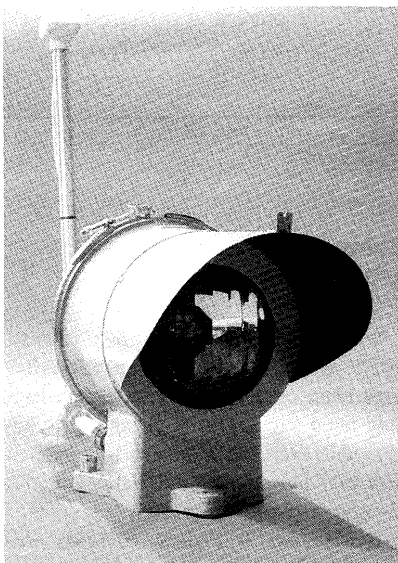
### State of the Environment Reporting

*State of the Environment Reporting: Source Book of Methods and Approaches* jointly published by the United Nations Environment Programme (UNEP), Environment Canada and the Netherlands National Institute of Public Health and Environment. The principle author was Mr. Paul Rump, who was guided by an international team of State-of-the-environment experts.

The *Source Book* will help to harmonize environmental reporting by encouraging the development of standard methods, practices, and terminology. It is recognized, however, that some flexibility of reporting must be maintained to meet diverse objectives and user needs.

Therefore, the *Source Book* evaluates and compares alternative approaches for the development, production, and dissemination of environmental information. It combines the collective experience of environmental reporting, covering all aspects of reporting, from user needs to data supply. Many examples from existing reporting programmes illustrate the practical application of these topics. Included are:

- institutional arrangements for reporting;
- significance of conceptual frameworks;
- data requirements;
- development of environmental indicators;
- forecasting environmental conditions; and
- reporting products and their dissemination.



Harmonizing efforts at national level will improve the international comparability of environmental and sustainable development information. This will advance international collaboration and joint action on issues of common concern. It can also simplify, integrate and reduce the workload for national reporting to international forums, such as the Commission on Sustainable Development and the conferences of the parties to international conventions, at the same time assisting international appraisal of progress towards implementation of Agenda 21.

For further information, please contact:  
Division of Environment Information  
and Assessment  
United Nations Environment Programme  
P.O. Box 30552, Nairobi, Kenya  
Tel: (254 2)621234  
Fax: (254 2)226886/22689

## The Activities of the WCO

The World Customs Organization has announced that Bulletin No. 40 covering the activities of the Organization during the year 1 July 1994 to 30 June 1995 is now available. The copies in English or French can be obtained at BF 600 per copy plus BF 210 for despatch by registered surface mail.

World Customs Organization  
Rue de l'Industrie, 26-38  
B-1040 Brussels-Belgium  
Tel. 32 2/508 42 11  
Fax. 32 2/508 42 40

### WCO MISSION STATEMENT

The World Customs Organization is an independent intergovernmental body with world-wide membership whose mission is to enhance the effectiveness and efficiency of Customs administrations in the areas of compliance with trade regulations, protection of society and revenue collection, thereby contributing to the economic and social well-being of nations.

In order to fulfill this mission the WCO:

- establishes, maintains, supports and promotes international instruments for the harmonization and uniform application of simplified and effective Customs systems and procedures governing the movement of commodities, people and con-

veyances across Customs frontiers;

- reinforces Members' efforts to secure compliance with their legislation, in particular by endeavouring to maximize the level and effectiveness of Members' co-operation with each other and with international agencies in order to combat Customs and other transborder offences;
- assists Members in their efforts to meet the challenges of the modern business environment and adapt to changing circumstances, by promoting communication and co-operation among Members and with other international organizations, and by fostering human resource development, improvements in the management and working methods of Customs administrations and the sharing of best practices.

### Key activities

Development, promotion, implementation and maintenance of international Customs and trade instruments

- Development of harmonized Rules of Origin
- Uniform application, updating and promotion of the Harmonized System
- Implementation and application of the WTO Valuation Agreement with special emphasis on the needs of new signatories to the Agreement

Guidance and assistance to Members, for the achievement of optimum results in the areas of compliance and facilitation

- Revision of the Kyoto Convention and preparation of guidelines on its practical implementation
- Implementation of a comprehensive programme to help Members combat commercial fraud
- Advice and assistance on Customs reform and modernization projects

## Comparative Experiences with Privatization

What are the different forms of divestiture? Which methods of privatization have been used and to what extent have they been successful? These and many other questions are addressed in a publication just issued by UNCTAD, entitled *Comparative Experiences with Privatization - Policy Insights and*

### Lessons Learned.

The publication (346 pages) provides both policy and practical guidance for policy makers, experts involved in designing and implementing privatization programmes and privatization practitioners. It is of equal interest for the larger public, as it explains what privatization is about, how privatization programmes are designed and what the stakes are for the national economy.

This nature of the publication illustrates the desire of the Secretary-General of UNCTAD, Rubens Ricupero, to focus on research and policy analysis that is action-oriented and produces tools for policy-makers. The guide takes a pragmatic approach to privatization and combines research with the product of an intergovernmental process in UNCTAD of the exchanges of lessons learned and insights gained from a wide variety of country experiences. The latter has helped to identify "best practices" in privatization that are particularly helpful for policy-makers.

The survey is presented in a handy book format, richly illustrated with boxes and tables. It is divided into eight chapters:

- Privatization Objectives and Strategy.
- Framework for Privatization,
- Forms of Privatization and their Financing,
- Privatization of Infrastructure and Public Services,
- Privatization of the Financial Sector,
- Social Aspects of Privatization,
- Privatization Issues and the Environment and
- Results of Privatization.

A wide range of important issues, including economic, financial, legal and environmental and social issues; have been dealt with, drawing upon independent research as much as upon the results of the exchanges of experiences among national experts in UNCTAD. Data and practical examples are extracted from information made available in country studies to UNCTAD by the following countries: Argentina, Australia, Bulgaria, Brazil, Canada, China, Colombia, Croatia, Czech Republic, Egypt, Fiji, Finland, France, Germany, Ghana, Greece, Hungary, Indonesia, Israel, Jamaica, Japan, Jordan, Lithuania, Malaysia, Morocco, Nepal, Netherlands, New Zealand, Niger, Nigeria, Norway, Pakistan, Peru, Philippines, Poland, Portugal, Republic of Korea, Romania, Senegal, Slovakia, Slovenia, Sri Lanka, Sweden, Thailand, Tunisia, Turkey, United Kingdom of Great Britain

and Northern Ireland, United Republic of Tanzania, United States of America, and Venezuela.

An important chapter on the assessment of the results of privatization has also been included, as well as a 50-point checklist of "Indicative Elements for Consideration in Formulating Privatization Programmes", devised and adopted by privatization experts who met in UNCTAD.

*Comparative Experiences with Privatization—Policy Insights and Lessons Learned* (Sales No. E. 95. II. A. 12) is available in English only and may be obtained at the price of US\$38 from United Nations Publications/Sales Section, Palais des Nations, CH-1211 Geneva 10, Switzerland, telephone: 41 22 917 2613, fax: 41 22 917 00 27, or from United Nations Publications/Sales Section, Room DC2-0853, United Nations Secretariat, New York, NY 10017, USA, telephone: 1 212 963 8302 or 1 800 253 9646, fax: 1 212 963 34 89

## APELL for Port Areas

It has long been recognized that port areas represent a complex interface, between land and sea, between human activities and the natural environment and between different transport modes. They have unique safety and environmental protection problems and need well-integrated emergency plans. The International Maritime Organization (IMO) and the UN Environment Programme Industry and Environment centre (UNEP IE) have now joined together to help all those with responsibility for port safety to improve prevention of technological accidents and to improve awareness and preparedness to respond to them should they nonetheless occur.

UNEP IE launched its Awareness and Preparedness for Emergencies at Local Level (APELL) programme in 1988. APELL's goals are to prevent technological accidents and, failing this, to minimise their impacts. This is achieved by assisting decision-makers and technical personnel to increase community awareness of hazardous installations and to prepare co-ordinated emergency response plans involving industry, government and the local community, in case unexpected events at these installations should endanger life, property or the environment. The APELL Handbook sets out a ten-step process for doing this.

APELL was originally developed for

land-based fixed installations. However, many APELL users have requested specific guidance in relation to port areas. Many of IMO's conventions, agreements, regulations, manuals and other guidance documents have great relevance to shipping operations in port areas, including comprehensive technical information on contingency planning for emergencies. IMO has been able to gather the views and advice of government and industry experts in the development of this guidance for use in port areas, recognizing that the community surrounding the port may well be affected by accidents within the port area and that emergency plans within and outside the port therefore need to be coordinated and the community informed and prepared.

*APELL for Port Areas* is now available in a consultation version in English, French and Spanish. The process it outlines will be tried out through several pilot projects. The document incorporates much of the original APELL Handbook and demonstrates that it can be applied in port areas. However, it also provides further guidance in the references annex, which includes detailed technical guides ranging from the recommendations on the safe transport of dangerous cargoes in port areas to the preparation of oil pollution emergency plans for ships and oil handling facilities. IMO and UNEP hope that all those tackling the problems of emergency preparedness planning in port areas will find the guidance helpful.

## The Americas

### For Commercialization of Canadian Port System

Major Changes in Canada's maritime system, including its ports, are proposed in legislation introduced in the House of Commons June 10 by Transport Minister David Anderson.

The so-called "Canada Marine Act" (Bill C-44) will implement the federal government's National Marine Policy, announced in December 1995. The policy calls for modernization of the marine management and regulatory regime, less red tape, and greater efficiency and effectiveness in the marine transportation sector.

The legislation culminates a comprehensive review of Canada's marine sector conducted more than a year ago by the House of Commons Standing Committee on

Transport at the behest of then Transport Minister Doug Young. Transport Canada also conducted its own consultations with shippers, carriers, other levels of government, trade association, and others in the marine industry.

Bill C-44 calls for "commercialization" of the Great Lakes-St. Lawrence Seaway system, ferry and pilotage services, and the Canadian port system.

Specifically, the new act will abolish the Canada Ports Corporation; create a "National Ports System" consisting of independently managed Canada Port Authorities (CPAs); repeal the "Public Harbors and Ports Facilities" Act and various harbour commission statutes; and provide the Transport Minister with range of options for commercializing public ports.

The eight "mandatory" CPAs identified in the National Marine Policy report are St. John's, Halifax, Saint John, Quebec, Montreal, Vancouver, Fraser River, and Prince Rupert.

Ports not qualifying for CPA status will be transferred to non-federal interests over a six-year period, with the assistance of a \$125 million divestiture fund. Designated remote port sites, where there is dependence on a federal port facility, will be maintained by the government.

The provisions applying to CPAs, briefly summarized, are as follows:

- The Act will establish CPAs for ports deemed "vital to Canada's international and domestic trade."
- The government will transfer operational control of qualifying ports to CPAs.
- CPA governing boards will consist of nine to 11 directors who "shall have generally acknowledged and accepted stature within the transportation industry or the business community and relevant knowledge and extensive experience related to the management of a business, to the operation of a port or to maritime trade." Directors will be chosen as follows:

- 1 By the Transport Minister
- 1 By the municipalities identified in the CPA's charter
- 1 By the province in which the port is situated. In Vancouver's case, one member will be appointed jointly by the provinces of Alberta, Saskatchewan and Manitoba)
- 1 The Chief Executive Officer appointed by the other directors

The remaining directors will be nominated by the Minister "in consultation

with users." Neither government employees or elected officials may be on the board.

- The letters patent for each CPA will have a code governing the conduct of the directors and officers of the authority.
- Any port or harbor may apply for CPA status. Applications will be considered based on these criteria:

- Financial self-sufficiency
- Diversification of traffic
- Strategic significance to Canada's international and domestic trade
- Links to major highways and rail lines

- CPAs will have full responsibility for all matters related to their ports.
- The Crown will retain ownership of federal lands at each of the CPA sites.
- CPAs will be federally incorporated as non-profit corporations. Although they won't issue shares, the CPAs will be considered private-sector organizations with a mandate to operate with "full commercial discipline."
- Federal funding will not be available for CPAs; the Crown will not guarantee any obligation or liability of a port authority.
- CPAs will have the authority to make contracts and leases, to set tariffs and fees in response to market conditions, and to borrow from commercial lenders. A CPA's debt capacity will be determined by commercial lenders. Port assets will generate on-going revenue to support private financing.
- CPAs will make payments to the federal government in accordance with a formula established in their letters patent (or charters).

Surpluses at each port will not be distributed but may be re-invested in the port. There will be no more special dividends paid to the federal government and no national office overhead allocation.

- CPAs will be subject to "strict principles of public accountability." Disclosure requirements include:
  - Public annual report and annual meeting open to the public
  - Annual and quarterly financial statements to be made to the public
  - Annual disclosure of remuneration and expenses paid to directors and officers
  - Public land-use plan

- A special financial examination at least once every five years with the report to be made available for public inspection.

Bill C-44 will be reviewed this fall by the Standing Committee on Transport. Final approval by Parliament is expected by the end of the year. (*AAPA Advisory*)

## New Habitat Banks On the North Fraser

This June, after almost eight years spent on site selection, habitat design, construction and scientific monitoring, the North Fraser Harbour Commission began operating the habitat banking system developed in co-operation with the Department of Fisheries and Oceans (DFO).

"This management plan will ensure that any developments along the North Fraser River will include an equal or greater replacement of natural habitat," says George Colquhoun, CEO and General Manager of the North Fraser Harbour Commission.

The Fraser Lands habitat bank includes approximately 3,600 square metres of marsh habitat created at the foot of Kerr Street and 5,200 square metres of marsh along Gladstone Park and involved transplanting over 16,000 marsh plants. The marsh habitat was created in 1994 as part of the Fraser Lands Riverfront Park and involved the co-operation of the City of Vancouver, Vancouver Board of Parks and Recreation, as well as NFHC and DFO.

"It's been a long haul but we believe that habitat banking will prove to be an effective tool in providing sustainable waterfront development in the North Fraser Harbour," said Colquhoun.

Steve Macfarlane, head of DFO's Water Use Unit in New Westminster adds: "With the constant development pressures in the Fraser River estuary, it is important for development agencies to initiate new management tools. The NFHC deserves a lot of credit for taking the high road in furthering the co-operation between our two agencies and habitat banking is an excellent example of industry working to support the principle of no net loss of habitat."

Habitat banks are now operating in several American states, but the Fraser Lands habitat bank is the first initiative of its kind in Canada. The Fraser Lands habitat bank has approximately 5,500 square metres of marsh habitat that is available as banking credits. The cost of the marsh credits to

qualifying developers is based on the construction and monitoring costs currently calculated to be \$70 per square metre. The soil and marsh vegetation were monitored by G.L. Williams & Associates for three years following construction to ensure that the created habitat had similar productivity to the adjacent natural marshes.

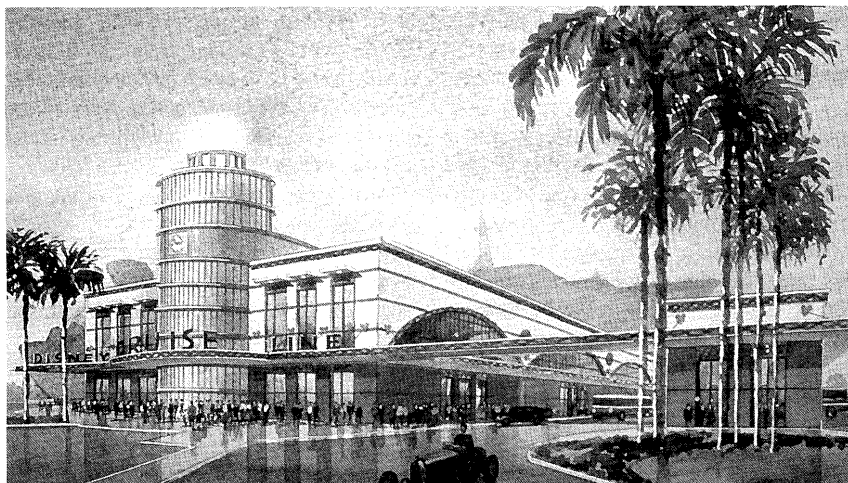
"The banking concept fits with the park upland uses in the area and also provides opportunities to combine several functions into one innovative development package consisting of log storage, shoreline erosion protection, habitat creation, park enhancement and habitat bank creation," says Colquhoun. (*The Working River*)

## Port Canaveral Port Authority

Port Canaveral, located on the east coast of Central Florida, has successfully evolved into a major deep water port of entry since its dedication in 1953. The successive years have seen solid development of first class berthing facilities, businesses in the marine commercial park and ever increasing successes in the cruise and cargo industries and foreign trade zone. It has evolved into the world's only quadmodal transportation hub, interchanging freight between sea, land, air and space transportation modes.

Port Canaveral is a non-operating landlord port, with the Canaveral Port Authority owning all property. Currently, the port has the facilities for bulk and neo-bulk commodities with 5,556 feet of cargo docking space and two tanker berths each with 900 feet of docking space. Among the many commodities handled at the port are 95% of all waterborne newsprint moving through Florida and 65% of all citrus break-bulk exports.

There are 630,000 square feet of covered warehouse storage at Port Canaveral and 8 million cubic feet (9 chambers) of cold/chill/freezer storage. Mid-Florida Freezer Warehouses, Ltd., the largest vessel-side cold storage facility in the southeast United States, is currently building an additional 40,000 square foot dual usage facility (cool or dry). Mid-Florida Freezer Warehouses' modern climate controlled refrigeration systems ensure precise control of the atmosphere required for everything from paper to frozen poultry or pineapples. The marine terminal operator offers 24 hour availability, temperature and humidity controls, bar-coding, real-



*Cruise Terminal 8: Artist rendering of Port Canaveral's Cruise Terminal 8 which is currently under construction for the exclusive use of Disney Cruise Line*

time scanning and inventory controls (among other things) as a standard service. There are also professional services for aggregate or other products requiring bulk facilities.

Fiscal Year 1995 was one of the best cargo tonnage years in the port's history, ending with a volume of 3.27 million tons. Solid gains were achieved in scrap steel, solar salt, bananas, citrus concentrate, single-strength juice, lumber, fresh citrus/produce and crushed rock.

The port is ideally suited for bulk tank farms (vegetable oils, concentrate, POL and other chemicals) as well as dry bulk terminals (citrus pellets, fertilizers, sugar, etc.). With the shortest direct entry on the east coast, Port Canaveral offers a 45 minute time from first sea buoy to anchorage. Combined port costs, tugage, pilotage, line handling, dockage, wharfage and water are the lowest in the southeast United States.

What are the port's plans for the future? Port Canaveral has seriously planned their growth well into the next century and they make no wild claims about their goals. "Fifteen years ago we saw the potential for Port Canaveral to serve the cruise industry as a top-quality home port. Our commission and management team worked together to make this into today's reality," says Charles Rowland, Executive Director of Port Canaveral. "Our next project is to become a feeder port to serve as the containerized cargo gateway for Central Florida." This is not merely a lofty goal for the port, but a serious project. The port has - 13.4 meters MLW at the harbor entrance and - 12.4 meters MLW at the docks, and there's a great deal of land available in which to accommodate such a venture.

"The architects and engineers have

already decided what needs to be done to enhance existing docks for crane and container handling to feeder vessels," says Lauren Kotas, Director of Marketing and Trade Development for the Canaveral Port Authority. "The new RO/RO ramp needed is now in its design stage and the area for the new container yard has been reserved. The port already has a commitment for regular container service from one carrier and is talking to several others. I believe we may see our first containers moving between Port Canaveral and the Freeport, Grand Bahama Island hub by winter 1996."

### Foreign Trade Zone 136

Foreign Trade Zone 136, which encompasses the entire port, the Melbourne International Airport, the Space Center Executive Airport and Spaceport Industrial Park, serves as a strong economic development tool in broadening the economic base of the port's Brevard County area by attracting new businesses, retaining and creating jobs and making local businesses more competitive in the world marketplace. During the past four years, the FTZ has expanded from 55 acres to approximately 4,160 acres. It is one of the largest general purpose (public) FTZs in acreage in the country.

FTZ 136 plays a unique role among foreign trade zones, serving the United States and the world in the push into space. In 1989, a boundary modification was approved enabling Astrotech Payload Processing Facility to be included within FTZ 136. Located 15 miles north of Port Canaveral in Titusville, Florida, Astrotech became the zone's first active site. Astrotech is involved in the processing of commercial space payloads including satellites and their components, and was

the first payload processing facility in a foreign trade zone in the United States. In 1992, SpaceHab, located at Port Canaveral, became the second payload processing facility in FTZ 136.

While the area around Port Canaveral has attracted many space-related industries supporting NASA's programs at the Kennedy Space Center, FTZ 136 has undertaken a challenging new role in the commercialization of space and support of the aerospace industry. British, French and Italian aerospace companies are sending satellites and components (mainly communications satellites) to FTZ 136 to be processed and launched into space. Processing a satellite takes 14 to 16 weeks. Because each is built in a different country by a different firm, as many as 40 foreign technicians arrive with each satellite. In terms of factors like car rentals, food purchases and family support, this represents \$2 million in economic benefits to the community.

### Cruise Terminal

Anyone who has visited Port Canaveral recently has surely noticed signs of growth and improvement. The state-of-the-art loading tower of the \$22 million Cruise Terminal 9&10 was completed in July 1996. The 75,000 square foot ultra-modern megaship terminal was designed to accommodate 3,500 passengers from one or two ships simultaneously and is capable of berthing ships up to 1,100 feet in length and over 100,000 gross registered tons.

On May 17, 1995, Port Canaveral and Disney Cruise Line officials signed an exclusive terminal agreement to home-port Disney's first ship, the \$350 million Disney Magic®, at Port Canaveral in February 1998. The waterside elements of the \$27 million Cruise Terminal 8 are underway and the completion of the terminal is targeted for January 1998.

Passenger cruises account for over 50% of the port's income. Over 1 million revenue cruise passengers moved through Port Canaveral last year. The port is home to three cruise lines now and within the next 18 months this will grow to six. With the addition of Disney Cruise Line - and visiting cruise ships like Royal Caribbean Cruise Line's Nordic Empress scheduled for 1997 - the port expects 2.8 million revenue passengers by the year 2000.

Among the many projects in the works at Port Canaveral is the first phase of the Canaveral Cove improvement project - a \$2.6 million project designed to upgrade a waterfront area paralleling the port's harbor. The renovation will transform the



entire area into a more festive retail marketing area featuring specialty shops and restaurants. "The design resembles a village marketplace with its sidewalks, landscaping and street lamps with easier public access," says Canaveral Port Authority Commissioner Chairman Ralph Kennedy. "With projects like this, the Canaveral Port Authority is determined to create a superior waterside facade in order to give visitors and cruise passengers a more enticing representation of what the county has to offer, as well as to support the local port tenant and Brevard County economy."

## Renovation, Upgrading

One of Port Canaveral's three public parks, Jetty Park, located on the south side of the harbor's entrance, is also going through a renovation. Recently a 700 foot fishing pier was built complete with cleaning tables, running water and lights. 500 more feet are being added to the pier right now. Upon completion the 1,200 foot pier, with accessibility to fish off both sides of the last 500 feet, will be one of the finest fishing piers on the east coast. The rest of Jetty Park will also go through a renovation of its own which calls for a 12-acre expansion and upgrades estimated at \$5.9 million with completion in 1998.

Much of the upgrading and renovation currently in the works for Port Canaveral shows their commitment to serving the local community. While they strive to foster international trade through the upgrading of their warehouse facilities and cargo-handling capabilities, a large part of the Canaveral Port Authority's infrastructure projects are geared toward improving the "public access" areas of the port. Whether it's building a new fishing pier, upgrading an existing park, building a fourth park, restoring Brevard County's beaches, creating a festive marketplace, or modifying their cargo handling capabilities, the Canaveral Port Authority is dedicated to offer the best service to their local neighbors and tenants, as well as their national and international clientele.

## Tacoma: 100th Voyage Of Russian Pacific Line

Far Eastern Shipping Company (FESCO) celebrated the 100th voyage of its Russian Pacific Line May 21 with a party aboard the *Anatoliy Kolesnichenko* at the Port of Tacoma.

FESCO's regularly scheduled liner service at the Port of Tacoma began in April 1993. In addition to Tacoma, the Russian

Pacific Line makes scheduled calls at Petropavlosk/Kamchatski, Vladivostok and Magadan. In addition to the *Anatoliy Kolesnichenko*, the Russian Pacific Line also utilizes the *Kapitan Man* and the *Anadir*. All three ships are capable of carrying containers as well as breakbulk and roll-on/roll-off cargoes.

"The wide range of cargoes FESCO carries make the line a good match for the Port of Tacoma," said Don Meyer, Deputy Executive Director of the Port. "Our diverse cargo handling facilities and well-trained longshore labor force mean that we're well prepared to meet FESCO's needs," Meyer said.

"Tacoma is a logical port for us," said Bob Guinan, President of FESCO Agencies N.A. "The service is good and they have the right facilities for handling the cargoes we carry," Guinan said. Those cargoes include a variety of containerized and breakbulk foodstuffs and consumer goods as well as heavy equipment and vehicles.

FESCO, based in Vladivostok, is Russia's largest shipping line with 170 vessels in operation worldwide. The company was founded in 1880. FESCO'S presence at the Port of Tacoma makes the Port a critical link between the United States and the Russian Far East. In 1995 more than \$165 million worth of Russian trade flowed through the Port of Tacoma, making Russia the Port's 12th largest trading partner.

## Panama to Host Canal Congress in Sept. 1997

Users of the Panama Canal, including governments, trading companies, and shipping lines, will have the opportunity to attend a major Congress on the future of the waterway, to be held in Panama City from September 7-10, 1997.

The Universal Congress of the Panama Canal will focus on the ways in which the Republic of Panama will administer the Canal after the transfer from US to Panamanian control at the end of the century. Canal users will also be invited to contribute their ideas on the kind of waterway they wish to see in the 21st century, and what measures need to be taken to accommodate projected traffic flows.

In announcing the Congress, the President of the Republic of Panama, His Excellency Ernesto Perez Balladares said: "The importance of the Canal to world trade cannot be overstated. This Congress

will provide an opportunity for my Government to demonstrate its commitment to the continued safe and efficient operation of the Canal, and to listen to the views of Canal users with whom we intend to work in partnership."

The President of the Organizing Commission for the Universal Congress, Fernando Manfredo said that invitations would be sent to senior representatives of countries most closely associated with the Canal to attend a formal opening ceremony for the Congress, which will also mark the twentieth anniversary of the signing of the Torrijos - Carter Agreement on the transfer of the Canal.

The Congress will include a high level conference considering the future of the Canal and a "Canal users' forum", when views will be called for on the kind of waterway needed for the twenty-first century. In addition to the Canal, the Panama flag fleet is the largest in the world, and the shaping of a comprehensive maritime policy for Panama for the next century will also be discussed.

The transfer of the Canal is creating an upsurge of entrepreneurial activity in Panama, with exciting opportunities in transshipment, and port improvement, free zone industrial development, cruising and tourism, enhanced by the opening up of prime real estate in the former Canal Zone. The Congress will also include sessions on these issues.

Another important ingredient of the Congress will be an international exhibition of products and services associated with the Canal and all aspects of Panama's maritime development. Both the conference and the exhibition will take place in Panama City's purpose built ATLAPA convention centre.

The Organising Commission has announced that the UK-based Seatrade Organisation has been appointed co-organiser of the event.

For further information please contact Melba Raven, Comisión Organizadora, Congreso Universal del Canal de Panama tel: +507 228 5454 fax: +507 228 8690 or Vanessa Stephens, Seatrade Organisation tel: +44 1206 45121 fax: +44 1206 45190.

## Port of Portland's Econ. Influence Expands

A recently completed economic impact study indicates that the Port of Portland influences nearly 204,000 jobs and gener-

ates more than \$4 billion in business revenues for the region.

The study covers the Port's 1995 fiscal year and estimates the economic impacts of the Port's four lines of business: the Seaport, Aviation (which includes Portland International Hillsboro, Troutdale and Mulino Airports), the Portland Ship Yard and six business parks.

The results are an improvement over the previous year, both in numbers of jobs and business revenues. In 1994, job impacts amounted to 192,000 and private sector business revenues were about \$3.7 billion.

The study also indicates that the Port's activities help generate \$900 million in personal income for workers in the region.

The Aviation department shows the most extensive economic impacts of all the Port functions. Approximately 11,400 direct and induced jobs are related to Portland International Airport (PDX) operations. When adding in general aviation impacts and the jobs influenced by PDX, the numbers increase by nearly 86,000. There is also an associated impact related to PDX. It is estimated that nearly 67,000 direct and induced jobs were generated in the Portland area visitors industry due to the spending of the nearly 2.2 million visitors who arrived via PDX.

Aviation is credited with creating more than \$2.5 billion in business revenues.

The Seaport impacts amounted to 7,600 direct and induced jobs, and an additional 46,000 workers were influenced in some fashion by the Port maritime activities. Business revenues related to the Seaport amount to \$1.4 billion.

Employment impacts due to the Portland Ship Yard amount to just over 1,000, with business impacts amounting to \$59 million.

In addition, the nearly 200 businesses on Port properties are credited with generating 19,000 direct and induced jobs. Because the Port does not drive the economic activity of these businesses, their employment and revenue numbers are not included in the Port's economic profile. (Portside)

## Houston: New Process For Disposal Areas

The Port Authority is moving ahead with plans to implement a crust management program at seven upland dredged material disposal areas. The program already has been used successfully at four PHA disposal sites.

In 1992, the Port Authority launched an

experimental crust management program at its Lost Lake confined disposal area. Under the program, a "ditch buggy" is used to carve ditches and trenches into the disposal area. The trenches cause the water to decant and the site to dry faster; a site managed in this manner can accommodate more dredged material and have a longer useful life than sites managed in a more traditional manner. In 1993, the Port Authority implemented a similar program at three other confined disposal sites and agreed to continue the program at Lost Lake.

Last May, the Port Authority began negotiating with a consultant to develop a disposal area management plan for seven upland disposal sites. The selected contractor will coordinate efforts with the

U.S. Army Corps of Engineers, the Port Authority and private users to ensure the program is carried out effectively.

Disposal of dredged material is one of the biggest challenges facing today's port operators. The Water Resources Development Act of 1986 requires the local sponsor of a navigation project, such as the Port Authority, to be 100 percent responsible for providing and maintaining dredged material disposal areas and levees. Congress will soon consider authorization of a plan to widen and deepen portions of the Houston Ship Channel. Under the 1986 law, the Port Authority must demonstrate that it can provide sufficient disposal capacity for material resulting from that project for 50 years. (Port)

## Largest Containership Ever to Visit Tacoma

The largest containership ever to call at Tacoma, Evergreen Line's *Ever Ultra*, arrived Sunday, June 30. The 5,364-TEU ship berthed at Terminal 4, which is leased by Evergreen.

The Panamanian registered *Ever Ultra* is 935 feet long. At 131 feet, the ship is too wide for the Panama Canal. The vessel draws 42 feet of water, well within the 48-foot water depth at Terminal 4.

The Port recently added 10 acres to Evergreen's terminal, bringing the total acreage to 40. The additional land was needed to handle the increasing volume of containers Evergreen expects to handle in Tacoma.

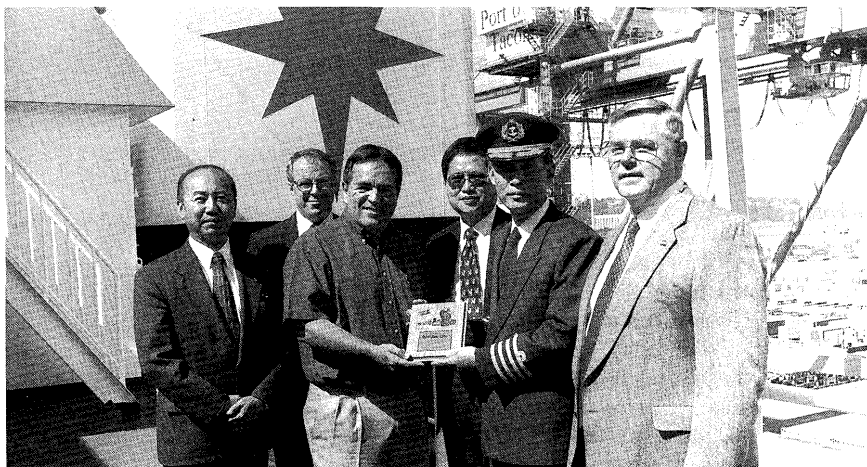
One of the container cranes used to work *Ever Ultra* is a brand new, \$5.6 million

ZPMC (Zenhua Port Machinery Company), which was delivered to the Port June 9. The new crane can work vessels up to 17 containers wide. The *Ever Ultra* holds 16 containers across its top deck. The new crane joins a pair of Kone post-Panamax container cranes, which were already in service at Terminal 4.

Evergreen and the Port celebrated the vessel's maiden voyage and first call at Tacoma with an on-board ceremony. The Port presented *Ever Ultra* Captain Wang Tai Tson with a plaque commemorating the ship's first voyage and visit to Tacoma.

"We're pleased that the Port and Evergreen are partners in growth and look forward to the continuation of that relationship," said Port of Tacoma Commissioner Richard Marzano.

(Port of Tacoma Photo By Mick Shultz)



The Port of Tacoma welcomes *Ever Ultra* June 30, 1996. Pictured left to right: Charles Chen, Evergreen America Corp.; Pat O'Malley, Port of Tacoma Commissioner; Richard Marzano, Port of Tacoma Commissioner; Alan Wang, Evergreen America Corp.; Captain Wang Tai Tson, Evergreen Marine Corp.; John Terpstra, Port of Tacoma.

## Africa/Europe

## Le Havre - Lyon Rail Shuttle Launched

Within the scope of the policy of restructuring of its hinterland, the Port of Le Havre has gone into partnership with CNC to set up a meshed network of rail shuttles between its port terminals and the great European industrial centres. The first step of this network was achieved in early July with the creation of a link of combined transport between Le Havre and Lyon, in order to meet high demand from Rhone-Alps customers.

The setting-up of this shuttle was the result of a close cooperation between CNC, Ships' Agents, Shipowners, Le Havre's Forwarding Agents, the Port of Le Havre Authority and the Customs Board which facilitated the implementation of an advance customs clearance allowing to know the customs status of the goods as soon as they are under the CNC's responsibility. Owing to this procedure of rapid customs clearance, the forwarding time was shortened and a better service is now available to port customers between Le Havre and Lyon region.

With a loading capacity of 60 TEU, the new shuttle is run three times a week in both directions. In Le Havre, it serves the North Terminals (CDFH) and South Terminals (TN) and, in Lyon, the shuttle is operated through the CNC platform located in Vénissieux.

The transport times are as follows:

- In the North to South direction, the shuttle leaves Le Havre terminals every Tuesday, Thursday and Saturday (Delivery Deadline = 9.30 a.m. South terminal and 10.30 a.m. North terminal) and arrives in the CNC platform in Lyon-Vénissieux on Wednesday, Friday and Monday (Time of Availability : 4.00 a.m.).
- In the South to North direction, departures from Vénissieux are provided on Monday, Wednesday and Friday (Delivery Deadline = 10.55 a.m.), with an arrival at Le Havre terminals on Tuesday, Thursday and Saturday (Time of Availability : 6.00 a.m.).

As it symbolizes the Le Havre's communal spirit, this first shuttle is a decisive

step forward of the Port of Le Havre and the CNC combined transport operator within the inland competition of the great European ports.

## Le Havre: Financing of Dockers' Social Plan

The Board authorised the Executive Director to initiate and make all the necessary arrangements to ensure the balance of the financing of the dockers' social plan by allocating all the funds from the "Caisse Nationale de Garantie" (CNG for National Unemployment Fund) to the expenses incurred by the social plan, without stopping to apply the rental charge for equipment paid by the stevedoring companies.

If such a measure was not accepted by the stevedoring companies, the Board decided to increase as from July 1st the rental charges for equipment intended for the financing of the social plan, being understood that the stevedoring companies will receive 13 million francs as part of the reserve funds of the "Cainagod" (the National Unemployment Fund for Dock Workers) which would enable them to bear this rise.

## Gerry O'Sullivan New Tractor Tug at Cork

In the presence of Hugh Coveney T.D., Minister of State at the Department of

Finance, Mrs. Bina O'Sullivan, widow of Mr. Gerry O'Sullivan T.D., former Minister of State at the Department of the Marine, performed a formal naming ceremony of the new tractor tug *Gerry O'Sullivan* at the Port of Cork on Thursday 18 July.

The new 44 tonne bollard pull tractor tug is the most versatile and manoeuvrable tug operating in Irish waters. With an overall length of 29.5m, it has a beam of 11m which together with its special hull design and high sheer aft, constitute the ideal requirements for escorting duties. The *Gerry O'Sullivan* is equipped with two Wartsila Nohab 6R25 engines and can operate to a speed of 12.5 knots. The vessel is fitted with a Voith Schneider propulsion system, a feature of which is the instant full power response to the controls, a vital requirement in servicing the large vessels which nowadays use the Port of Cork.

The *Gerry O'Sullivan* was constructed by Astilleros Zamacona at Santurce near Bilbao in Spain.

The tug is a replacement tug for the *Shandon* which has served the port well over the years. Speaking at the naming ceremony, port chairman Mr. Denis Murphy stated, "The *Gerry O'Sullivan* is designed not alone with existing traffic in mind but also to take account of the very discernible trend towards larger vessels. The service will be provided at competitive rates and the tug will ensure that a real market exists for all shipowners using the port. The vessel will also help to secure employment for a tug crew within the port



authority's staff'.

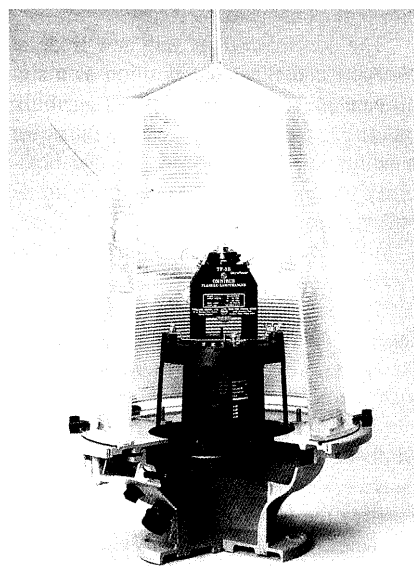
Continuing, Mr. Murphy said that, with regard to funding, he wished to express the Commissioners' appreciation of the substantial E.U. grant aid of 75% towards the cost of the tug.

Referring to former Minister of State, Mr. Gerry O'Sullivan, Mr. Murphy said that the tug will proudly carry the name Gerry O'Sullivan and that it was public testimony here in his beloved city and Port of Cork to the tremendous contribution which he, in his all too short ministerial career, made to the city and port. "Gerry was a dedicated man of honour and principle and he brought the highest standards of integrity to the many and often difficult tasks which he had to perform. His successful political career was an example to everyone and those of us in public and commercial life would do well to emulate the high standards which he achieved," concluded Mr. Murphy.

## Bright Tideland Lights For Port of Genoa

Tideland Signal's ML-300 MaxLumina lanterns have been chosen by the Port Authority of Genoa to provide navigation lights that can be easily seen against high levels of background lighting.

Seven Tideland ML-300 lanterns now operate in the Port of Genoa, providing the required level of intensity for easy visibility against the bright background. Five lanterns mark the approach to the port's oil terminal, one the breakwater of the oil



*Tideland ML-300 lanterns fitted with TF-3B flasher/lampchangers stand out against the bright lights of Genoa.*

terminal and another the platform where tankers moor. An eighth beacon is being installed by the steelworks during 1996.

The lanterns are solar powered and replace equipment from another manufacturer that was considered less suitable in the circumstances.

## Successful 1st Quarter for Amsterdam Port Region

The Amsterdam port region which includes the ports of IJmuiden Beverwijk, Zaanstad and Amsterdam reports a very good first quarter for 1996. There were significantly more goods received and despatched than during the first quarter of last year. In total 12.7 million tons of goods were handled; an increase of 6.8% compared to the same period in 1995.

Apart from Le Havre, the Amsterdam port region is thus the only port in North-West Europe to demonstrate growth. Neighbouring ports all experienced a decline in freight transshipments.

Both dry and liquid bulk showed an increase. Dry bulk by 4.8% to 8.5 million tons and liquid bulk goods by 22.5% to 2.4 million tons. The general cargo sector stabilized in the last quarter around 1.8 million tons. Container transport was the strong component in this sector. With an increase of 32.1% container transshipments moved from 325,000 tons to 429,000 tons.

## Port of Algeciras Bay Ready for the Future

The Port of Algeciras Bay has consolidated its position within the spectrum of international ports and is ready to adapt to the new conditioning factors which are beginning to take shape in the container shipping business.

Container transshipment, the chief contributor to the excellent international status of the Port of Algeciras Bay, is evolving rapidly toward operations employing larger and faster ships which will call at an ever decreasing number of selected ports.

As a result of this, the harbours capable of attracting the large line operators will benefit from this trend and will see the growth in the global trade volume reflected in their own turnover. However, other ports will be forced to shift to secondary traffic lines on local supply routes.

This tendency will also affect the oper-

ating companies, which will have to meet the demand for faster and larger-volume traffic or be limited to providing smaller feeder ships to reach points not on the routes of the large, ultimate-generation carriers.

The expectations of growth of the Port of Algeciras are based on its demonstrated capacity to take good advantage of its strategic location, making it an obligatory call for the new containerised shipping giants.

Proof of this is that Algeciras has been included on the line of the world's two largest container carriers, the Regina Maersk and the Knud Maersk, of the Maersk fleet.

Furthermore, Maersk and Sea Land, the other leading European container shipping company, which has also chosen the Port of Algeciras for major operations, have worked out a joint operations programme.

*(Puerto Bahia de Algeciras)*

## Quayside PDI Facility For Göteborg Being Built

A quayside pre-delivery inspection facility for imported cars is currently being built at Göteborg's Skandia Harbour. The facility will be able to handle 20,000 cars per annum, and it is expected to considerably increase the attraction of the port for car import contracts.

The Port of Göteborg, on Sweden's west coast, is already the most important car port in the Nordic region with about 200,000 cars handled per year. Most of



*The Port of Göteborg's Skandia Harbour will soon have an improved lay-out, where container parks are concentrated closer to the cranes, and where deep-sea and feeder vessels are segregated. The aim is to cut straddle carrier cycles and to speed up deliver/pick up times for lorries. To the right, part of the port's car terminal can be seen, with cars awaiting shipment and a car carrier at berth. The car terminal will have a PDI facility ready for operation in September.*

the volumes are export Volvos and SAAB, but until now some 30 percent of the total has been imports. These are mostly American, French and some Japanese cars.

The port's ambition to get more import contracts has been demonstrated in the creation of the dedicated deep-sea car terminal in the Skandia Harbour. A specially trained workforce is handling ab 100,000 cars a year here, the remaining part being handled in near-by Ävsborg Harbour for Tor Line's North Sea.

The new PDI facility will be a natural addition to the service package offered by the port to car importers. Here, imported cars will be treated to meet legal demands as well as customer preferences. The facility will be operated by Göteborgs PDI AB, where the Port of Göteborg AB is a minor shareholder.

A quayside PDI facility will make it possible for importers to include the PDI treatment in the logistic chain. Not least important is the possibility to use the plant as a distribution centre. The plant will have direct rail connection, points out Gunnar Ottenborn, managing director of Göteborgs PDI.

## New Terminal Layout To Cut Truck Cycles

The Skandia Harbour, the Port of Göteborg container terminal, is undergoing a change in terminal layout. The aim of the new layout is to cut straddle carrier hauls and also to speed up delivery and pick-up times at the terminal.

Space is a minor problem at the Skandia harbour. Containers are stacked two-high and are handled by three-high straddle carriers. One drawback of the system is the distance a straddle carrier has to cover to serve a container crane. The distance a container is being hauled by straddle carriers on its way through the terminal is between one and two kilometres.

Of course this is causing wear on the machines, but the main disadvantage is the fact that the crane sometimes has to wait for the straddle carrier to deliver or remove a container, says Tom Westman, planning manager of the Skandia Harbour. In these cases, two straddle carriers serving a crane are too few, but three are too many.

The port is now concentrating export and import container parks closer to the cranes to harmonize crane and straddle carrier cycles. Equally important is the creation of two lorry deliver-and-pick-up

stations, one for deep-sea and one for feeder containers, instead of one common station. This step follows a segregation of deep-sea and feeder container vessel berths in the terminal. Here, too, the aim is to get shorter haul distances. Different customer preferences with the two types of traffic also make two lorry stations an optimal solution.

Two-thirds of the containers to and from the Göteborg Skandia Harbour are road containers, one-third rail containers. The harbour last year handled 83 percent of Göteborg's 461,000 TEU total.

## UK Ports Among the Best In Europe, Says Sir Keith

ABP Chairman, Sir Keith Stuart, recently addressed an international audience on ports privatisation, using the example and experience of Associated British Ports.

In Jerusalem, Sir Keith addressed the 23rd Congress of the International Cargo Handling Coordination Association, whose theme was "Liberalisation and Competitiveness in Modern Transport". The conference tackled the changes facing the cargo-handling industry as it is affected by economic, organisational, technological and geopolitical developments, and also highlighted the re-shaping of the movement of goods from producers to end-users.

"The transformation of Britain's ports industry represents the most dramatic example of the impact of privatisation within the UK economy over the past 15 years. In almost all privatisation cases, the financial performance of the privatised industries has improved out of all recognition; the most dramatic improvement has been in the UK ports scene," Sir Keith said.

"Prior to the introduction of privatisation in the early '80s, the quality and reliability of the UK ports were among the lowest in Europe. The situation now could not be more different with UK ports widely seen as among the very best in Europe," he added.

On employee relations, Sir Keith said:

"Right from the beginning of ABP's privatisation in 1983, we have encouraged all our employees to take a stake in the Company through a variety of share ownership schemes.

"The result is that many of our employees have significant holdings in the Company and are able to watch the

Company's fortunes on the London Stock Market on a daily basis and see evidence that good industrial relations lead to direct gains for themselves as shareholders in the Company."

ABP employees who took shares in the early days of privatisation have seen gains in the capital values of their shares rise 40 times their initial investments. (Ports)

## Newport: New Fertiliser Terminal Now Operational

The Port of Newport's expanding range of business took a further step forward on 25 July, when Sir Keith Stuart, Chairman of Associated British Ports (ABP), officially opened a new fertiliser terminal for Independent Fertilisers.

The new 5,000 sq m dedicated bulk-fertiliser import facility is the first of its kind in Wales. The new terminal, located adjacent to the port's deep-water bulk-handling berths, will be used to blend and store a variety of fertilisers imported through the terminal from around the world.

Sir Keith said:

"ABP's aim is to provide the port facilities required by our customers for the development of business. We are seeing growth in the agribulk industry and other new trades at Newport, which is clearly benefiting from ABP's strong capital investment programme. In the last two years alone, ABP has invested some £6.5 million in improving the port's facilities and expanding capacity."

Dic Williams, Port Manager, ABP Newport, commented:

"The development of this new trade at Newport underlines our position as a significant player in the country's agribulk industry. We have excellent facilities for handling this type of cargo and the flexibility to meet our customers' individual business requirements."

Mike Redden, Director of Independent Fertilisers, said:

"We are extremely pleased with the facility ABP has constructed for us at Newport. The location, literally minutes away from the motorway network, has excellent links into South Wales, the Midlands and the South-West, which are markets we are looking to develop. I am positive the Newport operation will be a strategic complement to our existing business on the South and East coasts."

The new terminal will be operational from 1 August 1996.



## Immingham: ABP Invests £10 Million More

Associated British Ports (ABP) is investing in excess of £10 million at the Port of Immingham to reconstruct the existing Western Jetty, located to the west of the lock entrance.

The wooden jetty, originally constructed in 1912, will be replaced with a steel and concrete structure which will provide berthing facilities for ships of up to 50,000 dwt, an increase of 20,000 dwt on the current capacity. A contract has been awarded to Civil Engineers, Edmund Nuttall Limited; the work will be carried out over an 18-month period, commencing in August 1996. With the cooperation of ABP, the contractors and the jetty-users, uninterrupted operations will be maintained during the two phases the reconstruction.

The jetty's users – Conoco, Shell Gas and Simon Storage – handle liquid products, including liquid petroleum gas, refined petroleum products and liquid chemicals, which are destined mainly for Humber Bank factories. Over one million tonnes of cargo are handled each year at the Western Jetty.

Immingham Port Manager, Dennis Dunn, commented:

"This further £10 million expenditure confirms ABP's commitment to its successful operations at Immingham. We are naturally delighted that the increased capability and flexibility of the jetty will enable us to advance the development of the important liquid-bulk trade."

Complementary to ABP's investment, Simon Storage is spending over £1 million on upgrading their facilities.

## Thames River Transport Back to Top of Agenda

Following publication of the Government's "Strategic Planning Guidance for the River Thames", the Port of London Authority (PLA) applauds the report which recognises the important role the River plays in London and the South East of England.

The report heralds a new approach to land use planning along the Thames and incorporates details of the PLA's recommendations to safeguard key cargo handling sites to ensure that the Thames fulfills its role as London's greatest central highway.

It seems that for long the desire for riverside land to be used for luxury apartments took priority over commercial needs. This report clearly returns river transport to the top of London's planning agenda.

While welcoming the report, the PLA believes it does not adequately address the issue of Port facilities on the Thames outside of London, where Port land remains under threat of redevelopment. This is especially true in the Dartford and Gravesend areas where the PLA considers adequate safeguards were not included in the Thames Gateway Planning Guidance.

The PLA welcomes the report's invitation to the public to comment on use of the foreshore. This complements its own recently published consultative document on access to the tidal Thames. The PLA is also pleased that no blanket ban is suggested on appropriate developments into the River, where a need can be justified.

## Southampton: Contract For Channel Dredging

Associated British Ports (ABP) has awarded the contract for the dredging of the main channel at the Port of Southampton to Jan de Nul (UK) Ltd. ABP's capital expenditure on this major dredging project is expected to be about £27 million.

Southampton's main access channel between Fawley and the container port will be deepened from 10.2 m to 12.6 m below chart datum. This will allow the largest container ships currently afloat or on order to access the port over an 18-hour period.

Alastair Channing, ABP Managing Director, said:

"This dredging project, which is an essential part of the port's development strategy, confirms ABP's continuing commitment to meeting the needs of the rapidly expanding container trades."

Southampton Port Manager, Andrew Kent, added:

"ABP's investment in Southampton and its commitment to fulfilling customers' needs has helped to make Southampton the UK's leading South coast port. The dredging of the main channel will give Southampton a wider operational window than any other major UK container port, ensuring that the port remains in the forefront of the UK container trade."

The dredging is to be carried out by the UK subsidiary of Belgian-based company,

Jan de Nul. Work will begin in mid-June and is expected to take 60 weeks to complete. It is proposed that some of the dredged material will be used by local authorities for beach reclamation.

The Port of Southampton handled more than 32 million tonnes of cargo in 1995, about 7 per cent of the UK's total overseas trade. Record numbers of cruise passengers used Southampton's two luxury passenger terminals in 1995, confirming the port's status as the UK's premier cruise port. Southampton has also established itself as the leading fresh-produce port and as the number one port for export cars in the UK.

## Asia/Oceania

## Brisbane Trade Up In Another Record Year

Total export tonnages through the Port of Brisbane at the end of the 1995/96 financial year increased by a substantial 14.6% in another record year of trade for the key port.

Total trade for the year peaked at 18.8 million tonnes, an increase on the previous year of 1.1%. Port of Brisbane Corporation Chairman, Mr Ian Brusasco said the results were particularly pleasing given that imports were actually down by 9.1%.

"Although imports dropped considerably due mainly to the cessation of drought-relief feed grain imports and a downturn in the construction industry, exports performed beyond expectations," Mr Brusasco explained.

"Our container trade was stronger than ever with just under 250,000 TEUs passing through the port. This represents a new record for the twelfth year in succession and reflects some recovery in many rural sectors," he said.

"Exports of full containers increased by 11.7% on the previous year, a very good result considering the problems experienced by the meat trade," Mr Brusasco noted.

A breakdown of trade by commodity through the port revealed volume rises in motor vehicle imports, and grain, cotton, coal and refined oil product exports.

The Chairman links Brisbane's escalating trade performance to its increasing prominence as a gateway port, particularly for Asian trade, and to the Corporation's

commitment to developing world-class port facilities.

"The rise and rise of trade through Brisbane over the last 20 years has been no accident," he said. "It has been stimulated by the needs of a growing population but importantly, by the strategic development of efficient port facilities at Fisherman Islands."

To date, more than \$300 million has been invested in developing the advanced intermodal complex at the mouth of the Brisbane River and the Corporation has budgeted for around \$98 million over the next five years towards continued expansion.

"This means we will be in an even better position to meet the needs of growing trade, which we anticipate will swell to around 29 million tonnes by the year 2005," Mr Brusasco predicted. (Portrait)

## To Protect Against Salt Water Spray

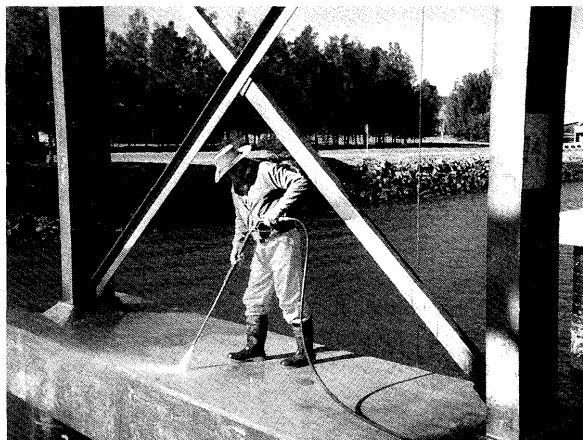
The protective sealer DRY-TREAT 100N was recently applied to the Port of Brisbane Corporation Fisherman Island Coal Wharf.

The wharf was constructed in 1982 and capable of handling vessels of 80,000 tonnes dwt. Last year this wharf processed 3,500,000 tonnes of dry bulk goods.

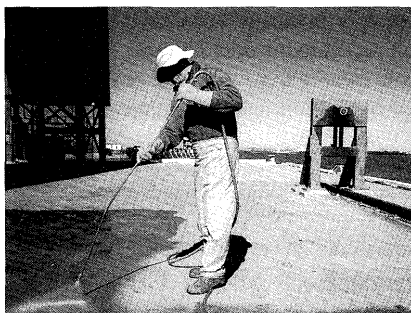
The treatment is to protect the wharf from the attack of salt water spray, and so save in the cost of its life maintenance.

DRY-TREAT 100N is a pure silane that is designed to impregnate the concrete surfaces and permanently bond to the molecular structure of the concrete, and so changing its absorption characteristics.

The work was carried out by Port of Brisbane Corporation day labour and



"Fisherman Wharf" in Brisbane - surface preparation by Waterblasting



The protective sealer "DRY-TREAT 100N" recently applied to the Port of Brisbane Corporation Fisherman Island Coal Wharf



DRY TREAT 100N application "Fisherman Wharf" Brisbane

included the sealing of the deck and the soffit of the wharf, a total area is over 7,000 sq. m. The treatment is guaranteed to penetrate 4 mm penetration into the concrete, and reduce its chloride ion uptake by 95%.

The main benefits of using the DRY-TREAT 100N are:

- increases the resistance of the concrete to chloride ions by 100 times,
- allows the concrete to dry out and so minimise corrosion of the reinforcing steel,
- greater penetration to resist the effects of weathering,
- no deterioration of membrane,
- safe-to-handle, and safe to the environment, and
- treatment is guaranteed for 25 years
- major world-wide contracts already completed.

For more details on this and other major projects please fax Dry Treat (Australia) Pty Ltd on +61 2 9954 3162, or Email [siand@drytreat.com.au](mailto:siand@drytreat.com.au).

## Private Sector Investment Significant at Melbourne

The Chairman of the Melbourne Port Corporation, Mr Tony Hodgson, has announced that the Port of Melbourne is about to see significant long term private sector investment in major new facilities and an immediate relocation of trade

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- 25 year warranty
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email: [siand@drytreat.com.au](mailto:siand@drytreat.com.au)  
URL: <http://www.aone.net.au/drytreat>



Dry Treat (Australia) Pty Ltd

affected by the City Link Project.

"Several port operators will be relocated as part of a new-look port which will see Victoria Dock become part of the exciting new Docklands development", Mr Hodgson said.

"Immediate priority has been given to trade affected by Docklands and the construction of the Yarra Bridge which is part of the Transurban City Link Project."

Chief Executive, Mr Colin Jordan, said that Agreements reached with Brambles, Coastal Express Line and Patrick will see Brambles relocated to Webb Dock East 1 and Coastal Express Line will be repositioned at Webb Dock East 2. Leases and operations of the stevedoring company, Patrick, at Webb Dock East 3, 4 and 5, will be revised so that adequate land will be provided to ensure efficient port operations.

"The Melbourne Port Corporation will also provide improved facilities at 28-29 South Wharf, 24 Victoria Dock and sections of Appleton Dock to handle other general cargo trades including timber, iron, steel and cars and D Berth, Appleton Dock will become a Common User Terminal," he said.

"These decisions retain the potential for competitive developments on the inshore end of Webb Dock East, Webb Dock West and North, and Appleton Dock", Mr Jordan said.

"They followed calls for expressions of interest by the former Port of Melbourne Authority in September 1995 for the private sector to invest in, manage and operate port facilities in Melbourne."

Mr Jordan said, "The response to this process revealed a strong commitment to private sector development in the port and resulted in 48 submissions covering a wide range of developments for different locations and trade sectors within the port.

"There were long and short term proposals for both new developments in the port and relocation of trade affected by the City Link Project. The critical timing of bridge construction has been a major issue cutting across the expressions of interest process which constrained the details available in initial submissions and the evaluation of the wide range of proposals received."

Mr Hodgson said, "This process now moves on with the parties who have expressed interest to date being asked to submit final detailed bids for the major development areas of the inshore end of Webb Dock East, Webb Dock West and North, and of Appleton Dock D to F, with extensions beyond Appleton F it required.

"This strategic approach for private sector development in the Port of Melbourne will provide clear goals and objectives and will set up an appropriate framework for development of the port."

Mr Hodgson said, "These moves are in line with the Victorian Government's commitment to providing a port environment that encourages increased competition between port service providers." In turn, this will deliver lower prices and improved services to importers and exporters.

"Melbourne is already Australia's top container and general cargo port, and it is our vision to establish it as the first port of choice to move cargo in or out of South Eastern Australia."

Mr Hodgson said, "Optimising efficiency and effectiveness across the port transport chain was critical to delivering this vision.

"We believe that these initiatives announced today will achieve the best results for the trading community and maximise the economic benefit to Victoria," Mr Hodgson said.

## Dr Oakley Appointed Newcastle Corp Head

Dr Oakley was named on May 29 as the head of the Corporation and will take over the position of Chief Executive Officer from Capt. Neil Morrison, who has been acting as Managing Director and then Acting Chief Executive since the resignation of former Managing Director, Geoff Connell in March 1995.

"The flexibility available to the Port through corporatisation allows us to be more proactive in our involvement with other sectors of the trade community," Dr Oakley said. "This effectively means that now, more than ever before, we can sit down with the players in the total transport chain—road, rail and sea, and develop the best possible mix of transport options for Port users."

In a meeting with staff on his 'first day on the job', Dr Oakley commended Acting Chief Executive Capt. Neil Morrison for his work in guiding the Corporation through a very challenging period since its inception. He advised staff that the final stage of the formation of the Newcastle Port Corporation was now complete and the Port was entering an era of exciting development and opportunity.

(SCUTTLE butt)

## Tuticorin Port Gets ISO 9002 Certification

The Port of Tuticorin is located 600 kilometres south of Madras, India. Comparatively new among major Ports of India, Tuticorin was commissioned in 1979 as a Major Port. Since then, the growth of the Port has been phenomenal in as much as from a cargo throughput of one million tonnes at the time of commissioning of the Port, during the year 1995-96, the cargo throughput has reached 9 million tonnes. The Port is slated to touch 10 million tonnes in the coming year. In growth rate and performance levels, Tuticorin Port has been setting excellent records.

To top it all, the Port has now got the prestigious ISO 9002 Certification from the Indian Register of Quality Systems (IRQS) accredited by the TROS Headquarter in the Netherlands. The Certification covers the entire framework of user services in the Port.

All the works connected with the Certification including preparation of Quality Manuals, Training and Systems Improvement, etc. were done entirely by the officials of Tuticorin Port Trust led by its Chairman without assistance from any Consultant.

Tuticorin is the First Port in India to receive this Certification and stands today one among the select world Ports which have got such Quality Certification under ISO 9002 Series.

## Milestone in Tauranga: Record 101 Ships Arrive

A major new milestone was set at the Port of Tauranga in May with the arrival of 101 vessels during the month.

Departures were also at record levels with 98 vessels leaving the Port.

Shipping movements have been high for the last few months following the previous record set in February this year when departures numbered 95, up from the previous record of 91, set in May 1994. Arrivals for February reached 92, breaking the previous record of 91 also set in May 1994.

Port Operations Manager, Jon Mayson, says breaking the 100 mark had been an operational highlight for the company. The busy month was handled "seamlessly", with systems well equipped to handle the record number of vessels, he says.

Record shipments of apples through the Port, as well as high numbers of bulk

kiwifruit and log charter shipments, had contributed to the milestone. Import shipments of fertilisers, chemicals, salt and grain also had an impact, he says.

## 1995 a Good Year For PSA: Annual Report

1995 was a year when the port made strides towards its internationalisation drive and impending corporatisation. **PSA Chairman Dr Yeo Ning Hong** talks about these in his review of the Port's performance in 1995, first published in the PSA Annual Report 95:

1995 was another good year for PSA. Singapore has been the world's busiest port in terms of shipping tonnage since 1982. In 1995, shipping tonnage rose by 5% to 710.6 million gross tons with 104,014 vessels calling at the Port.

Total seaborne cargo, including mineral oil-in-bulk, increased by 5% to reach 305.5 million tonnes. Container throughput grew by 14% to a record of 11.85 million TEUs. This performance strengthened Singapore's position as one of the world's leading container ports.

In the 1996 Asian Freight Industry Awards ceremony organised by "Cargo-news Asia," PSA won three awards: Best Seaport in Asia (ninth consecutive year), Best Warehouse Operator (ninth consecutive year), and Best Container Terminal Operator (seventh time):

The "World Competitiveness Report 1995", compiled by the Swiss-based International Institute for Management Development and the World Economic Forum, has ranked Singapore top among 48 developed and newly-industrialised countries, in terms of the extent to which port access infrastructure meets business requirements.

With regard to financial performance, the Group's operating income increased by 15% to \$1,936 million in 1995, the bulk of which came from our container handling operations. Operating surplus increased by 22% to \$820 million. The Group's net surplus before tax including non-operating income amounted to \$903 million, an increase of 16%.

## STRATEGIES TO REMAIN A HUB PORT

To strengthen Singapore's position as an attractive hub port for major container consortia and shipping lines, it is necessary for PSA to continue to invest in infrastructural facilities, technologies and systems

improvements. One factor for PSA's success is our ability to harness economies of scale to compete effectively. We are the world's largest single container terminal operator.

PSA's capital expenditure in 1995 totalled \$381 million. A further sum of \$1,120 million will be spent in 1996, mostly to develop the new container terminal at Pasir Panjang where reclamation works under Phase II have commenced. When completed, the first two phases will provide twenty-six berths with a total capacity of 18 million TEUs, at a cost of over \$7 billion.

## REMAINING COMPETITIVE

To sustain our competitive edge and to remain relevant, PSA continued to make substantial improvements in the quality of service to its customers. The percentage of ships berthed on arrival increased from 62% in 1994 to about 89% in 1995. Third-generation container ships are serviced at an average rate of 79 containers per hour, one of the highest in the world. This is a 20% improvement over 1994's service level.

Shipping lines have directly benefited from our improvements in productivity as a result of quicker berthing and faster ship turnaround. Hauliers have also benefited with the improvements we made in the loading time of cargo within the Port.

PSA will continue to work closely with shipping lines by providing more customised services. In December, PSA signed individual Terminal Service Agreement with shipping lines to take effect from January 1996.

## FUTURE DIRECTIONS

PSA will venture into business outside Singapore, especially in countries which have good economic growth and are promoting deregulation and privatisation. The aim is to transform PSA into a global port company, by investing directly in port infrastructural facilities and managing port terminals. Besides the ASEAN region, China is the most promising country for investment, India is also opening up its ports to outside investors.

PSA has strong core competencies in IT-based port operations. Over the last 20 years, we have accumulated considerable institutional experience in planning, developing and operating port terminals at various stages of development. We have also acquired competencies in warehouse management, cargo consolidation and distribution, freight forwarding and other related cargo logistics activities.

The main thrust of PSA's regionalisation

drive is towards equity participation in port facilities, as well as operating and management of these ports. Besides responding actively to international tenders for port privatisation, development and management projects, PSA will form strategic alliances with suitable partners for overseas business ventures.

Another major development is the corporatisation of PSA scheduled for 1997. Besides fulfilling the national goal of enhancing Singaporeans' stake in the country, PSA's corporatisation and eventual privatisation will enable it to become more customer-driven, cost-effective, and responsive to business opportunities and challenges. In preparation for corporatisation, a new statutory board, the Maritime and Port Authority of Singapore, was established in February 1996. It incorporated the Marine Department, National Maritime Board and the regulatory functions previously undertaken by PSA.

## CONCLUSION

Our achievements would not have been possible without a team of dedicated and committed staff, and co-operation from our Unions and customers. I am confident that with continued commitment from our staff and strong support from our Unions and customers, we will improve our performance and strengthen Singapore's position as a world-class port. *(Port View)*

## THE PORT'S PERFORMANCE

	1995 WORLD RANK
Vessel calls (million GT) .....	710.6 ..... 1
Vessel calls (No) .....	104,014 ..... 1
Bunkers (million tonnes) .....	17.5 ..... 1
Container throughput (million TEUs) ..	11.85 ..... 2
Cargo throughput (million tonnes) .....	305.5 ..... 2
Shipping lines called .....	366 ..... -
Container lines called .....	137 ..... -
Ports connected with Singapore .....	610 ..... -

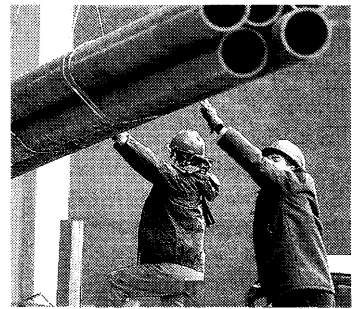
## PORT ACCESS

(The extent to which port access infrastructure meets business requirements)

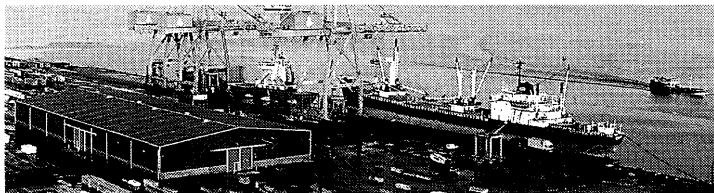
Ranking	Does not meet	Meets Very Well
Singapore	2.81	
Netherlands	2.66	
Finland	2.73	
Denmark	2.71	
Belgium	2.70	
New Zealand	2.55	
Norway	2.33	
Sweden	2.37	
Germany	2.26	
USA	2.13	
Canada	2.10	
Iceland	2.00	
Hong Kong	1.90	
South Africa	1.89	
Japan	1.71	

Source: World Competitiveness Report 1995

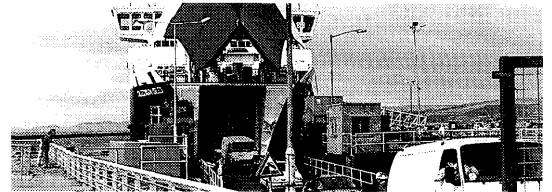
At Glasgow  
we've got the quay...



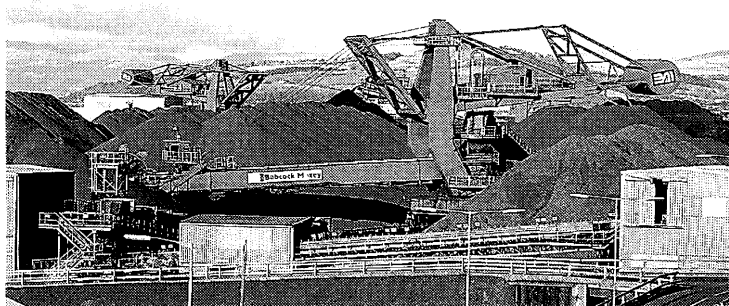
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it covered...



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it all tied up...



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even move  
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## IAPH SUPPORTS ALL EFFORTS TO PREVENT DRUG TRAFFICKING

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

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The International Association of Ports and Harbors (IAPH) fully supports the efforts and initiatives of the **World Customs Organisations (WCO)** in their fight against the trafficking of illegal drugs.



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

**Conference Host:** THE PORT OF LONDON AUTHORITY

**Conference Theme:** MARITIME HERITAGE — MARITIME FUTURE

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