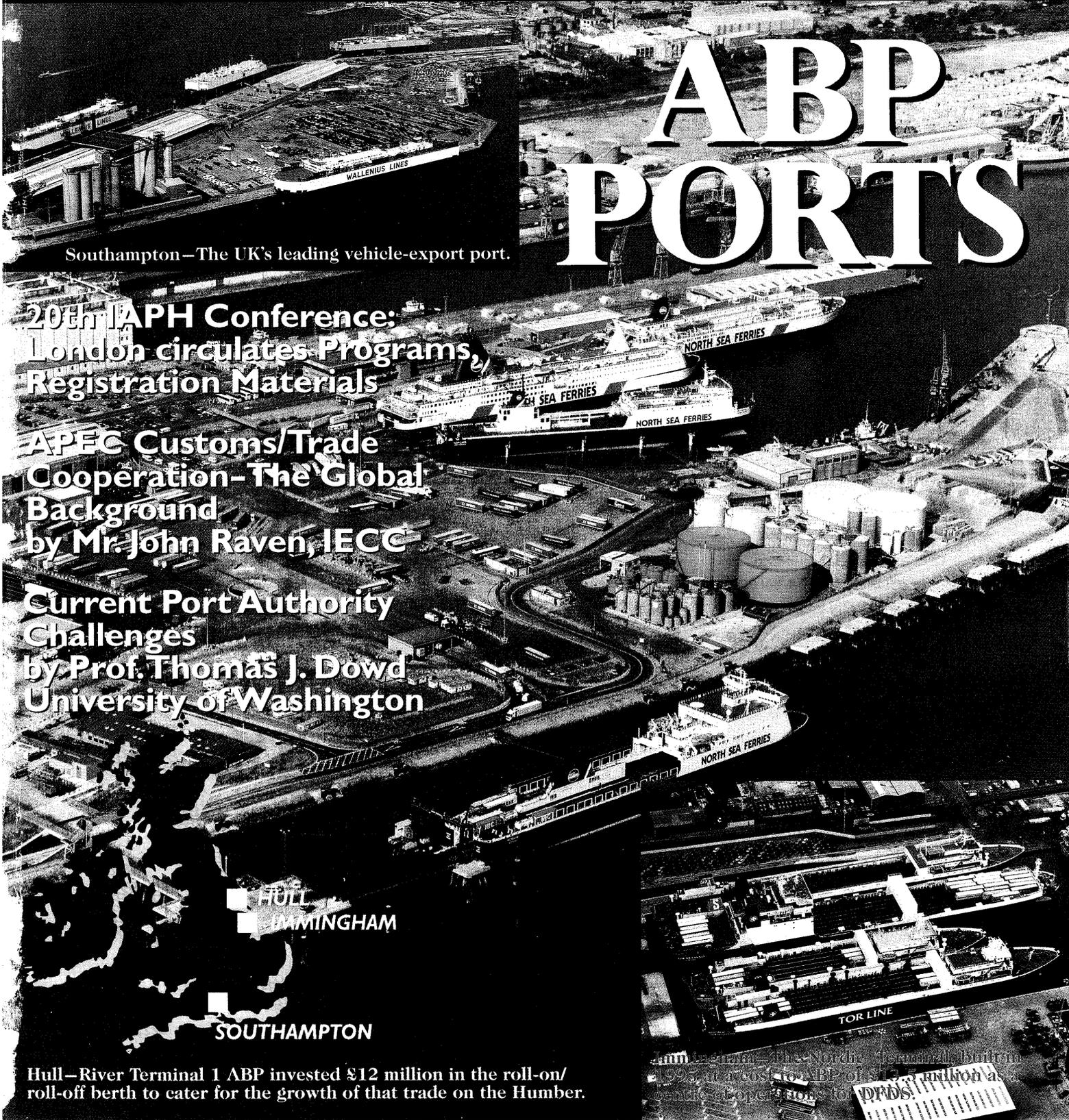


Ports & Harbors

January - February 1997 Vol. 42 No. 1



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Registration Materials

**APEC Customs/Trade
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Background**
by Mr. John Raven, IECC

**Current Port Authority
Challenges**
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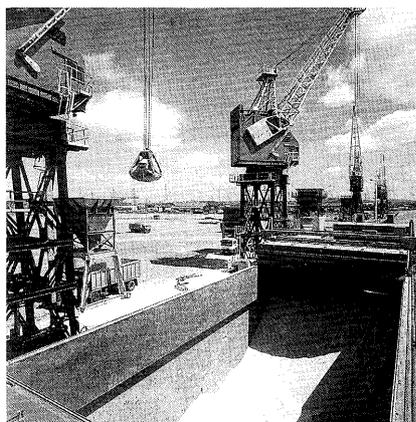
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The Port of London Authority
U.K.



Newport (ABP)

A new, dedicated bulk-fertilizer import facility has been opened at Associated British Ports' Port of Newport for new customer, Independent Fertilizers. Photo shows a vessel discharging fertilizer at one of the deep-water bulk-handling berths which serve the terminal. Related article on page 43.

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IAPH ANNOUNCEMENTS AND NEWS

Robert Cooper
President

IT is my pleasure to extend my New Year's greetings and best wishes to all our friends and colleagues in the IAPH.

At the year's end it is natural to reflect on past achievements and look ahead to future challenges. At the end of 1996, we can look back with satisfaction on the fact that our organisation, which plays such an important role in the international port industry, is in good heart and headed down a clear path.

In organisations such as ours, much of the success depends on the efficiency of the Secretariat and the dedicated commitment of those who work on the standing and technical committees. Indeed, when I reflect on the enormous amount of work done for us in the international and technical port and maritime sectors, I am reminded of the old adage that if you want to get something done, it is best to give the job to a busy person.

We are well serviced in so many ways.

Among the highlights of the year was the innovative and very successful Sea Trade seminar held in Spain during February, which addressed the issues of how to forecast the extent and development of world sea trade to enable better planning by ports. The Executive Committee held its mid-term meeting in Indonesia in April and focused on issues central to the Association's future. Throughout the year there has also been a great deal of ongoing activity by our hard-working liaison, standing and technical committees, meeting at various locations around the world.

The year ahead promises to be very exciting.

There is no doubt the port industry around the world continues to face the pressures of change. Our industry is becoming increasingly capital intensive and, with the growth of free trade, there is a massive need for port development in many parts of the world, and many governments and ports are looking at new ways to fund and structure their operations. Technology developments are making us look at new ways of doing business and communicating with each other.

If IAPH is to continue its valuable role in shaping industry's response to these changes, we must ensure it too changes to maintain its importance and relevance to those charged with running the world's ports.

No easy task, but I have a quiet confidence that the collective wisdom and experience of our members is well able to meet such a challenge. Ensure you make your input to a successful biennial conference when we gather again as the international port family in London next June.

Best wishes for 1997.



Hiroshi Kusaka
Secretary General

Iwish to extend my hearty New Year's greetings to all members of IAPH's global family.

First, I would like to renew my deep appreciation to Indonesia's Sea Communication, Ministry of Communications, and each of the four Port Corporations, for hosting the mid-term Executive Committee meeting in Bali and Tanjung Priok, Jakarta, last April. As we reported in "Ports and Harbors" (June 1996), thanks to the meticulous arrangements made by our Indonesian hosts, the meetings, ably led by President Cooper, were highly successful. They included comprehensive coverage of the preparations for the London Conference, with the relevant input from the Executive

Committee. Through working together with our Indonesian friends, we were deeply impressed by their efficiency and sincere attitudes. None of us will forget the warm hospitality which we received from our Indonesian friends, to whom we would like to express once again our most sincere thanks for their generosity and friendship.

Turning our eyes to the world economy and the business environment surrounding ports, it seems that the US economy is on a steady course of expansion and growth. In Europe, too, most countries have embarked on a path of gradual recovery, although their employment levels have yet to improve. In Asia, although the tempo of the economic expansion in the NIES, the ASEAN countries and China seems to have slowed somewhat, the overall picture for the region has been one of growth. If we view the entire world situation, it seems that the business environment offers increasing opportunities and challenges.

On the other hand, most ports, as a result of the increasingly competitive business environment faced by their users such as the shipping industry and shippers, have endured consistently severe circumstances in the light of constant demands for just-in-time service and other higher quality services.

Furthermore, in the wake of the globalization of the world economy, the policies of governments aimed at trade liberalization and social and economic reforms have been impacting on the ports industry. In this situation, ports have been seeking to survive by restructuring themselves by way of liberalization, privatization or corporatization in line with their differing circumstances.

I believe that IAPH member ports, as they embark on the New Year to face up to the new challenges and pressures for change, will be able to benefit from the experience and expertise of their counterparts in IAPH who have already come through the port reform process. I would like to remind you

New Year's Messages

that the prime role of IAPH – what we call the IAPH spirit – is to enable its members to learn from others' experiences so as to better plan their future course, by making the best use of the information and expertise available in IAPH as the product of the various activities of IAPH committees and members.

Your Head Office in Tokyo has been able to achieve a considerable cost reduction in office expenses as a result of the relocation of the Secretariat office to less expensive premises last July. We have also updated such OA facilities as word-processors, computers and our Internet services. This year we will be able to open a fullfledged home page of IAPH by improving the current IAPH home page (which was opened thanks to our friends from Ports Canada) under the guidance of the Trade Facilitation Committee and the Exco. We at the Head Office will continue our efforts to enhance the level of our service to all

current and future IAPH members by fully utilizing these new facilities

Finally, I would like to express my deep appreciation to our hosts in London for their efforts in making the arrangements for the 20th World Ports Conference of IAPH, to be held from 31 May to 6 June this year. I request that as many IAPH members as possible participate in the London Conference which, I believe, will provide the leaders of world ports with invaluable inspiration as they contemplate the challenges of the next century.

My staff and I at the Head Office in Tokyo are determined to do our utmost in further promoting the work of IAPH. I trust that we will be able to count on your continued support and keen participation in the Association's various activities.

Let me wish each one of you ever-increasing happiness and prosperity in the year ahead.

per membership unit for Regular and all classes of Associate Members. The equivalent rates of the dues in the five currencies are also indicated in the table.

The Secretary General requests members to remit their dues to the IAPH account at one of the following banks, rather than to send checks, so that the Head Office can save on the bank commissions which are necessary if payment is made by check.

As for the 1996 dues payment situation, our chief accountant Mr. Onso has indicated that, as of December 10, 1996, a little over 10% of the dues of the Regular Members, involving 26 out of 231 Regular Members, remained unpaid. In this connection the Secretary General appeals to those dues delinquent members to settle the outstanding dues as soon as possible. Moreover, the Secretary General seeks all members' generous cooperation in completing the 1997 dues procedure as promptly as possible.

The dues payable to the IAPH Head Office should be remitted through:

The Fuji Bank Ltd., Marunouchi Branch, Account No.883953

The Bank of Tokyo-Mitsubishi, Ltd., Uchisaiwaicho Branch, Account No.526541

Membership Dues for 1997: Tokyo sends invoices to Members

A circular from the Secretary General of IAPH with an invoice for the Membership Dues for 1997 has been sent to all members of the Association from the Tokyo Secretariat. The documents were dated December 10, 1996.

The value on the invoice is shown in SDR. The term "SDR" means "Special

Drawing Rights", as adopted and applied within the monetary system by the IMF (International Monetary Fund).

Each member is requested to quote the exchange rate between the SDR and one of the currencies from the IMF basket listed in the table below, as it was on December 10, 1996.

The table below shows the SDR value

MEMBERSHIP DUES FOR 1997

	SDR*	Japanese Yen	US dollar	German Mark	French franc	British pound
1SDR=		163.267	1.43721	2.23443	7.54966	0.869456
REGULAR						
1 unit	1,070	174,695	1,537	2,390	8,078	930
2 units	2,140	349,391	3,075	4,781	16,156	1,860
3 units	3,210	524,087	4,613	7,172	24,234	2,790
4 units	4,280	698,782	6,151	9,563	32,312	3,721
5 units	5,350	873,478	7,689	11,954	40,390	4,651
6 units	6,420	1,048,174	9,226	14,345	48,468	5,581
7 units	7,490	1,222,869	10,764	16,735	56,546	6,512
8 units	8,560	1,397,565	12,302	19,126	64,625	7,442
ASSOCIATE						
A-X-1, B&C	900	146,940	1,293	2,010	6,794	782
A-X-2	610	99,592	876	1,363	4,605	530
A-X-3	310	50,612	445	692	2,340	269
D	160	26,122	229	357	1,207	139
E	140	22,857	201	312	1,056	121
TEMPORARY						
	600	97,960	862	1,340	4,529	521

*SDR stands for Special Drawing Rights as defined by IMF (International Monetary Fund). The above quoted exchange rates of five currencies against the SDR were those in effect on December 10, 1996, the date of issue of our invoices for 1997 membership dues.

London Circulates Conference Program, Registration Materials

THE Organizing Committee of the IAPH London Conference has recently circulated registration materials to all members of IAPH and other potential participants from non-member organizations. The documents include a 23-page brochure containing a welcome message from Sir Brian Shaw, Chairman of the Port of London Authority, the membership of the Steering and Organizing Committees, an Outline of the Programmes (Business, Social, Accompanying Persons, Post Conference Tours), Registration and Hotel Information, and the Registration and Accommodation Booking Forms. For those who have not yet received the documents, we introduce some of the relevant information later in this issue.

The Future Role of Ports in Combined Transport and Distribution Centres: Wennergren's Committee Completes the Report

AT its meeting held in Singapore in early October 1996, the IAPH Committee on Combined Transport and Distribution, chaired by Mr. Goran Wennergren (Göteborg), finalized the report entitled "The Future Role of Ports in Combined Transport and Distribution Centres". The report is the product of joint work by the Committee and a group of university researchers engaged in the study of transportation & logistics from Chalmers University of Technology (Göteborg) and Tokyo University of Mercantile Marine (Tokyo).

Answering the request for sponsor-

ship of the publication, a total of 13 IAPH members, (Amsterdam, Bintulu, Cape Verde, Constantza, Göteborg, Houston, Kelang, Lisbon, Montreal, Nagoya, MPA of Singapore, Sri Lanka, Vladivostok) sponsored part of the production costs.

The report was sent to all IAPH members from the Tokyo Head Office at the beginning of December. At the instructions of Chairman Wennergren, a questionnaire sheet was attached to the publication to survey how the recipients find the findings of the studies presented in the report.

implementation of the Protocol. With a change to the reverse list approach, appropriate management of dredged material will continue to be a very important part of the Convention and Protocol mission".

Mr. MacDonald has also expressed his appreciation and that from IAPH to L.K. Dik Tromp, Chief Engineer Director from the Netherlands, who acted as Chair of the meeting. The DTF chair says in his letter, "The success of the Meeting in approving the new Protocol to the Convention can largely be attributed to your gracious and firm leadership as well as your constant good humor."

We will feature Mr. MacDonald's report on his representation at this meeting in the March issue of this journal.

IAPH Representatives Report on ISO/TC8 and IMO/UNDP Meetings

AT the request of the IAPH Secretary General, the Port of Lisbon and the Philippine Ports Authority (PPA) respectively accepted the role of IAPH observer at the recent two meetings. They were the meeting of ISO/TC8 Ships and Marine Technology, held in Lisbon from 14 to 16 October and the IMO/UNDP Regional Conference on Sustainable Financing Mechanisms for the Prevention and Management of Marine Pollution: Public Sector - Private Sector Partnerships, held in Manila from 14 to 16 November 1996. With our deep appreciation for the good work done by our representatives, we introduce their reports on the respective meetings later in this issue.

Special Meeting of the LC 1972: IAPH thanks IMO staff and the chair

FOLLOWING the conclusion of the Special Meeting of the Contracting Parties to the London Convention of 1972, held in London from 28 October to 8 November 1996, Mr. Anthony B. MacDonald, Chairman of the IAPH Dredging Task Force, has sent a letter to Mr. Manfred K. Nauke, Chief, Office for the London Convention 1972, Marine Environment Division, IMO, expressing the deep appreciation of IAPH for Mr. Nauke's dedication and the excellent work of the Secretariat in

organizing and running the recent meeting.

In his letter dated 19 November 1996, addressed to the IMO, Mr. MacDonald says, "The approval of the Protocol by the Special Meeting is in one sense a conclusion of a long process but, more importantly, it is the beginning of a new challenge. IAPH remains committed to providing technical support to the Secretariat and London Convention, as well as the Scientific Group in the development of guidance and the

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TUESDAY, APRIL 16, 1996
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By D.J. Isard

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IAPH Trade Facilitation Committee Meets in Constantza on 10 November 1996

Minutes of the Meeting

By Mr. Santiago Milá, *Collaborator to the TFC Chairman*



Present:

Leandre Amargós, *Port of Barcelona Authority (Chairman)*

Santiago Milá, *Port of Barcelona Authority*

Ian Flanders, *Port of London Authority*

Hans Ludwig-Beth, *Port of Hamburg*

Joseph Bayada, *Cyprus Ports Authority*

Vasile Pistolea, *Constantza Port Administration*

Violeta Limona, *Constantza Port Administration*

Dinu Pascali, *Constantza Port Administration*

Semo D. Semov, *Port of Varna*

1. Agenda & Opening Remarks

The Chairman, Leandre Amargós, welcomed the Committee members and opened the meeting by expressing sincere thanks to Vasile Pistolea for hosting the meeting.

The Chairman then introduced Santiago Milá and Jordi Torrent, who will help him in his new functions in the TFC Chairmanship.

Apologies for absence had been received from all TFC members not attending the meeting.

2. Reports to the Committee

The minutes of the last meeting (Cyprus 15.3.96) were accepted.

A Progress Report consisting of a brief summary of the activities of the Committee since last July was then presented. Such a report will be presented at each TFC meeting and from now on it will consist of a summary of the main activities of the TFC since its

last meeting.

3. Membership of the TFC

Bruno Carpentier (Port of Marseilles, Director of Port Developments) was welcomed to the Trade Facilitation Committee.

The Committee members reported on contacts with ports from areas not represented on the Committee, particularly with Russian and Latin American ports.

They agreed that ways of being active without attending TFC meetings had to be pursued and established (e.g. through IT Modelling and the IT Award).

4. IAPH IT Award

Detailed discussions about the judging criteria and guidance notes for the Award led to the conclusion that the Selection Committee will not judge the technology implemented in the projects but the success of the technology in

overcoming difficulties and increasing a Port's results on a relative basis and according to the port's resources. The Award is not a competition of technologies.

5. Information Model

The Chairman informed the meeting that the questionnaire had been ready for distribution in English and French by the month of July. The questionnaire had then been translated into Spanish and, during the last week of August, the three versions had been sent to Tokyo in order to be distributed by the month of September.

6. IT Systems Inventory and Trade Facilitation Groups

This subject, the associated difficulties and recent progress were discussed. Further avenues were highlighted and will be pursued.

7. Regional and EDI developments

The Chairman distributed a report from Paul Scherrer referring to developments in the Port of Le Havre regarding data processing in the field of dangerous goods.

Comments were made on the main issues treated at the last meeting of Experts on Procedures and Documentation (GE.2) from the United Nations Economic Commission for Europe WP. 4 on Facilitation of International Trade Procedures, which the TFC had attended. Item 2 of the agenda for that meeting – referring to the establishment of the CEFACT (Centre for Facilitation of Practices and Procedures for Administration, Commerce and Transport) – was highlighted and the Committee members agreed that the TFC should take part in this new organization following a UN/ECE invitation.

The subject was discussed at length and it was suggested that Santiago Milá could be the TFC nominee for the CEFACT, following the rules of procedure of IAPH, to which the TFC members agreed.

8. Training Requirements

The subject of training requirements was discussed at length, specially in

the context of the TFC and the IAPH Human Resources Committee functions.

The Committee members agreed that the TFC should be active in the field of training requirements and should also cooperate with the IAPH Human Resources Committee. A first requirement is that all TFC members should be able to communicate electronically because everyone has to be at the same level of development in this field. However, the Internet is not enough for exchanging information. The goal in this field should be to share information between ports. It is desirable that what is implemented in a port could be known and shared with other ports. A useful field of training would be EDI applications, and the TFC and ports should show people from Customs the importance of this subject. It was suggested that some professionals could go to Constantza for a workshop on Information Technologies in Ports and Customs. Ports from the Black Sea could attend this workshop.

9. Involvement with Other Organizations

Comments were made on new contacts with international organizations, particularly with the World Customs Organization Working Group on the Kyoto Convention.

The TFC has also intensified relations with the European Commission, the Association of American Port Authorities (AAPA), the International Maritime Organization (IMO), the World Bank (WB), the United Nations Economic Commission for Europe (UN/ECE), the United Nations Economic Commission for Latin America and the Caribbean (UN/ECLAC) and the United Nations Conference on Trade and Development (UNCTAD).

10. Customs Procedures

It was agreed that one of the main objectives of the TFC in this field should be to be aware of new developments at the WCO and to co-operate with them in issues related to ports. The Chairman announced that he would attend the next meeting of the WCO Working Group on the Kyoto Convention and, after further discussions, it was agreed that the Chairman should contact the WCO to see if it could promote among its members some kind of Customs Charter based on international standards similar to the UK Charter.

11. Electronic links between TFC members

The Chairman informed the meeting

of the new E-Mail address of the TFC Chairmanship, which is iaphtfc@apb.es, while other members also revealed their E-Mail addresses.

12. Information Technology, Internet and Trade Facilitation

Following discussions on a report on this subject, it was agreed that the TFC would make a recommendation to IAPH regarding the implementation of the IAPH Web site.

The possibility of establishing a Forum about Information Technology in Ports in the TFC section in the IAPH Web site was also discussed.

13. Work Programme

It was agreed that the TFC would suggest to Tokyo Head Office that the IAPH, through us or through any other

Committee, could demand to have consultative status with the WTO.

14. 20th IAPH Conference 1997, London

Ian Flanders reported that plans were proceeding well and that information packs for delegates would be ready soon.

15. Any other business

It was suggested that the papers and agendas for TFC meetings should be circulated earlier.

16. Arrangements for next meeting

Hans Ludwig-Beth suggested concerning the next meeting in Hamburg on 21 and 22 April 1997.

The meeting closed at 1700 hrs.

Visitors

ON 28 October, a seminar was held in a Tokyo hotel by a delegation from Barcelona, attended by some 150 people representing various companies such as general traders, manufacturers, distributors and financial institutions. The gathering was attended by HE Santiago Salas, Spanish Ambassador to Japan, and Mr. M. Ueno, Deputy Governor of the Tokyo Metropolitan Government.

The purpose of the seminar was to give Japanese business people first-hand information concerning practical aspects of investing in Barcelona. The delegation members were from the City Council of Barcelona, the Barcelona Chamber of Commerce and the Port of Barcelona, from which Mr. Jose Luis Rodorigues, Marketing and Commercial Director, and Mr. Santiago Bassols, Managing Director, Logistics Activities Center, made presentations on the merits of using their facilities.

Representatives from three Japanese firms which have been conducting successful operations in Barcelona, namely Nissan Motors Co. Ltd., Sony Corp. and Kao Chemicals Co. Ltd, spoke about their experiences there.

●On 25 November, Mr. Christophe Prioux, Commercial and Logistics Director, the Port of Paris, accompanied by Ms. Tamie Sugiyama, a staff member of the Ile de France's Tokyo office, visited the Head Office and met with Mr. Hiroshi Kusaka and his staff for an exchange of views and information. Mr. Prioux was visiting Japan as a member



Mr. Santiago Bassols (left) and Mr. Luis Rodorigues



Mr. C. Prioux (3rd from left), J.L. Horne(4th from left) and Mr. P.I. Collarley (5th from left) represented the Ports of Paris, Marseilles and Le Havre respectively at the seminar held in Tokyo.

of a trade development mission from France. On the afternoon of 26 November, a seminar was held on the theme "France, Logistics Gateway to Europe" organized by DATAR (Trade Development Agency)/French Embassy in Japan jointly with Japan's Keidanren (Federation of Economic Organizations) in Tokyo. Also from the IAPH member ports, Mr. Pierre-Ives Collardey, Commercial Director, the Port of Le Havre, and Mr. Jean-Louis Horn, Industrial Development Director, the Port of Marseilles, were among the speakers.

Among the presentations made at the seminar, we feature the papers presented by Mr. Callardey of Le Havre and Mr. Prioux of Paris later in this issue in the World Port News section.

● On 26 November, Mr. Dennis Marvich, economist, Office of



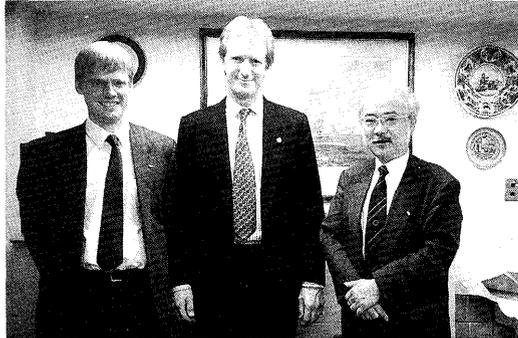
Mr. Denis Marvich (center) meets with his IAPH friends

International Transportation and Trade, US Department of Transportation, after completing his official mission in Tokyo, together with Mr. R. Kondoh of IAPH, visited the Port of Yokohama to observe the port facilities and see the current state of development of the Minato Mirai 21 Project (Port's Future towards 21st century), a large-scale multi-purpose development of the old port areas. He was received by Mr. Keiki Yasutake, Director, Planning and Promotion Development. He later visited the IAPH Head Office.

● On 28 November, at the Imperial Hotel, Tokyo, a symposium entitled "Japan and Hong Kong in the 21st century: Broadening the Business Partnership" was held, attended by representatives of business community. Mr. Michael Sze, Executive Director, Hong Kong Trade Development Council, was a panelist of the workshop "Sourcing: New Opportunities in International

Procurement". Mr. M. Sze served on the IAPH Executive Committee for 1991/1993 while he was serving the Marine Department of Hong Kong as Director. Mr. R. Kondoh of IAPH attended the symposium.

● On 28 November, Mr. Bill Box,



From left, Mr. Christopher Eve (Representative Director, Miller Freeman Japan Co., Ltd), Mr. Bill Box and Mr. Kondoh of IAPH

Contributing Editor of Seatrade magazine, U.K., visited the Head Office to meet with Mr. R. Kondoh to exchange views on maritime and port affairs arising in Japan.

● On 3 December, Mr. Douglas K. Smith, Resource Conservation & Development, Inc., of Wasilla, Alaska, together with Ms. Mariko Kuroda, Senior Trade Assistant, State of Alaska's Japan Office, visited the Head Office, where they were received by Mr. R.

Kondoh and Ms. K. Takeda.

They exchanged views on the planned port and industrial site development to be known as "Port MacKenzie Project". Mr. Smith was visiting Japan to meet with business circles to discuss the prospects of the Port MacKenzie Project. The site is located on the opposite side of the City of Anchorage, across the Inlet and comprises jetty-type



Mr. Douglas Smith (right, seated), Mrs. Smith (left, standing) and Ms. Kuroda meeting with the senior staff members of IAPH

piers and 5,000 acres of land.

● On 4 December, Mr. Ron Brinson, President & CEO of the Port of New Orleans, accompanied by Mr. Hiroyuki Matsumoto, the port's Far East Director in Tokyo, visited the Head Office and met Secretary General Kusaka and his



Mr. Ron Brinson (left) and Captain Manelik Pou, vice-president, Transocean Terminal Operators Inc., La., are pictured during a press conference held in Tokyo on 5 December 1966

staff. Mr. Brinson, who was on a business trip to Tokyo visiting his customers here, took the time out of his pressing schedule to discuss with the Secretariat members about the state of the preparations for the London Conference. Moreover, as the chair of the Membership Committee, Mr. Brinson was making contact with several non-member ports in the American region and was supportive of the ongoing ad campaign for the journal of



From left: Mr. Stromberg, Mr. Kondoh, Ms. Gaillard and Mr. Iwao

IAPH.

● On 6 December, Mr. Erik Stromberg, Executive Director and Ms. Sarah S. Gaillard, Director of Business Development, North Carolina State Ports Authority, together with Mr. Iwao, NCSA representative in Asia, visited the Head Office to meet their IAPH friends, on a trade development trip to Asia. Mr. Stromberg was president of the American Association of Port Authorities (AAPA) before he joined the NCSA in the latter part of 1995, becoming Executive Director in January 1996.



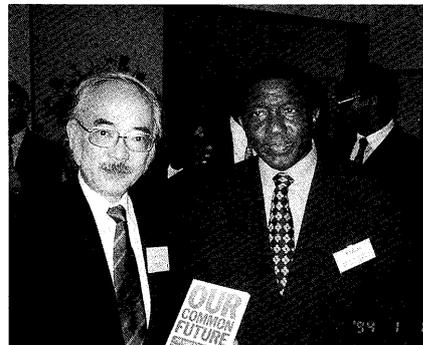
Dr. Pardo delivers a keynote address at a symposium in Yokohama

●An international symposium known as "New Era for the World's Oceans, with the sub-title of "Sea, Port and City Planning – A message from Yokohama", was held at the Pacifico Convention Hall, Yokohama, from 21 to 23 November, 1996, under the auspices of the Yokohama City University. The primary purpose of the symposium was to promote the awareness of the citizens about the vital importance of oceans for human beings at large, taking advantage of Japan's ratification of the United Nations Convention on the Law of the Seas (LOSC). Special guests attending the Symposium were the delegates of the World Commission on Oceans (IWCO), including Dr. Arvid Pardo, former Maltese Ambassador to the UN, who had first proposed the concept of the Law of the Seas three decades ago, and Dr. Elisabeth Mann Borgese, Professor, Dalhousie University, Canada, Founder and Honorary President of IOI, and Vice Chairperson

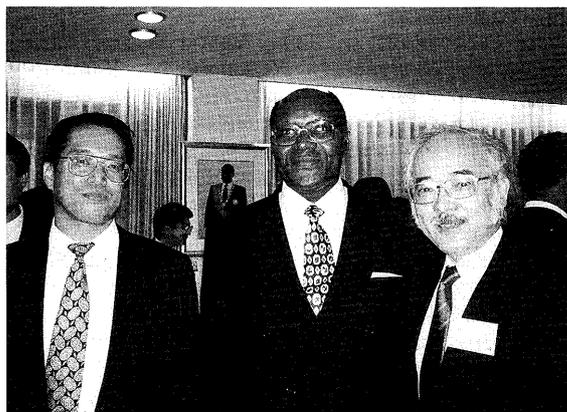
of the Independent World Commission on the Oceans (as reported in the January 1996 issue of this journal), which had met in Beijing in the preceding week. The International Ocean Institute (IOI, located in Malta, Secretary General: Mr. Krishan Saigal) voted to support the implementation process of the LOS. As a result of the debates, the Yokohama Symposium resolved to create an international institution to be known as World Port-Cities Union for the Oceans and asked Yokohama City University to undertake the necessary secretarial services. IAPH was represented by Mr. R. Kondoh, who took part as a panelist in the session on City Planning and Ports.

● On 13 December, at the Keidanren Building, Tokyo, a symposium devoted to the development of trade between Coté d'Ivoire and Japan was organized attended by some 200 representatives of business firms. H.E.M. Daniel Kablan Duncan, Prime Minister of Coté d'Ivoire, in his opening address, emphasized that the pivotal roles played by Coté d'Ivoire within the Western sub-Saharan countries would grow further and urged the enhancement of his country's trading

partnership with Japan. Among the delegation, including three ministers of Côte d'Ivoire, was Mr. Lamine Fadika, Minister of Mining and Oil Resources. Mr. Fadika was a keynote speaker for the 1987 IAPH Conference in Seoul and was a member of the World Commission on Environment and Development, chaired by Gro Harlem Brundtland (Norway), the culmination of the activity of which is the world-known book entitled "Our Common Future" (1987). IAPH was represented by Mr. R. Kondoh.

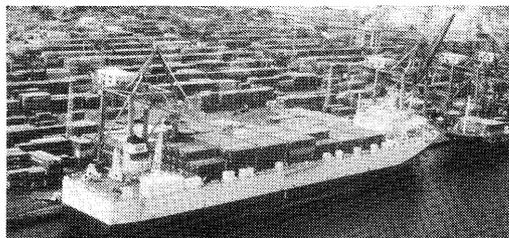


Mr. Lamine Fadika (right) autographs the book for Mr. Kondoh

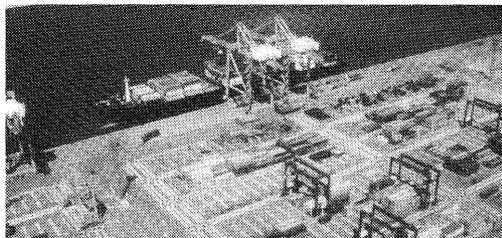


Prime Minister of Coté d'Ivoire Daniel Kablan (center) at a symposium in Tokyo

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Membership Notes:

Changes

European Sea Ports Organisation (ESPO) [Class B] (Belgium)
 Address: Avenue Michel Ange 68, B-1000
 Brussels
 Mailing Addressee: Mrs. Pamela Le Garrec
 Secretary General
 Tel: 32-2-736-3463
 Fax: 32-2-736-6325
 Internet: <http://www/interpac.be/espo/>
 E-mail: 101464.744@compuserve.com

Port of Rijeka Authority (Lucka Uprava Rijeka)
 [Regular] (Croatia)
 Address: 51000 Rijeka, Riva No.1
 Mailing Addressee: Mr. Bojan Hlaca, DMS, MCIT
 General Manager
 Cable Address: Lucka Uprava Rijeka
 Tel: +385 (0)51/212 974
 Fax: +385 (0)51/213 112
 Port under Administration: Port of Rijeka

Cyprus Ports Authority [Regular] (Cyprus)
 Mailing Addressee: Mr. Michael Vassiliades
 Ag. General Manager
 Tel: 357-2-450100
 Fax: 357-2-365420

Rajang Port Authority [Regular] (Malaysia)
Principal Officers
 General Manager: Mr. **Chang Ming**
 Dy General Manager: Mr. **Chong Siew Yang**
 Asst. General Manager (Admin./Fin.):
 Mr. Bahrin Haji **Adeng**
 Asst. General Manager (Operation):
 Mr. Andrew Ilau **Tom**
 Chief Security Officer: Mr. Ambrose **Yap Yin Syn**
 Senior Executive Engineer: Mr. **Yeu Bin Hu**
 Traffic Manager: Mr. Thomas **Ting Kai Nang**
 Accountant: Miss Helen **Lim Hui Shyan**
 Research Officer: Mr. Muhamad Yakup bin **Kari**
 Mechanical Engineer: Mr. **Liong Fook Chiong**
 Administrative Officer: Miss Hayati binti **Kiprawi**
 Information System Officer: Mr. Latiff bin **Coupon**
 Internal Auditor: Miss Hajjah binti **Pon**

Port Services Corporation S.A.O.G. [Regular]
 (Oman)
 Mailing Addressee: Mr. Saud Bin Ahmed
 Al-Nahari, President



Karachi Port Trust [Regular] (Pakistan)
 Address: P.O. Box 4725, Karachi 74000
 Mailing Addressee: Vice Admiral Khalid M. Mir, HI(M),
 S.Bt., Chairman
 Telex: 20296 KPT PK
 Tel: 92-21-2311534
 Fax: 92-21-2311567
 Chairman: Vice Admiral Khalid M. Mir, HI(M),
 S.Bt.

Constantza Port Administration [Regular] (Romania)
 Mailing Addressee: Mr. Corneliu Tudose
 General Manager & President of the
 Board

IAPH Directory '97 sent to Members

THE 1997 edition of the IAPH Membership Directory (A4 size, 106 pages) was completed by the Tokyo Head Office and was sent to all members and related organizations in the first week of December.

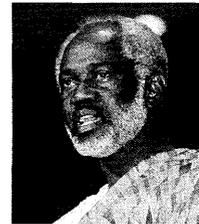
Efforts were made during the proofreading stage to incorporate as many alterations received after the closing date as possible. Regrettably, however, as for the members whose updated entry forms failed to be returned to the Head Office by the deadline, it was only possible for the Secretariat staff to limit our reference to such members to the name and address of the organization only, with an asterisk. Thus, information which it was not possible to include in the Directory will be published in the "Membership Notes" column of "Ports and Harbors" as soon as practicable.

If IAPH members require more copies of the Directory, they can be obtained upon application to the Head Office.

OBITUARY

Mr. R.U. Kumedzro, Ghana

THE sad news concerning Mr. R. U. Kumedzro, Director, Port of Tema, Ghana, reached the Tokyo Head Office from Mr. Peter van der Kluit of Rotterdam, on the morning of 18 December 1996. According to Mr. van der Kluit, Mr. Kumedzro was killed by a car accident, although the exact date of this tragedy has not been confirmed.



Mr. Kumedzro making presentations on the future African Ports during the Seattle Conference in June 1995.

We have learned from Mr. van der Kluit that the news of Kumedzro's passing was reportedly conveyed to the IAPH Committee on Port Safety & Environment and Marine Operations, which met early in December in Houston, and that the meeting adjourned with the expression of deep sorrow for the untimely death of Mr. Kumedzro, a long-standing friend of the people gathered in Houston.

Mr. Hiroshi Kusaka, Secretary General, has sent a letter of condolence to Mr. K.T. Dovo, Director General, Board of Directors, Ghana Ports and Harbours Authority. We introduce part of the Secretary General's message below.

Mr. Kumedzro was a personal friend of not only the many officials of the world's port community who had estab-

lished firm ties of friendship and communication with him, but also the staff members of our Tokyo Head Office. He has been actively engaged in the promotion of Ghanaian ports among the world's shipping and port communities. He was a speaker at the IAPH World Ports

Conference held in Seattle in 1995. He contributed some most stimulating and informative articles on his ports and on other pertinent topics which we were privileged to introduce through "Ports and Harbors", the journal of IAPH, from time to time.

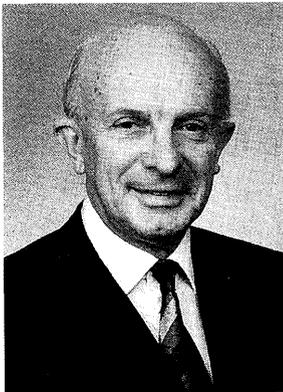
The sad news concerning Mr. Kumedzro is hard to accept for his IAPH friends throughout the world, who enjoyed his warm personality and friendly character. We will long remember him, with the memory of the happy time we shared with him.

On behalf of his IAPH friends in 85 different maritime countries and economies, I most sincerely present my deepest condolences and sympathy to the bereaved family of Mr. Kumedzro and pray for the rest of his soul. I also express my profound regrets and sympathy to the Ghana Ports and Harbours Authority for the loss caused by his departure.



20TH IAPH WORLD PORTS CONFERENCE

Hosted by the Port of London Authority • 31 May to 6 June 1997



On behalf of your host, the Port of London Authority (PLA), I am extremely pleased to introduce the Provisional Programme for the 20th World Ports Conference of the International Association of Ports and Harbors, to be held in London next summer.

In the 18 months since I visited the 19th Conference in Seattle to issue a personal invitation for you to join us in London, we have been preparing for a stimulating and memorable 20th Conference. We are in the final stages of preparation for the Conference which is only six months away.

I am delighted by the support and commitment already made by the eminent and internationally renowned speakers who have agreed to participate in the Business sessions. I believe their input will raise many pertinent issues facing the world's port industry and generate lively and forthright debate in the conference hall. In turn, their papers and the subsequent debates will be of immense interest to the world's media, ensuring that our voice, as port operators, is heard by the wider, global shipping audience.

In planning a balanced programme, it is essential that time is provided to allow delegates to "recharge their batteries". We have, therefore, devoted much care to ensure that your leisure time is both relaxing and rewarding.

We are indebted to our many friends in and around the City of London who have assisted in making each part of the Social Programme a memorable event, from the opening ceremony at the Globe Theatre to the reception at Guildhall and the spectacular finale of the gala dinner at Hampton Court Palace. With their help and the support of many sponsors from the maritime industry both at home and abroad, we have been able to devise a programme that we believe will provide lasting memories of a magical visit to London.

On behalf of our Patron, The Lord Mayor of London, I commend to you this Provisional Programme and urge you to join us in London for the 20th World Ports Conference. As always for such events, demand for places may well exceed supply. I would recommend, therefore, that you register your attendance as soon as possible.

My colleagues on the Steering Committee and I look forward to welcoming you to London and being your hosts at the 20th World Ports Conference.

Sir Brian Shaw
Chairman, Port of London Authority

20TH IAPH WORLD PORTS CONFERENCE

ORGANISING COMMITTEES



20th WORLD PORTS CONFERENCE

INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS

Patron: The Rt Hon The Lord Mayor of London

Steering Committee:

Chairman

Sir Brian Shaw

Chairman, Port of London Authority

Members

The Viscount Goschen

Parliamentary Under-Secretary of State (Minister for Aviation and Shipping)

Captain Sir Malcolm Edge KCVO

Former Deputy Master, Trinity House, and PLA Board Member

Mr Alan Harper

Former Chairman, Baltic Exchange

Admiral Sir Nicholas Hunt GCB LVO DL

Director-General, The Chamber of Shipping

Mr David Jeffery

Chief Executive, Port of London Authority

Mr Patrick O'Ferrall OBE

Chairman, Lloyd's Register of Shipping

Mr William O'Neil CM BASc DSc(Hons) FEng PEng

Secretary General, International Maritime Organisation

Mr Michael Pickard

Chairman, London Docklands Development Corporation



Conference Organising Committee:

Photograph from left to right:

Sheila Hatton
Secretary to
the Organising
Committee
PLA

Geoffrey Ellis FCMA
Chief Financial
Officer
PLA

Keith Doggett
Head of
Personnel
Management
PLA

Geoffrey Ennals
Secretary to the
Steering
Committee;
Secretary
PLA

Rear Admiral
Bruce Richardson CB
Chief Harbour
Master
PLA

Jeremy Smith
Head of
Support
Services
PLA

David Jeffery
Conference
Vice
President;
Chief
Executive
PLA

Geoff Adam
Conference
Executive
Secretary;
Head of Port
Promotion
PLA

Terry Hatton
Conference
Planning
Officer
PLA

20TH IAPH WORLD PORTS CONFERENCE

GENERAL INFORMATION

The 20th World Ports Conference of the International Association of Ports and Harbors is being held in London at the Hilton Hotel Park Lane, the Conference Hotel, from Saturday 31 May to Friday 6 June 1997.

The Hilton Hotel Park Lane, overlooking Hyde Park, is centrally located near to London's famous theatres, museums and galleries. All nominated conference hotels are within a short walking distance of the Conference Hotel.

Registration, Social and Information Desks

The main registration, social and information desks will be located on the first floor of the Hilton Hotel and will be open between the following times:

Sunday	1 June	12.00 – 18.30
Monday	2 June	08.00 – 18.00
Tuesday	3 June	08.00 – 18.00
Wednesday	4 June	08.00 – 11.00
Thursday	5 June	08.00 – 18.00
Friday	6 June	08.00 – 17.30

IAPH Statutory Committee Meetings

IAPH Committee Members required to attend the Saturday 31 May and Sunday 1 June statutory committee meetings will need to pre-register, prior to attending meetings, at a special registration desk located on the fourth floor of the Hilton Hotel, which will be open between the following times:

Saturday	31 May	08.00 – 18.00
Sunday	1 June	08.00 – 12.00

Conference

All Conference working sessions will be held in the Grand Ballroom on the first floor.

Conference Languages

The official language of the Conference is English. Simultaneous interpretation will be available in Chinese, Japanese and French within the conference hall during all sessions.

Exhibition

The Trade Exhibition, to accompany the Conference, will take place adjacent to the conference hall. Delegates are invited to visit the Exhibition between 08.30 – 17.00 Monday 2 – Friday 6 June (NB: The Exhibition will

be closed on Wednesday 4 June as delegates will be attending the Technical Tour). There will be an official opening of the Trade Exhibition at 10.00 on Monday 2 June.

Insurance

All delegates are recommended to take out their own travel and cancellation insurance and to extend their policy against cancellation of booking, theft or loss of belongings.

Visas

Visas may be required for visitors to the United Kingdom and delegates are advised to check on their requirement prior to departure.

Climate and Clothing

The British weather can be unpredictable. Average temperature for summer is 15-20°C (60-70°F). It is advisable therefore to bring light wet weather attire and warm clothing for the evenings, even in summer, just in case!

Dress for the conference sessions will be business attire. Smart comfortable clothing and shoes are recommended for the accompanying persons' programme. The evening social functions will range from smart casual wear to lounge suits and short dresses. The Gala Dinner will preferably be dinner jacket/black tie or national costume/short or long evening dresses. Those wishing to hire dinner jacket/black tie will be able to do so. Details will be included in the delegate joining instructions.

For further information please contact:

The Conference Organisers
IAPH 20th World Ports Conference
Concorde Services Ltd
10 Wendell Road
London W12 9RT
United Kingdom
Tel: +44 (0) 181 743 3106
Fax: +44 (0) 181 743 1010
E-mail: 101611.3314@compuserve.com

20TH IAPH WORLD PORTS CONFERENCE

IAPH COMMITTEE MEETINGS

Saturday 31 May 1997

08.00 – 18.00	Registration for attendees of the IAPH Statutory Committee Meetings	
09.00 – 10.00	Membership Committee	Coronation Room
10.30 – 11.30	Constitution and By-laws	Coronation Room
09.00 – 11.00	Port Planning and Construction	Harvest Room
09.00 – 11.00	Dredging Task Force	Curzon Room
09.00 – 11.00	Cargo Operations	Crystal Palace Room
09.00 – 11.00	Sea Trade	Grand Ballroom 2
09.00 – 11.00	Joint Port Safety and Environment/Marine Operations	Grand Ballroom 1
11.00 – 12.30	IAPH/IMO Interface Group	Grand Ballroom 1
11.00 – 12.00	Co-ordinating Vice-President and Chairpersons' meeting (Port Affairs Group)	Boardroom
14.00 – 16.00	Ship Trends	Grand Ballroom 1
14.00 – 16.00	Combined Transport and Distribution	Curzon Room
14.00 – 16.00	Trade Facilitation	Harvest Room
16.00 – 17.00	Co-ordinating Vice-President and Chairpersons' meeting (Trade Affairs Group)	Boardroom
17.00 – 17.30	Nominating Committee	Curzon Room

SOCIAL PROGRAMME

14.00 – 16.00	London City Sights Tour
19.00 – 21.30	Welcome Cocktails for Early Arrivals, at the Hilton Hotel

Sunday 1 June 1997

08.00 – 12.00	Registration for attendees of the IAPH Statutory Committee Meetings	
12.00 – 18.30	Registration open for delegates	
08.00 – 08.30	Resolutions and Bills	Crystal Palace Room
08.30 – 09.30	Credentials	Coronation Room
09.00 – 11.00	Finance and Budget	Crystal Palace Room
09.00 – 11.00	Human Resources	Grand Ballroom 2
09.00 – 11.00	Legal Protection	Curzon Room
09.30 – 11.30	Port Communities	Coronation Room
11.00 – 12.00	Co-ordinating Vice-President and Chairpersons' meeting (Human and External Affairs Group)	Boardroom
14.00 – 16.30	Pre-Conference Joint Meeting of IAPH Board and Executive Committee	Curzon Room

SOCIAL PROGRAMME

10.00 – 12.00	London City Sights Tour
19.00 – 22.30	Opening Ceremony and Welcome Reception at the International Shakespeare Globe Centre

20TH IAPH WORLD PORTS CONFERENCE

BUSINESS PROGRAMME

Monday 2 June 1997

08.00 – 18.00 Registration
08.00 – 08.30 Resolutions and Bills Committee Meeting (Coronation Room)

OPENING SESSION

09.00 – 09.15 President's Address: **Robert Cooper**
IAPH President

Working Session No 1

OPPORTUNITIES FOR AND IMPEDIMENTS TO THE GROWTH OF INTERNATIONAL TRADE

Session Chairman: **Robert Cooper**
IAPH President

09.15 – 10.00 Keynote Speaker: **Hans J Peters**
Principal, Transport and Maritime Industries, The World Bank

10.00 – 11.00 Coffee Break – Trade Exhibition Opening Ceremony

11.00 – 12.30 Invited Speakers: **Peter Sutherland**
Former Director General, General Agreement on Trade and Tariffs/World Trade Organisation
Rubens Ricupero
Secretary General, United Nations Conference on Trade and Development



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20TH IAPH WORLD PORTS CONFERENCE

12.30 – 14.00	Lunch First Plenary Session Session Chairman: Robert Cooper IAPH President
14.00 – 14.45	Address by IAPH Secretary General IAPH Statutory Reports
14.45 – 15.30	Committee Reports by IAPH Vice-Presidents
15.30 – 16.00	Coffee Break
16.00 – 17.00	Committee Reports by IAPH Vice-Presidents continued

ACCOMPANYING PERSONS' PROGRAMME

08.30 – 18.00	Orient-Express and Goodwood House Tour
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SOCIAL PROGRAMME

Free evening

Tuesday 3 June 1997

08.00 – 18.00	Registration
08.00 – 08.30	Honorary Membership Committee Meeting (Coronation Room) Working Session No 2 COMMERCIAL ISSUES FACING THE PORTS AND SHIPPING INDUSTRIES Session Chairman: Jean Smaghe IAPH First Vice-President and Member of the Board, French Ports Association
09.00 – 09.40	Keynote Speaker: UK Secretary of State for Transport
09.40 – 10.20	<i>Expectations of the Shipper</i> Invited Speaker: Senior Executive Ford Motor Company Ltd
10.20 – 11.00	<i>Requirements of the Shipowner</i> Speaker: John Lyras Immediate Past President, European Community Shipping Association and Member of the Board, Paralos Maritime Corporation S A
11.00 – 11.30	Coffee Break
11.30 – 12.10	<i>Intermodalism – Feeder Ports, the Role of Short-Sea v Other Transport Modes</i> Speaker: Juan Kelly CBE Chairman, International Chamber of Shipping and Chairman, Maersk Company
12.10 – 12.50	<i>Discussion Forum on issues raised during Working Session No 2</i> Chairman: Jean Smaghe IAPH First Vice-President and Member of the Board, French Ports Association
12.50 – 14.00	Lunch Working Session No 3 FINANCIAL PRESSURES ON THE PORTS AND SHIPPING INDUSTRIES Session Chairman: Akio Someya IAPH Third Vice-President and Executive Vice-President, Nagoya Port Authority
14.00 – 14.40	<i>Risk and Liability</i> Speaker: David Martin-Clark Chairman, Through Transport Mutual Services (UK) Ltd
14.40 – 15.20	<i>Financing the Development of Ports</i> Speaker: Rt Hon John MacGregor OBE MP Former Deputy Chairman, Hill Samuel Bank
15.20 – 15.50	Coffee Break
15.50 – 16.30	<i>Risk Management</i> Speaker: Allan Rickmann Environmental Director, Willis Corroon

20TH IAPH WORLD PORTS CONFERENCE

16.30 – 17.00

Discussion Forum on issues raised during Working Session No 3

Chairman:

Akio Someya

IAPH Third Vice-President and Executive Vice-President, Nagoya Port Authority

ACCOMPANYING PERSONS' PROGRAMME

09.00 – 14.00

Tour to Greenwich

SOCIAL PROGRAMME

18.30 – 21.00

Reception at Guildhall, City of London

TECHNICAL TOUR

Wednesday 4 June 1997

08.00 – 11.00

Registration

11.00 – 15.00

Technical Tour to the Port of Tilbury

Situated on the north bank of the River Thames and just 41 kilometres (25 miles) from the centre of London, the Port of Tilbury, an integral facility within the Port of London, is now owned by Forth Ports PLC, Scotland's largest port grouping and the UK's second biggest in terms of tonnage. The Port of Tilbury enjoys unrivalled transport links, being directly connected to the UK's motorway network and railway systems. With access to all major UK industrial centres and a position facing the leading ports of northwest mainland Europe, Tilbury is an important distribution and transportation hub able to serve markets both in Europe and the rest of the world.

A multi-purpose port, handling in excess of six million tonnes per annum, Tilbury has developed a diverse mix of business. Specialist facilities exist for handling containers, forest products, ro-ro traffic, cars, bulks, project and general cargoes. All cargo handling activities are backed by ISO 9002 quality accreditation. Under the banner "Cruise London" the port offers facilities to many of the world's major cruise lines, both in central London and at Tilbury. The security of cruise passengers as well as customers' cargo is paramount and is safeguarded by the Port's own Crown Police Force.

The whole Port estate, some 305 hectares, benefits from Freeport status granted by the UK Government in 1992.



SOCIAL PROGRAMME

Free evening

20TH IAPH WORLD PORTS CONFERENCE

Thursday 5 June 1997

- 08.00 – 18.00 Registration
- 08.00 – 08.30 Resolutions and Bills Committee Meeting (Coronation Room)
- Working Session No 4**
PORTS – AN ECONOMIC AND ENVIRONMENTAL BALANCE
- Session Chairman: **Sir Brian Shaw**
Chairman, Port of London Authority
- 09.00 – 09.40 Keynote Speaker: **Sir Crispin Tickell GCMG KCVO**
The Warden, Green College, Oxford and
Chairman, Government Panel on Sustainable Development
- 09.40 – 10.15 *Environmental Issues*
Speaker: **Charles Secrett**
Director, Friends of the Earth
- 10.15 – 10.45 Coffee Break
- 10.45 – 11.20 *Planner's Perspective*
Speaker: **Eleni Paipai BSc(Hons) MSc**
Senior Environmental Scientist, H R Wallingford Ltd
- 11.20 – 11.55 *Port Designer's View – Development of Green Field Site*
Speaker: **John Barker**
Maritime Director, Posford Duvivier
- 11.55 – 12.30 *Discussion Forum on issues raised during Working Session No 4*
Chairman: **Sir Brian Shaw**
Chairman, Port of London Authority
- 12.30 – 14.00 Lunch
- Working Session No 5**
REGENERATION OF OLD PORT AREAS
- Session Chairman: **Dominic Taddeo**
IAPH Second Vice-President and Chief Executive Officer, Port of Montreal
- 14.00 – 14.40 *Need for, and Role of a Facilitator*
Speaker: **Michael Pickard**
Chairman, London Docklands Development Corporation
- 14.40 – 15.20 *Redundant Port Land – Turning a Liability into an Asset*
Speaker: **Robert John**
Managing Director, IPC Advisors UK
- 15.20 – 15.50 Coffee Break
- 15.50 – 16.30 *Meeting the Needs of the Local Community*
Speaker: To be confirmed
- 16.30 – 17.00 *Discussion Forum on issues raised during Working Session No 5*
Chairman: **Dominic Taddeo**
IAPH Second Vice-President and Chief Executive Officer, Port of Montreal

ACCOMPANYING PERSONS' PROGRAMME

- 09.00 – 15.00 Tour to the Tower of London and Tower Bridge

SOCIAL PROGRAMME

- 19.00 – 23.00 Malaysian Evening at the Royal Lancaster Hotel

20TH IAPH WORLD PORTS CONFERENCE

Friday 6 June 1997

- 08.00 – 17.30 Registration
- 08.00 – 08.30 Resolutions and Bills Committee Meeting (Coronation Room)
- Working Session No 6**
SAFE SEAS AND SAFE PORTS
- Session Chairman: **William O'Neil CM BASc DSc(Hons) FEng PEng**
Secretary General, International Maritime Organisation
- 09.00 – 09.30 Keynote Speaker: **H E Grete Knudsen**
Minister, Trade and Shipping, Norway
- 09.30 – 10.00 *Safety at the Port Interface*
Speaker: **Alberto Alemán Zubieta**
Administrator, Panama Canal Commission
- 10.00 – 10.30 *Safe Ship Operation*
Speaker: **Admiral Sir Nicholas Hunt GCB LVO DL**
Director-General, The Chamber of Shipping
- 10.30 – 11.00 *Discussion Forum on issues raised during Working Session No 6*
Chairman: **William O'Neil CM BASc DSc(Hons) FEng PEng**
Secretary General, International Maritime Organisation
- 11.00 – 11.30 Coffee Break
- Working Session No 7**
PORT OWNERSHIP – PUBLIC RESPONSIBILITY OR PRIVATE ENTERPRISE
- Session Chairman: **Sir Keith Stuart**
Chairman, Associated British Ports Holdings PLC
- 11.30 – 12.00 *Case for Public Ownership*
Speaker: **Dr Dirk Kersten Behrendt**
Head of International Economic Relations and Shipping Division,
State Ministry of Economic Affairs, Hamburg
- 12.00 – 12.30 *Case for Private Ownership*
Speaker: **William Thomson**
Chairman, Forth Ports PLC
- 12.30 – 13.00 *Discussion Forum on issues raised during Working Session No 7*
Chairman: **Sir Keith Stuart**
Chairman, Associated British Ports Holdings PLC
- 13.00 – 13.45 Lunch
- CLOSING SESSION**
Second Plenary Session
- 13.45 IAPH Official Committee Business
Invitation Address by the host of the 21st IAPH Conference 1999 (Klang Port)
Address by Outgoing IAPH President
Address by Incoming IAPH President
Conference close immediately followed by Post-Conference Joint IAPH Board and Executive Committee Meeting in the Curzon Room. Meeting to finish by 17.00.

ACCOMPANYING PERSONS' PROGRAMME

Free day

SOCIAL PROGRAMME

- 18.30 – 23.30 Gala Dinner at Hampton Court Palace

20TH IAPH WORLD PORTS CONFERENCE

REGISTRATION INFORMATION

Registration Fees All fees quoted are in Pounds Sterling and are inclusive of VAT at the prevailing rate (currently 17.5%)	Fees received before 1 March 1997	Fees received on or after 1 March 1997
IAPH Members (except Honorary Members)	£1410.00	£1763.00
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The enclosed registration form should be used to register for the Conference, the social programme, the accompanying persons' programme, booking tours and for making hotel reservations in London.

Confirmation of Registration and Hotel Bookings

Your registration will be acknowledged in writing with confirmation of your requirements according to your registration form. Please check the acknowledgement and notify the Conference Organisers of any amendments to your personal details. Please do this in writing and in good time prior to the Conference as accurate information is required for conference documentation.

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The delegate's registration includes **one** delegate registration and **one** accompanying person's registration:

Delegate registration includes:

- Attendance at the Conference
- London City Sights Tour
- Conference Documentation
- Simultaneous Interpretation (Chinese, French and Japanese)
- Conference teas/coffees and lunches
- Welcome Cocktails for Early Arrivals
- Opening Ceremony
- Reception at Guildhall
- * Technical Tour
- Malaysian Evening
- Gala Dinner
- VAT at the prevailing rate (currently 17.5%)

Accompanying persons' registration includes:

- London City Sights Tour
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- * Tour to Greenwich
- * Tour to the Tower of London and Tower Bridge
- Welcome Cocktails for Early Arrivals
- Opening Ceremony
- Reception at Guildhall
- * Technical Tour
- Malaysian Evening
- Gala Dinner
- VAT at the prevailing rate (currently 17.5%)
- * (includes lunch)

20TH IAPH WORLD PORTS CONFERENCE

HOTEL INFORMATION

Accommodation has been reserved at the Hilton Hotel on Park Lane and nearby nominated hotels. Please complete the relevant section on the registration form and return it with your deposit payment to the Conference Organisers to guarantee your reservation. Hotel accommodation can only be guaranteed until 28 February 1997, thereafter it will be subject to availability.

The Conference Organisers will endeavour to meet all accommodation requests. However, should your preferred hotel be full, Concorde Services reserve the right to make your booking at the nearest available alternative hotel.

A limited number of suites have been reserved at the Hilton Hotel. If you would like to reserve a suite, please contact the Conference Organisers to discuss your requirements.

Rates are per room, per night and are inclusive of service and VAT only. Breakfast is not included. Any changes must be notified to the Conference Organisers in writing and not directly with the hotel.

Your deposit secures your hotel booking. In the event of non-arrival the reservation will automatically be released by the hotel by 09.00 the following day and the

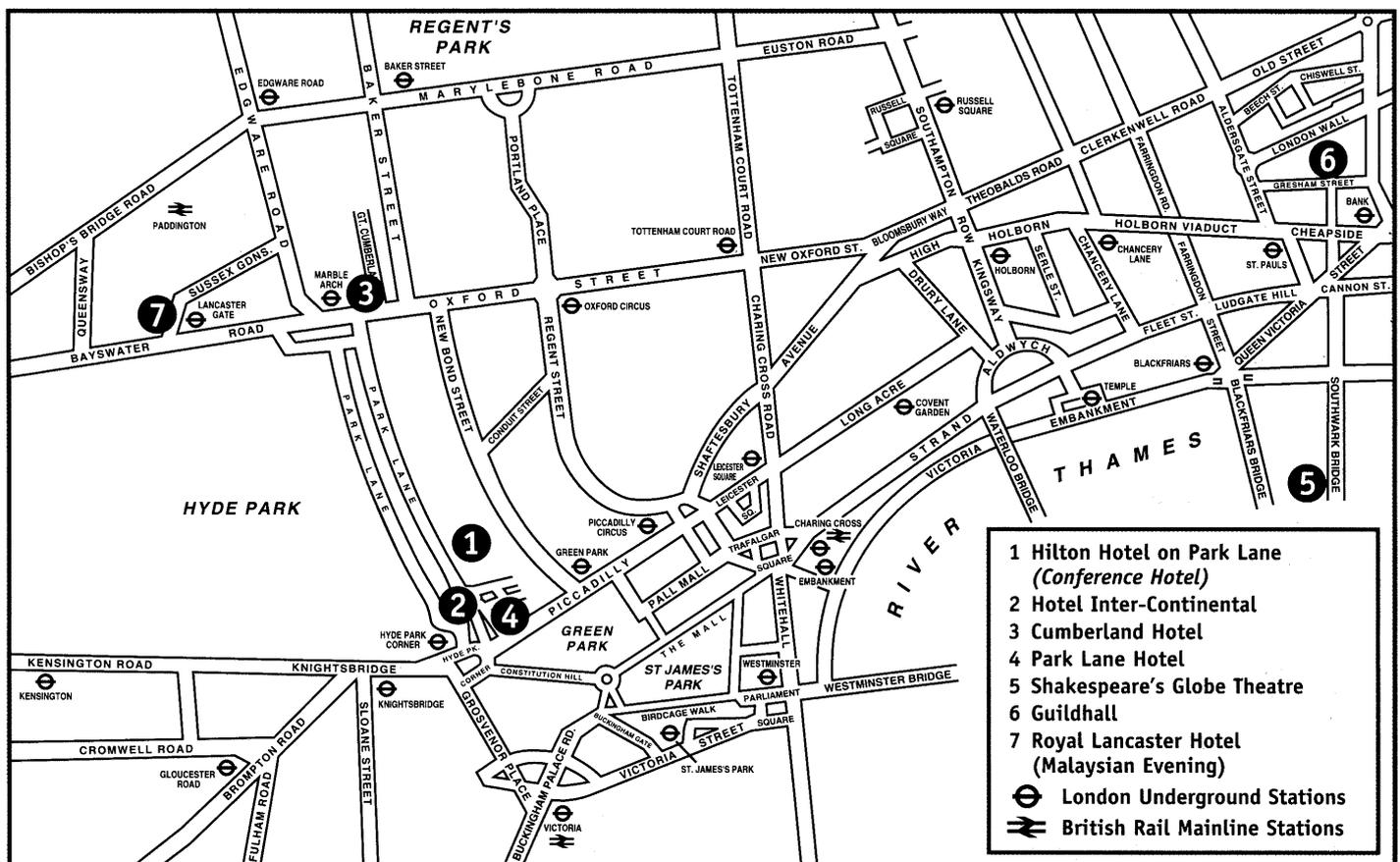
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Hotel	Rates Per room, per night, and inclusive of service and VAT only	Deposit
London Hilton, on Park Lane (Conference Hotel) 5 star	Single : £183.00 Double : £194.00	£220.00
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Park Lane Hotel 4 star	Single : £194.00 Double : £194.00	£220.00



APEC Customs/Trade Co-operation - The Global Background

By Mr. John Raven
Director (Facilitation)
International Express
Carriers Conference
(IECC)



HOW will the world go about its international business in the early years of the next millennium? What are Customs likely to do to control and facilitate those activities? How can APEC best influence the global outcome?

Tidal waves of change are sweeping over and through international trade patterns and practices. These used, traditionally, to reflect the activities of innumerable national firms operating from national markets. Today a high proportion results from the cross-frontier movement of components, materials, and services within the integrated global supply, production and distribution systems of a relatively small number of multinational corporations.

Such movements account for more than one-third of total world trade. Exports from these companies to non-affiliates accounts for another third. Production by foreign affiliates of such companies exceeds the value of world trade in goods and services.

Simultaneously an entirely new, constantly innovating set of integrated origin-destination multi-modal delivery services are feeding into and from the same global "just-in-time" systems.

As trade pressures rise and movements accelerate, calls for official controls are sharpening. Drugs, terrorism, intellectual property, dangerous goods, noxious wastes, nuclear materials and a host of other threats to the environment and public health are being countered by a mounting mass of detailed regulatory requirements, many of which apply with particular force to goods in international movement.

We can also be sure that governments will continue to urge Customs to do more and more at less and less cost to the taxpayer.

Little wonder that, in many countries and all regional groups, traders, carriers and Customs are sensing a new, urgent need for communication, consultation and co-operation.

Some Key Candidates for APEC Attention

In seeking such arrangements we need to take some early identification and selection of priority practical objectives.

We all have our own choice. My own shopping list is pretty modest, just six items - revision of the Kyoto Convention, WCO Express Guidelines, the WCO Customs/Trade Alliance, Convergence of official controls, Customs and commercial fraud and progress with the Integrated International Transaction.

I think each of these items has special importance for APEC. Each calls for early purposive change. The speed and quality of that change will depend, very largely, on the extent to which it can benefit from Customs/trade co-operation.

The Guidelines have an APEC flavour because they owe much to the US and Canadian Customs services which first drew WCO attention to the practical difficulties for Customs of dealing effectively, in both facilitation and control terms, with very high volumes of routinely urgent consignments.

We see the Express Guidelines as especially interesting for the APEC region, where rapid, reliable delivery services are a linchpin for industrial development and commercial performance. We have held two WCO/IECC regional seminars in Thailand (1995) and China (a few weeks ago) and would like to acknowledge the generous support from Japanese Customs in funding attendance by Customs officers at the Chinese seminar.

We were delighted that at that Seminar New Zealand Customs showed how they are using the

Guidelines principles as a routine, rather than exceptional release procedure.

We see this New Zealand initiative as a particularly valuable contribution to the competitiveness of their national products on global markets, and an example which other APEC Customs services will soon feel constrained to follow and, perhaps, extend.

Two other possibilities of useful APEC boosts to the future growth of the Guidelines would be the production, by Customs and trade interests, of a short application guide to help current usage, including ways of combining better revenue collection with reduced release times through the application of simple risk-management systems, and early Customs/trade consultation on the ways in which the Guidelines could be further refined to take them to the leading edge of trade and Customs innovations in the use of electronic and other technical advances.

The Customs/Trade Alliance

This is, in essence, a WCO Customs/trade management project team to take forward the general concept of systematic consultation and co-operation in the interdiction of illicit drug trafficking.

The Alliance horsepower comes from interested Customs and members of international trade organisations which have signed Memoranda of Understanding with the WCO.

We had a boost in 1991, when a G7 Summit asked the WCO to strengthen its co-operation with business organisations to give free movement to legitimate transactions, while improving detection and suppression of suspect consignments.

The Memorandum of Understanding concept now operates in some twenty-five countries through national MOUs between Customs and trade bodies or individual companies.

Eight of these countries are in the APEC region, which is, unfortunately, subject to intensive, contradictory drug influences, containing, as it does, the

golden triangle for production and the equally golden area of North American consumption.

APEC must have a massive stake in the success of Customs/trade co-operation, because goods coming from or transiting countries with poor control reputations can count on exceptionally stringent import treatment, especially at points where good risk-assessment systems are in operation.

As signatories to a WCO Memorandum ourselves, we have noted a patent imbalance, in all such Memoranda, between Customs and trade obligations. Trade signatories undertake to carry out a number of specific activities, while their Customs partners do little more than help their trade colleagues fulfill these undertakings.

Some Customs services, also, have seen this and moved to redress the balance by penalty/mitigation regimes in which they impose swingeing penalties for even quite modest errors or oversights and then, mitigate these if the offender has a good MOU observance record.

This approach has serious defects. It only operates in arrears, when misconduct has occurred, and tends to rely on subjective, unpredictable judgments. Some Customs services are unable to use such a system, because they have no powers to grant mitigation.

We think the key to long-term progress is more likely to be found in the principles of the Express Guidelines. These depend on a quasi-contractual approach, in which the routine supply of authentic, timely data, together with additional measures of security, clearly defined and regularly "audited" and such other services as Customs might specify, gives qualified trade partners privileged access to relevant new facilitation procedures.

Such arrangements, validated by routine compliance checks, on the lines of those pioneered by US Customs, support good risk-assessment management, targeting and profiling, so that Customs can focus resources on suspect consignments and shippers.

There could be no more important initial task for organised APEC Customs/trade co-operation than to assimilate WCO Alliance experience and activity so far, and then add a new and unique regional dimension, in which Alliance principles are applied,

perhaps in entirely innovative ways, over and beyond the MOU formula, to attack major drug and fraud problems on your own regional doorstep.

We would greatly welcome increased APEC support for the Alliance and, indeed, the MOU system, as at any rate providing a co-operative "waiting room", in which trade and Customs build up practical experience of mutual help and, eventually, develop new, improved techniques of co-operation.

Convergence

The WCO Columbus Declaration, presented and approved at an UNCTAD Inter-ministerial Symposium in Columbus, Ohio (1994) notes that "Clearance of cargo frequently requires the intervention of several government agencies in addition to Customs" and recommends that "Governments should rationalise this process by investing responsibility for all cargo clearance activities in a single authority, i.e. Customs, or, through co-ordinated interventions by the agencies concerned."

It is difficult for Customs themselves to urge this move on governments. They could well be seen as seeking employment and funding at the expense of other agencies.

Trade interests, however, need have no hesitation in urging governments to converge control responsibilities on Customs. The alternative of spontaneous co-operation, tactfully advanced in the WCO text, has no real credibility. Someone has to manage co-ordination, and Customs with a long experience of trade requirements and many high-quality risk assessment systems for discriminating between innocent and suspect consignments, are the ideal focal agency for official controls on goods in international movement.

The IECC, which has long supported this view, has never seen Customs as bomb-disposal experts or veterinary surgeons. What we would argue, very strongly, however, is that Customs be entrusted with the management of centralised information and surveillance systems which will enable them to identify consignments which could present infringements in any control area and advise the appropriate agency accordingly.

It is worth emphasising that, without convergence we could easily find that despite considerable improvements in Customs facilitation we still faced, in each country, an

infinitely varied set of other, highly individualistic, official controls, administered, at inconvenient times and places by several completely independent agencies.

APEC, where Customs and trade together can maintain direct, effective communications with member state governments, ought to be an ideal environment for promoting and applying convergence principles.

Certain APEC Customs have already pioneered the use of electronic techniques to pass sheep meat and Multi-fibre Agreement certification data, without documents, between co-operating governments, to facilitate Customs checking procedures.

Such inter-agency and inter-government co-operation, reconciling extra facilitation and better controls, should be high on the list of APEC Customs/trade arguments for pressing convergence on member state governments.

Customs and Commercial Fraud

APEC is no stranger to the problems posed to efficient Customs and legitimate traders by dishonest practices among their weaker brethren. Pre-shipment agencies are charged with responsibility for key Customs procedures, in far too many member states.

It is pointless to take up much time in attacking these agencies or questioning the propriety of their appointment. They cannot operate unless governments appoint them and it seems unreasonable for one set of APEC member states to question the administrative wisdom of another.

It is more reasonable for Customs and trade to try and improve the functioning of existing pre-inspection systems and even more rewarding to identify the quickest and most direct paths from pre-inspection regimes to efficient Customs services.

The main obstacle is a perverse tradition, in too many countries, of routine, pervasive commercial and official dishonesty.

Poster campaigns and platform invocations of the highest business and administrative principles will just whitewash this situation.

On the other hand, we risk losing all credibility if while putting our resources behind technical improvements in control and facilitation, we ignore the illegitimate causes for rigid, often oppressive interventions, to protect revenue and

foreign currency receipts, by governments and international lending agencies.

Where import duties have fallen to a few percentage points and VAT and income taxes take the fiscal strain, we might fairly attack stringent control procedures, but where Customs receipts account for over half government receipts and exports are the only way of paying for urgent imports, we have to make different calculations and allowances.

We must also take account of the extent to which commercial dishonesty can contribute to and support Customs misdemeanours. After all the greatest enemy of the legitimate businessman is not the Customs officer but the fraudulent declarant.

The way to reconcile control with facilitation has to lie in efficient risk-assessment systems in Customs based on the reliable supply of high-quality data by traders and carriers. These and other elements of a rounded-out strategy for Customs reform are set out in the 1993 WCO Arusha Declaration.

While, in a number of APEC states, pre-shipment inspection agencies have taken over some traditional Customs functions, the region also contains some of the most advanced and rigorously professional Customs services in the world.

APEC Customs and trade interests could take the Arusha Declaration, validate its diagnosis, assess the situation in member states and encourage a set of measures – fiscal adjustments, automated risk-assessment, review of Customs pay and conditions of employment, recruitment and training assistance, inter-service temporary transfers, external appeal procedures, professional qualification for forwarders and brokers, and Customs mutual aid – which could go a long way to squeeze dishonesty out of the regional trading system.

The Integrated International Transaction

While much of this presentation has been concerned with exploiting existing best practices and spreading them more widely, I would like to end my co-operative shopping list with something entirely new and different – an IECC concept which we call the Integrated International Transaction.

This, in essence, is a procedural framework, managed by two or more Customs administrations, in which separate export and import controls

are abolished and the company responsible for an international transaction need only make one submission of minimal, standardised data, to a single integrated customs data base, for all official control purposes.

I have to make some important reservations. Firstly we see initial applications as limited to intra-company transactions where origin-destination movement is in a single corporate hand. These now amount to cover 30% of world trade and are increasing, in relative importance yearly. Secondly, to avoid legal complications which could easily discourage Customs, we propose that initial participation be limited to companies with a corporate presence, assets and staff in each of the relevant Customs territories. Thirdly we are concerned only with control data necessary to get the goods through Customs controls. The fiscal consequences of each transaction are already handled, in many countries, through post-entry audit systems, and can be safely left to differing national legislation.

We are aware of interesting projects, now in hand between some Customs services, to produce what is seen as a "seamless" transaction but these have not yet called in question the most important "seam" of all, that between the Customs administrations managing export and import procedures.

Our own proposal for a radical change in Customs practice to produce a completely integrated control data base is tailor-made for APEC experimentation, trialing and implementation. It can bring the full practical benefits of frontierless trading without the thirty-year hassle which has plagued the development of the still imperfect EU Single Market.

It could transform regional trading, link Customs authorities along the lines of some of the world's most intensive trading routes and offer a major operational free-trading link between APEC and other economic trade groups.

The APEC Way Forward

I would like to end with some tentative suggestions on the way in which you might play these APEC themes on the full range of institutional pianos.

We have not yet persuaded the WTO that freedom for the individual consignment is a necessary condition

for truly liberalised trading, but, meanwhile we can try and focus the concerted efforts of all a few, influential official and business organisations, on a few points of major and urgent importance.

I have mentioned only a few focal points for this facilitation effort, selected because they seem to have a special value for APEC and the APEC influence could be particularly important in advancing them.

The first step requirement is a soundly-based APEC Customs/trade consultative and co-operative interface. It could be a committee, or a framework of inter-institutional meeting arrangements or a set of linked client-Customs relationships or a combination of all three.

Once you have such an instrument and it has fixed on its main objectives and initial work programme – including I hope, some of those tasks I have just suggested – it can look round for institutional nests in which to lay its policy eggs.

A sound Customs/trade partnership should have the APEC Council, ESCAP, PECC and the WCO regional group as its most immediate audiences and allies.

Customs have easy access to government delegations to the WCO itself, the WTO, OECD, UNCTAD, the G7, ICAO, IMO and UNDCP as potential international targets and platforms.

Business can bring APEC Customs/trade interests to focus in the International Chamber of Commerce and such international sectoral bodies as IATA, ICS, IAPH, FIATA, IFCBA, IECC, ICHCA and IRU.

The Secretary General of the World Trade Organisation said, in Latin America, recently, "My concern is not so much that regional arrangements will turn inwards as that their very momentum will leave the multilateral system behind. If regional liberalisation outstrips the WTO process, there is a danger that we will lack a common framework of rules and disciplines".

I suggest such a framework is particularly necessary for effective trade facilitation and that APEC, with its immense regional resources and its economic and political sights firmly focused on global liberalisation, is uniquely fitted to lead and propel a global, urgent and radical regulatory reform.

October 1996

Current Port Authority Challenges

By Thomas J. Dowd, *FCIT, PPM – Affiliate Professor*
University of Washington/Washington Sea Grant

IN a previous paper, **Current Port Management Issues** (see IAPH PORTS AND HARBORS, April 1996), we discussed several basic issues that are driving changes in port authorities. Pursuing the theme of how change is affecting port authorities, this paper will look at some of the major challenges affecting port authorities.

One of the most significant major challenges facing port authorities today is to examine the Port's Mission(s) in light of the current economic and political environment and either reaffirm the current Mission(s) or formulate/adopt a new Mission(s).

The continuing demands for port authority investment in infrastructure (e.g. cargo/passenger terminals, and intermodal facilities); the advent of larger ships; the formation of shipping consortia/alliances; the steady decline in the number of ocean carriers and major railroads in the marketplace; and the consistent pressure on ports to maintain service levels and, at the same time, cut prices has impacted each port differently. However, one thing is universally true. Each port must be concerned with leveraging its assets and capabilities by defining and implementing a viable Port Mission(s).

For some ports, this will mean a minor alteration in its Mission(s) to recognize that today's ports must be leaders and/or coordinators of transportation system projects whose goals are to ensure port access to all modes. These ports will recognize that they are, among other things, links in a logistics system projects whose goals are to ensure port access to all modes. These ports will recognize that they are, among other things, links in a logistics system and to attain maximum success they must form partnerships with carriers, customers, labor shippers and other links in the logistics chain.

For other ports, this will mean an alteration to recognize that some current port activities need to be de-



emphasized or curtailed, but that the basic Mission(s) is still valid. This may mean a shift to a feeder port status or may signal a need to reevaluate plans for expansion of certain facilities or services. There may also be a need to seek out alternatives to current marine or other port operations, but there is no great urgency to define and implement a new Mission(s).

For still other ports, this will mean a very significant shift that recognizes that to pursue the current Port Mission(s) and remain viable is impossible. These ports must seek out a new viable Mission(s). This is the most difficult decision that any Port can make.

– Another major challenge for port authorities is how to continue to build facilities to accommodate the "valid" demands of their customers and remain viable. Clearly, the days of the very risky "field of dreams" (build it and they will come) and the slightly less risky "adjusted field of dreams" (build it and they will never leave) approaches to port development are no longer valid.

Many ports are confronted with legitimate demands for new terminals for container, bulk or cruise ships and other projects (e.g., intermodal facilities, warehouses) and these demands need to be met.

The progressive, proactive, successful port authorities will meet these demands and, at the same time, recognize the need to give priority to those decisions that are both customer/market driven AND that make economic sense for the port authority.

These decisions must be made only after a careful examination of options and a full understanding of the RISKS as set out in feasibility statements/reports.

For example, one elementary risk reduction option is to share financial responsibility for the project (e.g., the port builds the container terminal and the ocean carriers/consortia buys the cranes). Another risk reduction option is to require a long-term lease with a peri-

odically escalating throughput (cargo or passenger) guarantee tied to an escalating minimum lease payment. If the response to these risk control/ reduction options are rejected, then it may not make economic sense for port authority to go ahead with the proposed project! (For further discussion of this subject, see the paper "Port Capital Investment Decision Making: A Process" in the IAPH PORTS AND HARBORS, November 1993-pages 18-21)

– A major challenge for some ports will be to shift their Mission from marine cargo to some other functions/activities. This is actually a two-part challenge: 1) make the decision to shift and 2) determine what options exist for viable functions/activities.

The first part is essentially a "Board/ Executive Director Team Approach" decision task. The decision factors will vary for each port, but at least one underlying question is universal – "Can the Port afford to continue to provide this service/activity or participate in this business?" (For further discussion of this subject, see the paper "Port Capital Investment Decision-Making; A Process" in the IAPH PORTS AND HARBORS, November 1993-pages 18-21)

The second part is far more complex than it appears. The ultimate goal of this challenge is to answer the questions – If we can not do what we've done in the past, what can we do (define the options by identifying the opportunities and threats) and what are we prepared to do considering the Port's financial and human resources, community support, and economic environment (define the Port's strengths & weaknesses). In many ways, this is a classic situation for strategic planning. (For further discussion of this subject, see the paper "Considering Strategic Planning For Your Port" in the IAPH PORTS AND HARBORS, March 1988 - pages 16-19)

– A major challenge for an ever growing number of port authorities is simply financial survival in an arena in which the Port can control only part of the

equation that determines its own viability.

Initially, ports received subsidies to facilitate their growth and development. As ports grew and became established most of these subsidies diminished and Ports became self supporting. Today, many ports are moving into an era where they are providing funds to other governmental organizations. (For further discussion of this subject, see the paper "Current Port Management Issues" in the IAPH PORTS AND HARBORS, April 1996-pages 12-13)

This "new role" of not only being self sufficient, but being "required" to fund a multitude of non-port activities has created a major challenges for port authorities.

On the one hand, the Port must maintain its cash flow and continue to market its facilities and services in order to be able to accommodate these "requirements" for support of non-port activities. In effect, the Port must price its services and facilities at a level that will generate funds sufficient to pay not only its own expenses but also fund the "requirements" of its related government's non-port activities.

On the other hand, the Port exists in a competitive environment which limits the level of prices/rents that it can charge and still remain competitive with other ports. (For further discussion of this subject, see the paper "Port Pricing: A Process" in the IAPH PORTS AND HARBORS, November 1992-pages 12-17)

To exacerbate this already complex problem, the Port can budget for and control to some extent its own expenses, but often can neither budget for nor control the level of funds it is "required" to pay to others to fund non-port activities.

- The ultimate challenge for port authorities is to maintain a proper public/private balance.

It is important to remember that all port authorities have two bottom lines (a financial bottom line and a political bottom line). To be a successful port authority both of these bottom lines must be "positive"!

Thus, the major challenge for port authorities is to deal with the demands of the marketplace, stakeholders, current customers, and the "community" in a manner that will ensure that both the financial and political bottom lines are positive!

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The Common Heritage of Mankind Revisited

By Dr. Arvid Pardo

Former Maltese Ambassador to the UN
Keynote Speech at the 13th Yokohama 21 Century Forum
on 21 November 1996

THIRTY years ago the law of the sea was relatively simple: national sovereignty over ocean space was confined to the territorial sea, a narrow strip of sea variously defined as extending three to twelve miles from the coast. Beyond the territorial sea there existed a so-called contiguous zone, extending up to twelve miles from the coast, in which the coastal state possessed certain limited rights. The coastal state also possessed sovereign rights for the purpose of exploring and exploiting the natural resources of the continental shelf. The continental shelf was defined as "the sea-bed and subsoil of submarine areas adjacent to the coast but outside the area of the territorial sea to a depth of 200 meters or beyond that limit to where the depth of the superjacent waters admits of the exploitation of the natural resources of the said areas." A somewhat ambiguous definition which permitted considerable flexibility and encouraged disputes.

Four recently negotiated conventions dealt in a fragmentary manner with internationally recognized rights and duties of states in the marine environment. These conventions were: the 1958 Convention on the Territorial Sea; the 1958 Convention on the High seas; the 1958 Convention on Fishing and the 1958 Convention on the Continental Shelf.

The early 1960s was a time of transition; shipping and communications and fishing the previously dominant uses of ocean space, were being rapidly overtaken by economic and other uses of the marine environment. Fishing, from a situation where fish was abundant, was passing to a situation of scarcity and increasing competition. Petroleum wells were being sunk at increasing depths and distances from the coast. Increasing economic uses of the marine environment raised serious environmental questions. Marine scientific research previously almost unquestioned was coming under the increasingly suspicious scrutiny of near-by coastal states which often suspected that it was a cover for prospecting. And, of course,



there was an intense arm's race in ocean space. Because of these and similar trends, many coastal states were becoming increasingly dissatisfied with existing law of the sea and several were making efforts unilaterally to extend their jurisdiction in ocean space.

Like many other states, newly independent Malta had observed what was happening, but unlike others, Malta decided to attempt to turn what she feared might be the imminent collapse of existing law of the sea into a constructive development of international law.

Thus, in November 1967, Malta questioned the high seas status of the sea-bed beyond the legal continental shelf by proposing at the United Nations that the sea-bed and ocean floor beyond national jurisdiction be declared a common heritage of mankind, that an international mechanism be established to administer this area and that a committee be established to negotiate a treaty embodying these concepts and their necessary implications. Somewhat later Malta proposed that the common heritage concept be also applied to the high seas.

In making these proposals, Malta hoped that the concept of common heritage of mankind would in due course become a fundamental principle of the law of the sea replacing the concept of the high seas.

The United Nations General Assembly established a committee to consider the Maltese proposals. After three years of negotiations the committee was able to draft a declaration of principles governing the sea-bed and the limits of national jurisdiction which was unanimously adopted by the United Nations General Assembly in December 1970 as resolution 2749(xxv). The resolution "solemnly declared that the sea-bed and ocean floor and the subsoil thereof beyond the limits of national jurisdiction, as well as its resources, are the common heritage of mankind, the exploration and exploitation of which shall be carried out for the benefit of mankind as a whole, irrespec-

tive of the geographical location of states and with special regard to the needs and interests of developing countries, whether coastal or landlocked." The Declaration also articulated a number of principles which were to govern the international sea-bed area and the exploitation of its resources and recognized that the "problems of ocean space are closely interrelated and need to be considered as a whole." Acting on these words the United Nations General Assembly decided to establish a widely representative committee which would deal not only with the sea-bed beyond national jurisdiction but also negotiate a new Convention on the Law of the Sea as a whole.

The immediate implications of the common heritage concept which Malta suggested at that time were:

- (1) non-appropriation and absence of ownership. The international area could not be appropriated by any state and could not be owned. It was to be held in trust (not ownership) by the international community as a whole through an international mechanism.
- (2) international administration of the Area, and development and management of its resources.
- (3) sharing of benefits derived from resource exploitation technology and scientific research in the Area.
- (4) utilization of the Area exclusively for peaceful purposes.
- (5) environmental conservation and protection.
- (6) clear delimitation of the limits of national jurisdiction.

In other words, the common heritage concept is similar in some respects to the concept of the high seas but also differs from it in major ways. Both the concept of the high seas and that of the common heritage of mankind in the Maltese view favored the maximum possible freedom for all in ocean space (surface of the seas, water column, and sea-bed) beyond national jurisdiction, but the common heritage concept also recognized that in the contemporary world management of living and non-living marine resources had become necessary, that equity between states and inter-state peaceful cooperation was essential, while unilateral plunder of resources by technologically advanced states and careless use of the marine environment had become unacceptable.

In the years immediately following adoption of the Declaration of Principles by the UNGA, Malta entertained a strong hope that the common heritage

of mankind concept would be accepted by the international community as a fundamental principle of the new law of the sea and that perhaps it might also have some influence on other areas of international law. However, it soon became clear that while states had little difficulty in declaring their theoretical agreement with the concept of common heritage of mankind, they were not prepared to accept its practical implementation in any significant way.

Efforts by several states (for instance, by Argentina--solar energy; Ceylon and Malaysia--Antarctica; and others) to apply the common heritage concepts to other parts of our environment were decisively rebuffed by the USA and others. As for ocean space, application of the common heritage concept to oceanic waters was not even seriously discussed, at the same time all significant coastal states wished to extend their control over marine resources far beyond the relatively modest definition contained in Article 1 of the 1958 Continental Shelf Convention. The result of this urge to expand coastal state control is contained in Article 76 of the 1982 Jamaican Convention. The article redefined the continental shelf as "the submerged prolongation of the land mass of the coastal state to the outer edge of the continental margin but not less than 200 nautical miles from the baselines from which the breadth of the territorial sea is measured" or more than 350 miles from the same baselines, with the further option to extend its continental shelf to "100 nautical miles from the 2500 meter isobath which is the line connecting the depth of 2500 meters." Even 350 nautical miles was not sufficient for some coastal states and, according to Article 76, the coastal state may take advantage of several exceptions which enable it to extend its control even further into the marine environment.

Thus the area of application of the common heritage concept has been limited to a sea-bed area containing only some manganese nodules deposits, most of which were thought to be difficult to exploit commercially.

The common heritage concept has indeed become a principle of international law; great pains have been taken to create and to balance an inter-governmental agency (the Seabed Authority) with resource management powers, but the area in which the common heritage principle applies has no firm limits and up to the present no commercially exploitable resources. The common heritage principle has, on the one hand, been accepted by the international community but on the

other, its area of application has been defined in such a way as to make it a virtually irrelevant curiosity in international law.

Further the limits of national jurisdiction over the sea-bed have been defined even more vaguely than previously: in order to contain the negative effects of this, however, a commission on the continental shelf has been established.

The mental fragmentation of ocean space in discrete, self-contained areas remains dominant in political circles. As proof I would only mention that the conference rejected the creation of a global forum where all issues relating to ocean space could be discussed.

A vital question remains. Will the emerging system of ocean space management continue to permit competitive appropriation for exclusively national benefit of marine areas and resources and military uses of ocean space and of the superjacent air space for the purpose of influencing or even threatening other states? Or will the international community finally recognize that we live in a rapidly shrinking globe with great, but not unlimited resources and that ocean space beyond reasonable limits of national jurisdiction must be developed peacefully on the basis of international cooperation in the interest and for the benefit of all? I say "must" because otherwise international tensions are likely to increase dramatically.

As I have already remarked, the new convention does not clearly delimit the limits of national jurisdiction in the marine environment, and the new international agency (the Seabed Authority) has too limited a competence to be able to guarantee that the ocean space area which now may be beyond national jurisdiction will continue to remain beyond national jurisdiction. Also the political, economic, and technological forces propelling coastal states towards an eventual partition of ocean space have not lost their strength merely because of the existence of the present convention. It is possible, therefore, that by the early years of the next millennium what remains of the high seas and of the international sea-bed area--apart from very remote or unexploitable areas--will be claimed by coastal states. We may then have a situation approximating that of five centuries ago when, following the papal grant in the Bull Inter Cetera, Spain and Portugal by the Treaty of Tordesillas in 1494 divided between themselves all seas and lands not already claimed by Christian kings.

Yet I am confident that, again under the stimulus of scientific, economic, and technological factors a reaction will set

in and the tide will in due course take us in another directions. This in a sense is ironic. Scientific and technological advances were probably the decisive factors setting in motion present expansionary trends in coastal state control of the marine environment. But, as ocean space becomes ever more closely integrated in man's living environment, as the living resources of the seas come under intensifying national pressures; as military uses of ocean space become ever more directly in conflict with the interests of the international community; as commercial navigation intensifies; as powerful technologies are both used and misused; as uses of ocean space multiply: states will discover through bitter experience that full, beneficial use of the marine environment presupposes forms and institutions of cooperation between states that are not found in traditional international law and politics, certainly at the regional and perhaps also at the global level. When this realization becomes widespread, the tide of excessive nationalism will begin to recede. I do not think, however, that we shall see in the foreseeable future a rebirth of the freedom of the high seas on the 19th century model. For this principle is inappropriate, as Grotius himself would have recognized, when uses of ocean space multiply and the seabed itself can be controlled and occupied. When the tide of nationalism in the seas turns, therefore, the international community will have to recognize effectively a basic new principle of international law replacing freedom of the high seas so as to ensure equitable and flexible accommodation of marine uses and of national and international interests in the marine environment. At that time, the concept of ocean space as one part of the common heritage of mankind could become indispensable. Reciprocally, the concept of sovereignty will require redefinition in a functional sense.

Whatever the future may bring, one thing is certain. The problems of ocean space – like other aspects of the contemporary problematique of peace, security and economic development – cannot be dealt with successfully through consideration and protection of national interests alone. International cooperation is required at a level far transcending that already occurring within the United Nations system. Such cooperation, highly desirable for general reasons of world order, must become a high priority for countries lacking the financial resources and technological capabilities of the major Powers. For only through such cooperation, sensitive to multiple existing national diver-

sities, can the natural advantages of the strong be made to serve the needs of the global community.

A new order in ocean space, indeed a new global order, is eventually inevitable. The new order, however, will favor the interests of less than a handful of states unless poor countries make a coordinated effort in available fora to ensure that the concept of common heritage of mankind is implemented responsibly and meaningfully in the

difficult years ahead, for without this concept there can be no "sustainable development" or "security."

If this is done, the 1982 Jamaica Convention on the law of the sea will be remembered as marking the beginning of the historical process which will eventually lead to a more equitable world order and to a better use of ocean space in the interests and for the benefit of all.

Turning Shanghai into an international shipping center to promote the formation of the Yangtze River Economic Belt

(from "CHINAPORTS", a bimonthly journal of the CPHA)

by **Huang Zhendong**
Minister of Communications

Premier Li Peng declared to the world a tentative plan to turn Shanghai into an international shipping center during his inspection tour of the city in January 1996. It was an important decision, made by the Communist Party Central Committee and State Council of China, to speed up the economic construction of our country, and to promote the further opening up and development of Shanghai's Pudong area and the Yangtze River Delta region as well as the Yangtze River Economic Belt as a whole.

The opening up and development of Shanghai's Pudong area was initiated by Comrade Deng Xiaoping when he made an inspection tour of southern China in 1991. This important decision was made by the 14th Central Committee of the Communist Party of China, with Comrade Jiang Zemin at its plenary session. The decision was to take the opening up and development of Shanghai's Pudong as the "dragon's head" to further open up the cities along the Yangtze River, to turn Shanghai into an international economic, financial and trade center as soon as possible, and to promote dynamic economic development in the Yangtze River Delta and the whole Yangtze River Valley. It was therefore important for Shanghai to set up a Shanghai international shipping center in order to develop Pudong, and to turn Shanghai into one of the major international economic, financial and trade centers of the world.

The port and city usually depend on each other for their prosperity. It has been demonstrated throughout the world that the prosperity and growth of an international metropolis depend on developing an international shipping industry and forming an international and domestic transportation network in all directions. The Port of Shanghai, which is the largest port in China, has had an annual cargo throughput of over 100 million tons for several consecutive years, and achieved the level of 170 million tons in 1995. It is one of the few large ports in the world with an annual throughput exceeding 100 million tons. The international container throughput of the Port of Shanghai accounts for 1/4 of the total for the whole country, and the container throughput, which used to be handled by the ports in the Yangtze River Delta region, accounts for 1/3 of the national total. Therefore it is entirely possible and, in fact, necessary for Shanghai to be turned into an international shipping center. Our country is one of the largest shipping countries in the world. We have our own fleet, with a capacity of 22 million DWT, engaged in international shipping business. In terms of its container fleet, China has been ranked among the four biggest powers in the world. Our country was elected as one of the eight A class members on the occasion of the 19th International Maritime Organization in 1995. The international trade of our country has been developing rapidly, reaching US\$280 billion in 1995, with over 90% of our cargo being distributed by sea transportation. Meanwhile, the international container cargo throughput handled by the ports in our country

has grown by an average of 30% annually over the past ten years. Therefore, it is necessary to develop Shanghai into an international shipping center as soon as possible.

Turning Shanghai into an international shipping center may not only promote the standardization of the shipping market, open, fair and just competition, and the establishment of a socialist market economy system, but should also facilitate the realization of large-scale and intensive operations, thus reflecting the requirements of two fundamental policy shifts which were indicated by the plenary session of the 14th Central Committee of the Communist Party of China.

A shipping center is a kind of functional concept. An analysis of the development of the world shipping industry suggests that there are six criteria for the formation of a shipping center:

1. a developed hinterland and sufficient import and export cargo volumes, especially a big container cargo flow;
2. a developed and sufficient shipping market;
3. a favorable location, adjacent to international shipping lines with easily accessible collection and distribution;
4. a sufficient number of container lines with frequent liner services;
5. a deep-water channel through which big vessels can enter and leave the port, as well as large-scale berths and highly-efficient port facilities; and
6. a comprehensive range of services including financial, insurance, telecommunications, information and back-up services as well as facilities for international shipping business such as Customs inspection and arbitration and claims. Such facilities are gradually formed in the process of the economic and social development of a country, although not every criterion has to be met for a port to become an international shipping center because it is affected by a variety of factors such as its history and location.

Shanghai can be regarded as primarily qualified if it is measured by the factors mentioned above. Its main problems currently are:

1. It lacks a deep-water approach channel and is especially limited by the water depth of the estuary of the Yangtze River, so that third and fourth generation container vessels have to enter and leave it

with the aid of the tides.

2. The shipping market is not yet standardized. We must make concrete efforts in order to turn Shanghai into an international shipping center.

To turn Shanghai into an international shipping center is an important decision which was made by the Central Committee of the Communist Party of China and the State Council in accordance with the overall situation of economic development in our country. This was a very wise and timely decision. We must bring the initiative of central and local governments into full play, especially that of Jiangsu and Zhejiang Provinces and Shanghai City, in order to turn this important decision into reality.

The Ministry of Communications is in charge of international shipping business and will spare no effort to turn Shanghai into an international shipping center by formulating a plan with their objectives which will be carried out in several stages.

At present, the following five requirements should be met if we want to turn Shanghai into an international shipping center.

1. We should accelerate the construction of a Shanghai shipping exchange market to introduce ship-owners, ports and cargo-owners and their agents to an exchange market with open trade and fair competition, so that it can support a Shanghai international center.
2. We should reorganize the administration and regroup the ports with Shanghai at the center and Jiangsu and Zhejiang provinces serving as its two wings, and should step up the development of the planned project and avoid dual construction. Shanghai is an economic, financial and trade center, and there is a large volume of container flows in Shanghai, Jiangsu and the Yangtze River Valley; moreover, there is a favorable deep-water port in Ningbo Beilun Harbor. Therefore, such a regrouping will create conditions conducive to the formation of a Shanghai international shipping center.
3. We should increase the number of container lines and the frequency of liners. There are 370 monthly container liners sailing from the Port of Shanghai and 80 monthly container liners from the Port of Ningbo; we will increase the number of lines and the frequency of liners based on an analysis of both the direction and volume of container flow, and will arrange for

extra international container liners to serve the Port of Ningbo.

4. We should further reform the port administrative system to avoid multi or dual inspections and examinations, thus improving the efficiency of our service.
5. We should base our strategy on ports' existing conditions, renovating existing container terminals to increase their handling capacity and to meet the requirements for the accommodation of large container vessels. We will have a steadily greater container cargo flow in line with the development of our country's international trade in the future.

The key to turning Shanghai into an international shipping center is to dredge a deep-water channel in the Yangtze River. This is a highly significant project reaching into the next century. Through this means we can not only solve the problem of insufficient water depth in the Yangtze River channel to improve the condition of the Port of Shanghai, but also make full use of the advantages of the Yangtze River shipping resources, thus promoting the economic development of the Yangtze River Delta and the whole Yangtze River Valley and narrowing the gap between the eastern and western parts of our country.

Hong Kong is one of the largest international shipping centers in the world. Its container cargo throughput in 1995 exceeded 12 million TEUs. Container transshipment is one of its main areas of business. Moreover, a considerable number of containers from the southern part of China are transshipped via Hong Kong.

The importance of maintaining the prosperity and stability as well as the status of Hong Kong as an international shipping hub has been stressed by the Central Committee of the Communist Party of China and the State Council many times; this is the basic policy of our country and will remain so. Container transshipment in southern China via Hong Kong makes sense, as does container transshipment from the Yangtze River Belt Valley via the Port of Shanghai and the ports in the Yangtze River Delta. Thus these two international shipping centers should not conflict with each other, as each has its own hinterland. We should do our business in accordance with sound economic practice and respect for market principles, and it is to be hoped that both shipping centers will contribute to the economic development of our country.

WORLD PORT NEWS

IMO/UNDP Regional Conference on Sustainable Financing Mechanisms for the Prevention and Management of Marine Pollution: Public Sector – Private Sector Partnerships

By Francisco L. Tolin

Asst. General Manager Philippine Ports Authority

A REGIONAL conference organized and sponsored by the IMO/UNDP on "Sustainable Financing Mechanisms for the Prevention and Management of Marine Pollution: Public Sector – Private Sector Partnerships" was held at the Manila Galleria Suites, Metro Manila, Philippines, from November 14 – 16, 1996. Attended by 160 participants from 26 countries with a common goal to preserve Mother Earth, the objective of the regional conference was to identify strategies and approaches for achieving public-private sector partnership in marine pollution. The 3-day conference was highlighted by the arrival and keynote address of President Fidel V. Ramos of the Republic of the Philippines, during a dinner hosted by Secretary Victor O. Ramos, Department of Environment and Natural Resources (DENR, Philippines).

For the duration of the conference, marine-related exhibits of 11 exhibitors were on display from Malaysia, Singapore, Thailand, Germany, the Netherlands, China and the Philippines. Importantly, the 2 IMO demonstration projects, the PG-ENRO/Batangas Bay Demonstration Project of the Philippines and the Xiamen Demonstration Project of China, provided basic information of the ongoing marine-pollution-prevention projects of the GEF/IMO/UNDP Regional Programme for the Prevention and Management of Marine Pollution in the East Asian Seas.

The Conference

The programme of activities during the conference provided every participant 6 sessions of lectures and open forum on various subjects dealing with the prevention and management of



Francisco L. Tolin
PPA Assistant General
Manager for Operations
(IAPH Representative to
the Conference)

marine pollution categorized into sharing responsibilities; linkages between public and private sector; case studies on waste management and socio-economic benefits; business opportunities; financing investments; and enhancing public sector – private sector partnerships.

As program-organizer, Dr. Chua Thia Eng, Regional Programme Manager of GEF/IMO/UNDP Regional

Programme for the Prevention and Management of Marine Pollution in the East Asia Seas based in Manila, Philippines, emphasized the need for major stakeholders in international, national and local communities to come up with proactive and reactive measures to combat marine pollution. With a wide range of subjects, the conference endeavored to pinpoint that sustainability of marine pollution programs should be a shared responsibility of the public-private sectors involving 2 distinct but related initiatives, namely: the control and management of land-based pollution of marine and coastal areas through the application of integrated coastal management practices; and the control and management of marine pollution in subregional sea areas and straits, like the Strait of Malacca, used for navigation from land-based and sea-based sources through a collaborative and cooperative framework encompassing both littoral states and user states.

The case studies on waste disposal and management shared by the speakers from Malaysia, Hong Kong and Xiamen provided revealing inputs about the socio-economic benefits of waste management and the significant role the government and the private enterprises play in this regard. The successful experiences of these economies,

however, point to the need to re-study related tariffs for waste disposal, specially for providing waste reception facilities and the corresponding services thereto to attract private sector. Reactions from the conferees indicated the need for strong government support, standard disposal fees and putting up a trust fund for waste management.

Towards the end of the Conference, the panel discussion-session aimed to fortify comments and recommendations resulted in the formulation of a Conference Resolution which identified major stakeholders, established strategies and approaches and pinpointed desired doable actions from these stakeholders through complementary cooperation.

Requested to give the end-conference remarks as a representative of the conferees, Mr. Neil Anderson, Vice President of Nautical Data International, Inc. of Canada, gave a straight forward impression that this Regional Conference was the most participated conference ever attended, where varied reactions/views were shared by the participants. While the presentation of the topics made by assigned speakers was rather short, a much longer time was allocated for the participants to share expertise, experiences and opinions with one another and with the speakers.

Keynote Address by President of the Philippines

In his keynote address, Pres. Ramos stressed the importance of protection of the marine environment and that the significance of the holding the Regional Conference in Manila is because of the Philippines' archipelagic nature and that Filipinos depend greatly on the sea and its resources. The President outlined the Philippine government's achievement in the formulation of an action plan on the marine environment covering integrated approaches to coastal management; prevention, reduction and control of marine pollution; sustainable management of marine resources; capacity building, education and training; and public-private sector participation and partnership. In closing, Pres. Ramos emphasized that the conference must identify

concrete proposals covering the sharing of resources, identification of investment packages, the enhancement of navigational safety development of more and better marine pollution management activities and the transformation of attitudes and behavior of people positively towards the environment.

Similarly, the Honorable Victor O. Ramos, Secretary of DENR (Philippines), in his opening remarks, stressed that sustainable financing is an important factor in coastal management efforts and the need to identify practical approaches or mechanisms that can be adapted for a country's particular environmental situation. He explained that coastal and marine management requires the cooperation and coordination between/among countries within a region and other stakeholders in the public and private sectors.

Conference Findings and Recommendations

The 3-day conference concretized the session-discussions into a Conference Resolution containing specific findings and recommendations. The conclusion proved that sustainability of marine pollution programs is a shared responsibility of governments, international agencies, national and multilateral financial institutions, the industry, the private sector, the non-governmental organizations (NGOs), the academe, and the general public. For this purpose, a Conference Resolution was adopted where the major stakeholders with very important roles in marine pollution programs were identified and likewise tasked with specific doable activities to achieve the objectives of this Manila Regional Conference.

The Conference: A Big Success

The Manila Regional Conference certainly covered and discussed a wide range of related topics and marine-saving problems/issues and quite a number of these issues were resolved. To say the least, this Conference was a success with the conferees sharing the same impression of a successful regional conference.

IALA BATT 3: Battery Systems for Marine Aids

PLANS are well advanced for IALA BATT 3 1997 to be held at L'Ermitage des Loges Hotel, St Germain-en-Laye, France from 8th to

11th April 1997.

The theme of the Seminar is: Battery Systems for Aids to Navigation into the 21st Century. The event is intended for anyone involved or concerned with the planning, provision, installation and maintenance of battery systems for marine aids to navigation. It is intended that all aspects of battery systems will be discussed.

Five topics will be addressed and these are as follows:-

1. Changes in the requirements of maritime aids to navigation authorities for battery systems including specialised applications and novel usage of substances and materials.
2. Renewable energy sources related to battery applications.
3. Technological development of primary, nickel cadmium and lead acid batteries. Enhancement of life expectancy and materials used to optimise performance of batteries.
4. Battery maintenance including charging, monitoring, testing and off-station care.
5. Purchase, storage and quality control of battery systems. Safe disposal of batteries.

Topics Chairmen are drawn from the Canadian Coast Guard, the United States Coast Guard, CLEPS Bulgaria, MENAS Bahrain and the Australian Maritime Safety Authority.

The event will be under the Chairmanship of Mr Malcolm Wannell, Director of Engineering of the Trinity House Lighthouse Service who will give an opening address at 1330 on 8th April 1997. This will be followed by a presentation on the work of IALA and the opening of the Seminar and Exhibition by Mr Torsten Kruise, Secretary General IALA. Captain Ruud Behrend, Representative of the IALA Industrial Members will also speak. A keynote address will be given by Mr Neil Bright, Vice President of Exide Europe.

Registration will commence at 1000 on 8th April and sessions will run to 1730 that day and from 0900 to 1730 on 9th and 10th April with 1000 to 1240 on 11th April. The final day will be devoted to Conclusions, Recommendations, the Final Report and closing remarks.

An exhibition of battery systems and associated aids to navigation equipment will take place in parallel with the Seminar.

The Conference fee per person which includes a copy of the papers presented, the final report, hotel accommodation for three nights with breakfast, lunch and coffee and two evening

receptions is FRF 4300.

The rate for delegates wishing to attend for a *single day* plus overnight accommodation and meals will cost FRF 1690.

Further details regarding registration can be obtained from the following:-

The IALA Secretariat
20 ter rue Schnapper
78100 St Germain-en-Laye
France

Tel No: +33 1 3451 7001
Fax No: +33 1 3451 8205

Conference Co-Ordinator
Mr F E J Holden
Coppers Lodge
9 Horestone Rise
Seaview
Isle of Wight
PO34 5DD
UK

Tel No: +44 1983 613831
Fax No: +44 1983 812388

The Industrial Members'
Representative
Captain R E Behrend
ALL Marine Services
Veerhaven 7
PO Box 23219
3001 KE Rotterdam
Netherlands
Tel No: +31 1 0436 7636
Fax No: +31 1 0436 2271

Diploma in Shipping, Port Management 1997

THE Singapore Port Institute (SPI), training arm of the Port of Singapore Authority (PSA), will be conducting the 7th run of the Diploma in Shipping and Port Management in March 1997.

The Programme is jointly organised with the University of Delaware, USA. It is designed to upgrade the knowledge and professionalism of personnel in the port and shipping industries. Participants who successfully complete the Programme will be awarded a Diploma jointly issued by SPI and the University of Delaware.

The Programme comprises 5 one-week modules of intensive lectures, case studies and exercises, spread over 5 months on the following subjects: trade & marketing functions; structure & technological changes; governance, planning & design; finance & financial

planning; and admiralty & maritime law. The teaching faculty comprises highly qualified and experienced lecturers selected by the University of Delaware.

PROGRAMME

Objective

The programme is designed to present information and materials which are academically sound and of special value to personnel engaged or likely to be engaged in the operations and management of shipping and ports. Through a series of lectures, readings, computer exercises and case studies, students will study the following aspects of shipping and port management:

- (a) International trade environment in which the modern shipping industry must operate.
- (b) Essential elements of marketing accounting, and finance which are key to the efficiency of the shipping industry and the management of ports.
- (c) Organisation and administration of shipping companies/ports, with application of automation and information systems.
- (d) Problem solving and decision making using financial information to manage a business or move cargoes in ocean-going vessels. Use of computer models for capital, operating, voyage components, with cost per delivered units, short and long-term financial planning issues.
- (e) Legal framework within which shipping and ports must operate, including international law of the sea and maritime law.

Structure

The programme comprises 5 modules of intensive lectures and exercises spread over 5 months and interspersed with periods of self-study. Each module will be one week in duration. Lectures will be held from Mondays to Fridays from 0900 - 1600 hours and from 0900 to 1200 hours on Saturdays.

Schedule

Lectures on the five modules will be conducted at SPI by highly qualified and experienced lecturers selected by the University of Delaware. The schedule will be as follows :

Module & Dates

Trade & Marketing Functions
(17 - 22 Mar 1997)

Lectures

Dr E Cameron Williams

Structure & Technological Changes (7 - 12 Apr 1997)	Dr Roy J Pearson
Governance, Planning & Design (5 - 10 May 1997)	Captain Richard D Stewart
Finance & Financial Planning (26 - 31 May 1997)	Dr John J Hampton
Admiralty & Maritime Law (16 - 21 Jun 1997)	Dr Gerard J Mangone

End-of-module examinations will be conducted on the following dates :

Module I	Saturday, 5 Apr 1997
Module II	Saturday, 3 May 1997
Module III	Saturday, 24 May 1997
Module IV	Saturday, 14 Jun 1997
Module V	Saturday, 5 Jul 1997

Coverage of Modules

Trade & Marketing Functions

- Introduction to world trade & marketing management.
- The global maritime transportation system.
- Privatisation: maritime marketing in a competitive environment.
- Promotion strategies for seaports, ocean carriers & third parties.
- Researching maritime markets.
- Marketing segmentation & target marketing.
- Organising for marketing strategy formulation & execution.

Structure & Technological Changes

- Growth & development of international seaborne trade.
- Structural changes in shipping & technological changes in ships.
- Developments in the inland transportation sector.
- How port costs effect intermodalism.
- Shipping deregulation & competition rules for liner shipping conferences.

Governance, Planning & Design

- Governance of ports, public administration & privatisation.
- Terminal planning & design: environmental issues.
- Terminal management & support operations.
- Design of merchant vessels & operations.
- Vessel management & future ship design.

Finance & Financial Planning

- Financial Planning
- Financial Models
- Capital Budgeting
- Long Term Planning
- Comprehensive Financial Case

Admiralty & Maritime Law

- International law of the sea.
- Development of admiralty law & its jurisdiction.
- Carriage of goods by sea.
- Injuries & death: seamen, long-shoremen & passengers.
- Collisions & maritime insurance.
- Marine pollution, wrecks & salvage.

For more information on the programme, please contact:

Training Manager
Singapore Port Institute
Port of Singapore Authority
No 2, Maritime Square
Telok Blangah Road
Singapore 099255
Tel.: 321-1825/321-1822 (Singapore)
(65)274-7111 Ext 1825/1822 (Overseas)
Telefax : 321-1416 (Singapore)
(65)276-9450 (Overseas)

Maritime Vietnam '97: Development of Ports

THE 2nd Asian and Australasian Ports and Harbours Conference will be held on 16/17/18 April 1997 at Ho Chi Minh City, Vietnam.

Theme:

Developing and Maintaining Operational Ports and Harbours into the 21st century.

Organised by:

The Eastern Dredging Association.

In Association with:

- The Central Dredging Association
- The International Association of Dredging Companies
- Vinamarine

Information on participation in Maritime Vietnam 97 may be obtained from:

Mr. William Lim
RAI Exhibitions Singapore Pte Ltd.
1 Maritime Square
#09-01 World Trade Centre
Singapore 099253
Telephone: +65 272 2250
Fax: +65 272 6744.

In Europe, please contact:

Mr. Martijn Legemaat, Amsterdam RAI,
P.O. Box 7777, 1070 MS Amsterdam, The Netherlands
Telephone: +31 20 549 1212
Fax: +31 20 646 4469.

UNCTAD: Transport Sec. To Handle Port Matters

WITH the restructuring of UNCTAD, port matters will be dealt with by the Transport Section in the Infrastructure Trade Branch of the Division for Services for Development and Trade Efficiency. The section is headed by Mr Peter Faust and its broad objective will be to assist developing countries to improve the competitiveness of their traders by increasing the efficiency of their transport services.

Termination of TOVALOP Certificates on Feb. 20

THE termination of the Tanker Owners Voluntary Agreement concerning Liability for Oil Pollution ("TOVALOP") at 20th February 1997 will mean that TOVALOP Certificates will no exist after that date. Port authorities, terminal operators and others who in the past have required sight of TOVALOP Certificates before allowing a tanker to load or discharge cargo will consequently need to amend their procedures with effect from 20th February 1997.

The International Tanker Owners Pollution Federation Limited
Staple Hall, Stonehouse Court, 87-90
Houndsditch, London EC3A 7AX, U.K.

15th ISO/TC8 Plenary Meeting Held in Cascais

by Carlos D. F Soares
& Eduardo P. Santos

(from APL - Port of Lisbon Administration)

ISO Technical Committee for Standardization on Ships and Marine Technology - ISO/TC8, recently restructured its subcommittees.

- SC 1 - Lifesaving and fire protection
- SC 2 - Marine environment protection
- SC 3 - Piping and machinery
- SC 4 - Outfitting and deck machinery
- SC 5 - Ships' bridge layout
- SC 6 - Navigation
- SC 7 - Inland navigation vessels
- SC 8 - Structures
- SC 9 - General requirements
- SC 10-Computer applications

The committee in Cascais - Portugal, from 14th to 16th October, under a plenary meeting with all its subcommittees representatives.

Beside being focused several internal organization items, there was a discussion about other points of general interest such as:

- The interest on adoption of IMO safety identification symbols, adding ISO standards directly, instead of looking for new standards that could provoke a terrible confusion among users all over the world that already adopted IMO symbols.
- It was taken to the table the discussion about the risk of making the same work twice, in what concerns to IMO and ISO assignments. It was suggested the establishment of a MOU between the two entities that would avoid that situation.
- ISO/TC8 gave the task to the Advisory Group to develop an internal ISO/TC8 document as a guideline to its subcommittees and to be a tool on the best way of cooperation with IMO on items of mutual interest. This will help the work of ISO/TC8 towards a final goal of ensuring a basis for the development and implementation of IMO requirements.
- In what concerns IAPH it was pointed the interest on its participation on Subcommittees SC 2 (Marine environment protection) and SC6 (Navigation), according to particular involvement of the ports (Port Authorities) in both areas.
- ISO/TC8 decided that the item Win-in-Ground (WIN) craft should not be pursued in ISO/TC8, until such time when developing of International Requirements by IMO has been finished.
- As to the control of quality during production, ISO/TC8 confirms that ISO/IEC Guide 7 "Requirement for standards suitable for product certification" shall be followed, which means that the method by which control of quality during production is exercised by the manufacturer should not be defined in the standard, nor the means by which that control is independently checked by a certification body.
- ISO/TC8 frequency of meetings will remain as it was:
 - a meeting of the Advisory Group in April of each year;
 - a plenary meeting of ISO/TC8

in October each year, if needed, followed by a short meeting of the Advisory Group.

New Publications

1997 Bulk Liquids & Gases Guide

THE new 1997 *Bulk Liquids & Gases Guide* is the essential directory covering all aspects of the transport, storage and handling of liquid chemicals and gases in bulk.

Including a vast array of entries - more than 3,500 company listings - the 1997 *HCB Bulk Liquids & Gases Guide* covers every sector in the industry and is sub-divided into logical sections to make the Guide an easy-to-use companion.

A first for the industry, the 1997 *HCB Bulk Liquids & Gases Guide* contains comprehensive contact information and a tailor-made editorial section containing timely and relevant articles from the experienced writing team of *Hazardous Cargo Bulletin*.

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Lloyd's Cruise International

THAT the cruise industry has reached a turning point in its development is illustrated by two articles in the October 1996 issue of *Lloyd's Cruise International*. A review of P&O's 35-year-old *Canberra*, being withdrawn from service in 1997, and a feature highlighting Disney's plans for new vessels due for delivery in 1998, show that the industry is moving firmly into a new era.

Disney has started taking bookings for its first cruise in 1998 - and is revealing more details about its plans. Both *Disney Magic* and *Disney Wonder* will offer seven-day land and sea packages comprising a three or four-day stay at the Walt Disney World Resort in Florida followed by a three or four-day cruise from Port Canaveral to Nassau and Castaway Cay.

Disney Cruise Line is making use of

the wealth of creative talent from within the massive entertainments conglomerate to offer an onboard product totally different to anything else in the cruise business. Four original production shows are planned for the cruise ships, which also feature Studio Sea, a family lounge, an interactive Sports Club, and Beat Street, an adult-oriented evening entertainment centre.

By giving its ships a traditional appearance based on the old transatlantic passenger liners but using state-of-the-art technology and design, Disney offers something very distinctive in the cruise business.

Canberra has a central place in the evolution of the European cruise market. Built originally for traditional passenger liner services but subsequently switched to full time cruising, she played a crucial role in the early development of the industry before the

advent of purpose-built cruise ships.

She developed a prominent position in the industry and her exploits as a troop ship in the Falklands War enhanced her popularity even further. Her loyal following should ensure a successful last season of cruising in Europe this year, and her withdrawal marks the end of a distinct era in cruising.

Whatever the eventual fate of *Canberra* she has an assured place as a key contributor to the development of the modern cruising industry. That is now passing firmly into a second more mature stage with purpose-built ships, which will see more geographic expansion into a truly global industry.

The October issue of *Lloyd's Cruise International* also analyses the Southern Hemisphere, which has seen a modest increase in market share after a long period of stagnation.

Halifax Maintains Freeze on Port Tariffs

IN a move to enhance the competitiveness at the Port of Halifax, the Board of Directors, of the Halifax Port Corporation (HPC), has announced it will maintain the seven year freeze on tariffs, for 1997. Wharfage and berthage have been frozen since April 1990. Harbour Dues have not increased since 1989.

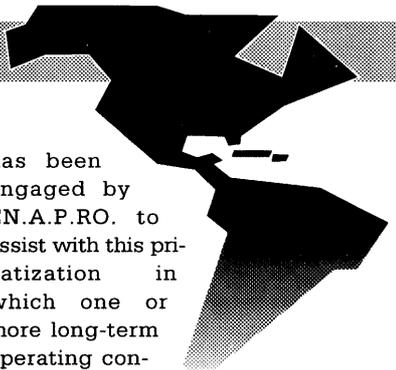
"This is the seventh year that most of these tariffs have been frozen, and the eighth consecutive year for others – a record that proves our long-term commitment to ensuring Halifax can compete with the best in the world", states Merv Russell, Chairman of the Halifax Port Corporation. "The Board of Directors is committed to enhancing the Port of Halifax's competitiveness", asserts Mr. Russell, "By continuing to hold our tariffs, the Halifax Port Corporation is sending a clear message to our customers, and fellow stakeholders, that we are serious about the development of the Port in maintaining its competitiveness which is essential to our continued success."

"As the operator of the Fairview Cove Container Terminal, we have an excellent relationship with the Halifax Port Corporation," commented Chris Kritikos, President of Ceres Terminals Incorporated, and operator of the Fairview Cove Container Terminal, in Halifax. "We are very pleased with their announcement of the tariff freeze. As an international terminal operator, I applaud the level of cooperation among the stakeholders at the port, who are working together to develop Halifax into a major North American gateway."

David Bellefontaine, President and CEO, commented that the Halifax Port Corporation has been able to maintain the current tariff levels due to a series of rigid cost-cutting measures. "We work extremely hard to ensure that the Port of Halifax remains a vibrant engine of economic growth for the region. Our commitment to maintaining cost-competitiveness is just part of this effort." The HPC recently announced a capital investment plan of \$46.3 million over the next five years to upgrade port facilities and enhance the efficiency of cargo operations, including upgrades for post-Panamax vessels.

The Halifax Port Corporation is the federal Crown Corporation responsible for the management of harbour facilities in Halifax with a mandate to foster and promote trade and transportation in support of local, regional, and national

The Americas



Rosario: Parana River Facilities Privatization

ENTE Administrador Puerto Rosario (EN.A.P.RO.) has announced plans to privatize its facilities on the Parana River, a multi-purpose general cargo terminal that handles a range of commodities including bulk agricultural goods, fertilizers, vegetable products, steel, raw sugar and fruits. The Port is competitively positioned to capture additional traffic that includes minerals, automobiles and containers. These facilities serve a local population of over one million people in the City of Rosario, and are strategically located with excellent rail, highway, and waterway connections that provide access to other countries in the MERCOSUR trading region.

The Port is currently administered by EN.A.P.RO., the local port authority and a nongovernment public entity that was created by the Province of Santa Fe when the Port was conveyed to the province by the national government. The facilities to be privatized include the 160 acre port complex, 3,200 square meters of covered shed storage space, 1,700 meters of lineal wharf and a variety of mobile port equipment.

Mercer Management Consulting, Inc.

has been engaged by EN.A.P.RO. to assist with this privatization in which one or more long-term operating concessions will be awarded via an international public tender process. Further details will be announced in January of 1997 at which time bidding documents will be made available for purchase by interested investors.

For additional information contact:

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economies. In 1996, the HPC expects cargo tonnage to reach 13 million tonnes, which accounts for an economic impact of approximately 7,000 jobs and over \$230 million of income.

Crane Simulator Feature At Montreal Centre

SOME 20 longshoremen working in the Port of Montreal already have completed training on a high-tech computerized crane simulator that is the jewel of a new training centre for longshoremen and checkers in the port.

The Montreal Port Corporation and the Maritime Employers Association (MEA) each invested \$800,000 to purchase the simulator for computerized dockside gantry cranes and other cargo-handling cranes. The port corporation invested another \$250,000 to transform and refurbish a former restaurant and longshoremen's locker room into the modern training centre, located at Section 44 of the Port of Montreal, near Pie IX Blvd. The work, completed in August, includes an open area immediately adjacent to the centre that will be used for practical training on smaller pieces of handling equipment such as top-handlers and forklifts.

The MEA, for its part, manages the training centre and finances its operations.

In addition to the simulator, the two-



Crane simulator is based on the same technology and concepts used by sophisticated flight simulators. It consists of a full-size cab with operator's chair and crane controls. Here, a longshoreman uses the simulator for training on a dockside gantry crane which loads and unloads containerships.

story training centre features offices, meeting rooms and classrooms for longshoremen and checkers.

Apart from the crane operator's course, stowage courses for checkers and classes ranging from health and safety to first-aid training are given at the centre.

"This partnership with the MEA is just the latest in a series of measures we have taken to further improve the competitiveness, productivity and efficiency of the entire Port of Montreal System," said Mr. Dominic J. Taddeo, president and chief executive officer of the port corporation.

The need for a simulator to train crane operators has become greater as the Port of Montreal handles more and more containers every year. Previously, all practical training was done out on the port but limited to the availability of cranes and space, now needed almost exclusively to load and unload vessels.

"As the port became busier, it became more and more essential to have a simulator to help train our crane operators," said Mr. Bryan P. Mackasey, president of the MEA. "This simulator responds to our needs in every way and is a faster and much more efficient method for providing our longshoremen with the practical training they require."

The simulator is based on the same technology and concepts used by sophisticated flight simulators.

The Port of Montreal's state-of-the-art simulator features the latest in crane simulator software technology. It is manufactured by Digitran Simulation Systems, Inc., of Logan, Utah.

For dockside gantry crane simulations, for example, the trainee views the ship hatch, dock and crane structure which is projected and overlain with animated graphics of the containers, hatch covers, cables, trucks and the lifting beam.

The system immediately informs the trainer and trainee of the number of containers moved, the average time per move, the number of collisions, and compares the actual path to the optimal path of the container.

Currently, longshoremen are using the simulator for training on dockside gantry cranes and ship-to-shore cranes. Simulations for other types of cranes used in the port are being developed.

So far, 11 longshoremen have completed the course for dockside gantry cranes, logging a total of almost 700 hours in the simulator. Another eight longshoremen have completed the course for ship-to-shore cranes.



The training centre for longshoremen and checkers features a crane simulator, offices, meeting rooms and classrooms. It is located at Section 44 of the Port of Montreal.

Sanctions Against Japanese Port Practices

THE Federal Maritime Commission (FMC), on November 6, 1996, voted to propose sanctions against Japanese liner operators in response to restrictions and requirements on the use of Japanese ports. Specifically, the Commission determined that the Government of Japan appears to be discriminating against U.S. carriers by refusing to license non-Japanese companies to perform stevedoring or terminal operating services. The Commission further found that the Government of Japan, through its licensing practices and other support, appears to protect the dominant position of the Japan Harbor Transportation Association ("JHTA"), the trade organization that wields broad control over the Japanese harbor services industry. In response to these conditions, the Commission proposed to assess a per-voyage fee of US\$100,000 each time a liner vessel owned or operated by Kawasaki Kisen Kaisha, Nippon Yusen Kaisha, or Mitsui O.S.K. Lines enters a U.S. port from abroad.

This action follows an FMC inquiry into Japanese port practices. The Commission collected information from carriers on issues including "prior consultation" (the requirement that carriers submit all operational plans to JHTA, the mandatory weighing and measuring of cargo regardless of commercial necessity), and restrictions on the provision of harbor work on Sundays. The responses to that inquiry described a highly restrictive port system, where prior consultation was used by JHTA to control competition, allocate harbor work among JHTA member stevedores and terminal operators, and frustrate carrier cost-cutting. The Government of Japan appears to protect JHTA's position in a number of ways, including refusing to license new entrants and supporting the requirement that lines submit their plans to JHTA for prior consultation. In contrast to Japan, there are no restrictions on ownership of terminal or stevedoring operations by foreign carriers or companies in the US, the Commission observed.

FMC Chairman Harold J. Creel stated: "We are deeply concerned that conditions in Japanese ports are creating a harmful environment for U.S. carriers and oceanborne trade. The Government of Japan's apparent restrictive and discriminatory licensing practices and support for prior consultation have kept U.S. lines locked into an unworkable

port system"

The Commission requested comments (due in 60 days) on the proposed rule, as well as any alternative or additional sanctions that might be appropriate in this case. Although no sanctions were proposed on other issues of concern, such as the lack of a permanent resolution of the restrictions on Sunday work, the Commission stated that it would continue to monitor these matters closely.

US Congress Gets High Marks from AAPA

U.S. members of the American Association of Port Authorities recently gave the 104th U.S. Congress high marks on advancing the agenda of the country's ports.

This Congress passed legislation that will facilitate international trade and improve deep-draft navigation needs and landside transportation.

Chief among federal lawmakers' accomplishments was the approval of the Water Resources Development Act of 1996 on Sept. 27. The legislation, which President Clinton signed into law on Oct. 12, authorizes deepening and modification of federal navigation projects at the nation's ports.

"Passing the Water Resources Development Act of 1996 was the major priority for us this Congress," said Kurt Nagle, AAPA president. "We had four years between bills authorizing vital navigation and other water resource projects. We congratulate Congress for passing this important legislation."

Another of AAPA's legislative priorities was to provide ports with more flexibility to secure funding in the National Highway System bill, which was signed into law in November 1995. In the final legislation, working with other freight interests, AAPA secured language that will provide eligibility for National Highway System funding for connections to intermodal freight systems.

In another important effort, ports joined a broad coalition of organizations that strongly supported taking trust funds off budget rather than using fees to offset the federal deficit. The House approved the legislation, known as H.R. 842, in April 1996, but the Senate did not pass similar legislation.

Ports also supported the National Invasive Species Act of 1996, which extends a ballast water management

and control program to prevent the introduction of invasive species like the zebra mussel to require voluntary national guidelines. This program has been in place in the Great Lakes since 1990. The bill was passed on Oct. 3.

Other port-supported maritime legislation this session included: passage of the Maritime Security Act, which committed up to \$100 million annually to provide a \$2.1 million annual subsidy for each liner vessel that operators commit to make available to the U.S. government during wartime or national emergency; amendments to the Intermodal Safe Container Act of 1992 to increase the weight threshold and allow greater use of electronic technology to expedite transfer of information; and the U.S. Coast Guard Reauthorization.

Ports also played a key role in shaping the debate about whether to reform the Shipping Act of 1984; however, such reforms were not enacted. Ports also strongly opposed cuts to the Federal Maritime Commission's budget.

(Port of Houston)

July-Sept. Georgia: Record Cargo Volume

THE Georgia Ports Authority (GPA) handled more cargo in the July-September, 1996 period than during any other three-month period in its history.

The total cargo volume handled at GPA facilities during the first quarter of fiscal year 1997, ending September 30, reached a record high of 2,605,479 tons. Results for the first quarter reflected a 5.7% increase or a 140,253 ton improvement over the same period last year.

The growth in total tonnage moving through the Port of Savannah was positively impacted by the continuing improvement in container traffic, according to GPA Executive Director Doug J. Marchand. The number of container TEUs advanced 7.9% to 170,919 TEUs while container tonnage moved ahead to 1,270,740 tons, an increase of 4.6%. The solid performance in container operations during the first quarter period demonstrated a steady growth trend dating back to 1989. The percentage increase in container tonnage since that time is an impressive 62%.

General cargo transiting Savannah's Garden City and Ocean Terminals rose a substantial 17.1% to 608,024 tons. Specific commodities contributing to

the overall growth in general cargo tonnage included iron and steel (up 28,851 tons), woodpulp (up 17,912 tons), clay (up 9,892 tons), linerboard (up 7,573 tons), lumber (up 7,297 tons), machinery (up 4,492 tons), granite (up 4,166 tons) and cocoa beans (up 3,604 tons).

Overall, container, general cargo and bulk tonnage moving via GPA facilities in Savannah during the first quarter of FY '97 increased 4.5% to 2,092,029 tons.

Tonnage handled via the Port of Brunswick grew 10.9% to 488,318 tons during the first quarter of the new fiscal year, due primarily to a continued surge in general cargo activity. Commodities reflecting increases on a comparative basis included linerboard (up 22,162 tons), lumber (up 14,852 tons) and paper products (up 14,444 tons).

The Colonel's Island Terminal in Brunswick has experienced continued growth in automobile movements with 17,059 units handled during the three-month period, reflecting an increase of 8.5%.

The GPA recently announced plans to develop additional acreage for two auto processors, International Auto Processing, Inc. and Benicia Industries, Inc., with facilities on Colonel's Island at the Port of Brunswick. A major U.S. East Coast gateway for the import and export of automobiles worldwide, the Colonel's Island Terminal is expected to show increased volumes through the balance of FY '97.

Bulk cargo movement through the GPA's inland barge terminals in Bainbridge and Columbus advanced 25,132 tons for a 9.3% increase during the first quarter of FY '97. The growth in cargo activity was due primarily to a 14,187 ton increase in nitrogen solution at the Bainbridge Terminal. Facility and equipment refurbishments at both inland ports during the past year have contributed to improved productivity and enhanced terminal operations.

Construction work to develop a seventh container berth at the Port of Savannah proceeded on schedule during the first quarter. Slated for completion in the first half of 1998, Container Berth 7 (CB 7) will provide an additional 1,200 feet of water frontage for vessel berthing and 147 acres of backland for container storage and handling. The addition of CB7 will give the Georgia Ports Authority over 7,700 feet of continuous berthing at its Containerport terminal.

Upon completion of CB 7, an eighth container berth is scheduled for introduction by the year 2001. CB 8 will

increase container handling and storage capabilities by an additional 85 acres, boost berthing capacity by another 1,200 linear feet and further strengthen Savannah's position as the largest single terminal facility on the U.S. East Coast.

Port of Houston Launches Turning Basin Study

THE Port of Houston Authority is evaluating the cathodic protection at its Turning Basin Terminal wharves.

Cathodic protection reduces deterioration of the docks' steel bulkheads.

Without such protection, the landside wharf structure can become corroded, which can result in structural failure.

The Port Authority customarily has installed cathodic protection at its wharves. However, some wharves' systems need replacing, and the protection systems on other wharves have not yet been completed.

Repair and replacement of the cathodic systems will be performed in phases. Recently, the Port Authority sought bids for landside cathodic protection systems to be installed at Wharves 16, 18 and 19. The project is expected to cost approximately \$100,000. *(Port of Houston)*

Long Beach Breaks 3 Million TEU Mark

THE Port of Long Beach has broken the three-million container mark for the first time. Long Beach handled the equivalent 3,007,425 TEUs in the fiscal year ending September 30, a 7% increase over the previous 12-month period. This is the first time that a North American port has surpassed the three million TEU mark.

Loaded inbound and outbound containers both grew by 9.6% during the year. A total of 1,485,906 TEUs entered the port, while 1,080,777 TEUs were exported through Long Beach. Only empty containers showed a decline, dropping 5.9% to 440,742 TEUs.

September itself was a landmark, as the Port handled 277,529 TEUs, the largest number handled during any given month in the Port's history. The total included 147,405 loaded inbound containers, 82,123 loaded outbound

containers and 48,001 empties.

The 1995-96 fiscal year figures reflect the Port's fifth consecutive year of significant container growth. Since fiscal year 1990-91, container trade through Long Beach has soared by more than 86%. *(Port of Long Beach tie lines)*

Long Beach Approves Lease with COSCO

THE Long Beach Board of Harbor Commissioners approved on Oct. 29 a 10-year lease with China Ocean Shipping Co. for COSCO's first dedicated terminal in the United States. The 145-acre terminal is scheduled to be built on the 134-acre site of the former Long Beach Naval Station, which was closed in 1994, and on 11 acres north of the station on Terminal Island.

General lease terms call for COSCO to pay the port a minimum to \$14.5 million annually. Construction is scheduled to be completed by mid-1998.

The new terminal will have berthside water depths of 50 feet and six post-Panamax gantry cranes, capable of reaching across at least 18 rows of containers. The terminal is designed to accommodate COSCO's new fleet of 5,600-TEU containerships. The first of the vessels will be deployed by the end of the year.

The terminal will have direct access to the open seas and a two unit-train dockside railyard to handle COSCO's intermodal shipments to the U.S. Midwest, Gulf Coast and Eastern Seaboard.

Terminal construction will generate approximately 1,600 high-paying engineering, environmental and construction jobs. When fully operational, the terminal is expected to employ 300 to 600 permanent workers.

COSCO presently calls three times a week at Pacific Container Terminal with its Pacific Southwest, Pacific Northwest and South American services. COSCO's vessels have been calling at the terminal since 1981, when the line began its service to the United States.

COSCO is one of the fastest growing carriers in the world and one of the port's leading steamship lines. The lease provides opportunities for future expansion onto the adjoining Long Beach Naval Shipyard which is slated to be transferred to the port after the shipyard closes in September 1997.

Water Quality Monitoring For Ecological Analysis

WATER quality measurements taken at six Port Canaveral monitoring stations since 1992 are being used in a five-year trend analysis of biological, physical and chemical parameters. The data establishes a baseline for an ongoing program to assure the port's waterways meet or exceed standards set by the State of Florida's water classification system.

Four stations are located in the channel plus one each in the west and middle turning basins.

Currently, the harbor water meets Class III water quality standards for many of the parameters measured. The water quality classification system is established by the Florida Department of Environmental Protection and ranges from Class I for portable water supplies to Class V for navigation, utility and industrial use. Class III standards are established for recreation, and the propagation and maintenance of a healthy well-balanced population of fish and wildlife.

Biological water quality parameters measured in the port include coliform, nutrients, biological oxygen demand (BOD) and chlorophyll-a. Physical parameters include temperature and pH, and the chemicals measured include metals, oils, and pesticides.

A consultant takes the samples monthly and submits them for independent laboratory analysis. Comparisons are performed to determine any increase in the parameters and to analyze specific problem areas for solutions.

Comparisons take into account rain events to evaluate the effects of stormwater on the harbor and onshore activities that could contribute to a temporary change in water quality.

According to Lorraine Guise, environmental coordinator, the water quality monitoring program benefits the port now by identifying irregularities and enabling solutions to them. The program is also providing a baseline against which the port will be able to gauge the quality of its water in the future.

"I think of the data collection as taking the ecological pulse of the port because everything we do here is dependent on that body of water," Guise said.

"We will begin plotting the five-year trend early next year, and the graphic picture we are creating will become an

invaluable environmental monitoring tool." *(Port Canaveral)*

Port of Portland to Continue T-6 Operation

AFTER an extensive marketplace review that concluded in June, the Port of Portland has decided to continue operating its Terminal 6 container facility for the foreseeable future.

The review, which began in November 1995, was aimed at determining if a private sector operator could improve Portland's strategic market position, while continuing to provide quality customer service and the financial performance necessary to fund future capital needs.

In accord with Executive Director Mike Thorne's assessment, the Port of Portland Commission concurred that the private operator proposals validated the positive gains the Port has made in achieving a high level of customer service, productivity and overall financial strength.

"Each of the proposals we received was serious and professionally done," said Bob Hrdlicka, Port marine director. "However, none of them indicated any significant changes to the T-6 operation that haven't already been made by the Port, or that will be implemented in the near future."

Hrdlicka added that none of the prospective terminal operators submitting detailed proposals provided assurance of better financial performance over the long term than is now being achieved under the Port's management.

"While the Port has decided to continue operating T-6, we realize this isn't a time to relax and reflect, but rather to push forward on the road we are on to make continued performance improvements," Hrdlicka said. "Our overriding objective continues to be to meet and improve service to our customers, both in terms of operating efficiency and facility enhancements." *(Portside)*

'Maintenance Dredging Key to Port Expansion'

ANY significant limitations on growth at the Port of Redwood City will be related to the issues

of dredging and maintaining the federally-authorized channel, Executive Director Michael J. Giari told the California State Assembly Select Committee on California Ports recently at a special hearing in Oakland.

Giari was among Port officials from Northern California invited to testify before the Select Committee, chaired by Assemblyman Steven T. Kuykendall.

"As to opportunities for growth in the future, the Port of Redwood City is primed to expand its niche as a bulk and neo-bulk Port," Giari testified. "With the growing Pacific Rim market, we think there are opportunities to continue to develop this market. We see continued growth from trade with Mexico, recycled materials in Asia, and a variety of bulk products from the Pacific Rim and particularly China."

Giari cautioned, however, that "Any significant limitations on growth will be related to the issues of dredging and maintaining the federally-authorized channel. The Port of Redwood City, like other ports in Northern California, finds it more difficult to conduct routine maintenance dredging because of increased concerns about the disposal of dredged material at various sites."

(Currents)

Expansion Strengthens Seattle Gateway

U.S. Transportation Secretary Federico Peña joined Port of Seattle business and community leaders in June to break ground for an expanded container-shipping terminal for American President Lines, its partners and clients.

When completed in the fall of 1998, the expansion will nearly double APL's existing Terminal 5 in the southwest harbor from 83 acres to 160 acres, with an option for an additional 30 acres. Increased container traffic through the expanded terminal is expected to generate an additional \$220 million annually in business revenue for the region.

Peña described Seattle and Washington state as national leaders in expanding international trade. He praised the Port for developing a project that protects the environment and respects the interests of surrounding communities.

"Making these strategic investments is vitally important if we, as a nation, are to compete in the global economy," Peña said.

In addition to APL cargo, the terminal is expected to handle cargo volumes for the company's global alliance partners: Orient Overseas Container Line and Mitsui O.S.K. Lines Ltd. The terminal also will serve other customers of APL's stevedoring unit, Eagle Marine Services, Ltd.

The \$260 million terminal will feature the latest in container-handling technology designed to speed the transportation of goods. On-dock rail facilities will allow the terminal operator to assemble two full trains at the terminal. The existing dock will be extended by 400 feet.

The first phase of the expansion, the on-dock intermodal railyard, is scheduled for completion in the summer of 1997. *(Tradelines)*

Tacoma Expects Modest Cargo, Income Increases

CONTINUED growth in cargo volumes and income is anticipated for the Port of Tacoma in 1997. The Port's \$53.3 million 1997 budget was adopted by the Port Commission on November 26, 1996.

The 1997 budget holds the Port's tax levy at \$5.9 million. Pierce County property owners will pay \$0.1861 per thousand dollars of assessed valuation in property taxes to the Port. The millage rate will be \$18.61 on a home with an assessed valuation of \$100,000. The state property tax levy limit permits the Port to levy up to \$13.1 million in property taxes, but the Port has consistently worked to keep the actual tax levy well below that amount.

"We think it's important to demonstrate to the citizens of Pierce County that we're committed to minimizing the tax levy, while at the same time maintaining a solid bond rating," said Port Commission President Jerry Thorpe. "It's important to strike a balance between tax levels and the ability to raise money for future growth."

Projected revenue for 1997 includes total operating revenues of \$53.3 million, a 1.5 percent increase over the \$52.5 million in operating revenues projected for 1996. A net income of \$12.5 million is anticipated in 1997, 1.6 percent more than the \$12.3 million the Port expects to earn in 1996.

Cargo Volumes Remain Strong

Cargo volumes are expected to remain strong in 1997. Containerized

cargo will reach an estimated 1.108 million TEUs, a 2.5 percent increase over the 1.080 million TEUs handled in 1996. Intermodal lifts at the Port's two intermodal yards are projected to increase 6.5 percent to 245,000. Total cargo tonnage is expected to decrease 4.8 percent in 1997 to 14.5 million short tons.

"The Port's TEU volumes tend to grow in a stair-step pattern," said Doug Ljungren, Business Planning Manager for the Port. "Right now we're coming out of a relatively low growth period. Growth coincides with the construction of new terminals and other cargo handling facilities such as those planned for development in 1997."

Capital Improvements Planned

Capital improvement projects totaling \$52 million are planned for 1997. They form the cornerstone of future Port terminal expansion efforts. The major projects include the removal of the Blair Bridge, widening of the Blair Waterway channel and construction of the proposed 50-acre West Blair Terminal complex. The Port will also complete a 25-

acre expansion of the Sea-Land Terminal and a five-acre expansion of the Totem Ocean Trailer Express Terminal. Expansion of rail capacity and construction of a new rail interchange/storage yard are also planned.

Other capital projects slated for the year include creation of a 9.5-acre wetland at Clear Creek, ongoing studies and negotiations over the eventual cleanup of the Hylebos Waterway, expansion of Terminal 3 and continued redevelopment of the Earley Business Center.

"The capital projects and infrastructure improvements planned for 1997, as well as projects completed in 1996, have set the stage for the Port to begin another period of dramatic development," said Don Meyer, the Port's Deputy Executive Director. "All of the projections for trans-Pacific trade show continued expansion, the plans we have underway will help ensure that the Port of Tacoma receives a share of that growth."

Africa/Europe

Port of Constantza Fetes Its 100th Anniversary

ON the occasion of the 100th anniversary of the inauguration of work on the modern Port of Constantza, an international seminar took place on September 12-13, 1996.

Professionals from various bodies involved in port activities gave presentations on topics such as: "The Role of Ports in the Development of Trade; Constantza as a Pole of Regional Trade", "The Potential Created through the Connection of the Port of Constantza to the River Transport System", "The Evolution of the Port

Development Concept" and "The Role of the Port of Constantza in the Maritime Transport of the Black Sea".

The seminar enjoyed the presence of representatives from the ports of Hamburg, Frankfurt, Barcelona, Marseille, Trieste, Vienna and Bourgas, the International Association of Cities and Ports and Germansischer Lloyd and of the mission from Special Assistance



Port of Constantza Headquarters Building



The seminar participants are guided to see a model of the port facilities.



Mr. Pistolea addresses those attending the International Seminar.

for Project Formation (SAPROF) from Japan.

There were also representatives of shipping companies, equipment suppliers and port users, the Consulates General of the Russian Federation, Turkey and the People's Republic of China and officials from the county of Constantza, the Municipality and the Ministry of Transport.

The guests had the opportunity to round out their image of the Port of Constantza through a tour of the port by boat and a trip to the Danube Black Sea Canal.

We expressed our appreciation to all our guests for sharing with us this important event for the Port of Constantza.

Le Havre 1st Gateway To Northern Europe

By Pierre-Ives Collardey
Commercial Director, Port of Le Havre
(presentations made at a seminar in Tokyo on 26 November 1996)

THANK you for your participation in this meeting.

The relationship between the Port of Le Havre and Japanese companies are longstanding and deep. The Port of Le Havre Authority has had a representative office in Tokyo managed by Mr Monnin for about 30 years. Furthermore, the port of Le Havre and the port of Osaka have been twinned for more than 15 years.

Before giving you a list of the shipping companies which link Le Havre with your ports, let me comment on the European market and the organization of shipping.

The countries of Europe appear on this slide. Together their population is more than 350 million people.

The most industrialised and populated region is in the North: the London area, the north of France, Belgium, Holland, Germany and the north of Italy.

The location of this concentrated mar-

ket makes the English Channel and the North Sea the busiest sea lanes in the world.

The market is so vast that the shipping lines have specific and special services to northern Europe. Shipping lines or consortia which call in the North are different to those which call in the South. The ships are bigger and there are no stops between the last Asian port of call (Singapore) and the first north European port of call (Le Havre).

If I zoom in on northern Europe, you can see the many ports which make up the north European range: Le Havre, Felixstowe, Antwerp, Rotterdam, Bremerhaven and Hamburg.

Among these ports you can see that Le Havre can offer the best transit time: Le Havre to Kobe is a 23 days trip.

Some shipping lines call first at Le Havre when arriving in Europe giving an excellent transit time for your exports.

Others choose Le Havre as last port of call on leaving Europe giving the best transit time for your imports to Japan.

In Le Havre, there are close to 50 monthly services to and from North America, 80 services to Central and South America, 45 services to West Africa and 70 to the Far East: Every 10

hours a ship either arrives from or leaves for the Far East.

For Japan, you can see that 15 shipping companies regularly link your ports and Le Havre with 7 weekly services.

The number of shipping lines calling at Le Havre is continually increasing. Because, we are efficient, because we are competitive, but also because Le Havre port is accessible to the biggest container ships now in operation, at any time, at any tide.

Now, ships of more than 4,000 TEUs are common.

Last January with *Regina Maersk* and 2 months later with *Knud Maersk*, we accommodated the two biggest container sisterships. Each one was 318 m long, 42 m wide and with a draft of 14 m.

Le Havre can accommodate these ships fully loaded without any limitations because of tide. This is not the case for the other European ports, especially Antwerp where draft is limited to 10.5 m.

As the size of ships increases, Le Havre will continue to be able to accommodate them.

From Le Havre, you can not only distribute your products in France. Due to our location, Le Havre port can also be used to distribute to Ireland, Great Britain, Spain and Portugal by transshipment.

I would like to focus on transshipment to Africa: in Le Havre, there are 45 calls per month by shipping lines which are dedicated to the west African market. That means that 1.5 ships per day link Le Havre with that part of the world.

With the high frequency of calls from Asia, I think that Le Havre is probably the easiest port from which to tranship to Africa.

There are many traders who buy in Asia and sell in Africa. Distribution to the African markets can be carried out directly from Le Havre, not just for fully laden containers but also for break-bulk, new cars, and so on.

Turning briefly to inland transportation, the infrastructure in France, and particularly in the Le Havre area, is highly developed. Commodities can be distributed from the port by road, rail and barge.

As far as trucking is concerned, the motorway network in the Le Havre area is being extended, so making distribution into the industrial heart of Europe most effective.

Why, because the motorways from Le Havre are not congested.

For rail transport, there are three pos-

sibilities from Le Havre :

-The French container network, called CNC which guarantees delivery to all French towns in less than 24 hours.

-The European network, called INTERCONTAINER, which links Le Havre with the main European cities within 36 hours.

-Shuttles between Le Havre and Lyons, Paris, Bordeaux or Lille.

Should you like to receive further details of these services, contact addresses which appear in our brochure. Our contact for Japan is Mr. J. Monnin.

For waterway transport, Le Havre is linked to Paris by barges which transport containers, new cars and bulk.

I hope that you are now convinced that Le Havre offers a full and diversified choice of shipping lines and inland transport modes.

Transit through the Port of Le Havre is very rapid, the Port Authority, French Customs and interested companies are linked by a highly sophisticated computer system which ensures that all those dealing with a particular container are informed as soon as its arrival notice is received.

In this way, customs clearance is completed before the ship arrives in the port, eliminating any delay.

There are 1,000,000 m² of warehouses in Le Havre and more than 50 private firms store their goods there for distribution in Europe. Our clients include ELECTROLUX, maker of electrical appliances based in Venice, and EVIAN mineral water based near Geneva.

Storage under free trade zone status is available in Le Havre, and there are many warehouse companies specialised in a particular range of goods such as electronic equipment, garments, new cars, spare parts or food-stuffs. Inventory control is managed by private computers linked to the main network.

We can supply you with contact details on request.

Any Japanese company setting up a distribution centre in Le Havre will be eligible for local and central government assistance.

Total cargo traffic in Le Havre reached 54 million tons in 1995 with 13.5 million tons of general cargo and 1 million TEU's of containers. Container traffic increased by 10%.

While we still have plenty of space available in the port, we are also looking ahead to the 21st century.

We are aware that ship size will continue to increase and that shipowners will be more demanding in regard to

port access. They will continue to require rapid turnaround and efficient handling.

The port of Le Havre can satisfy all these requirements.

To ensure our long-term future, it has been decided to build a new container port at Le Havre. Called Port 2000, it will be built in the Seine Estuary on reclaimed land and will be dedicated purely to container traffic.

There will be no lock system to pass through and ships of any size will be accommodated. Shipping lines will operate their own dedicated terminals.

The Port of Le Havre will therefore be attractive to both lines and shippers and shipowners.

I trust this case will especially be the case for Japanese exporters, shippers and shipowners.

Port of Paris Authority A Multimodal Platform

**By Mr. Christophe Prioux
Commercial and Logistics Director
Port of Paris**

(presentations made at a seminar in Tokyo on 26 November 1996)

LOCATED on the River Seine and its tributaries the Oise and the Marne, and largely developed for international shipping, the Port of Paris Authority (PAP) is the second largest river port in Europe after Duisburg in Germany and the largest in France. In 1995, the waterborne traffic amounted to 20.3 million tons of goods, more than 10% of which coming from international trade. Otherwise, the Port of Paris Authority had a turnover of 283 million French Francs (54.5 million US \$).

In the greater Paris area, all the installations both public and private concerned by this traffic are under the control of the Port of Paris Authority. It is an independent state-owned body, the area of responsibility of which is the Ill-de-France region. This region corresponds to Paris and the seven surrounding 'departements' and counts for 20% of the French population and 28% of the national wealth. It comprises 300 quays, wharves and docks along nearly 500 kilometres (300 miles) of waterways. Among those facilities, some 70 are established on 1,000 hectares (2,500 acres) of state-owned land and directly managed and commercialized by the Port of Paris Authority, while for the other 230 (silos, mini steel plants, power stations, cement factories, etc.)

only the river bank is state-owned.

The Port of Paris Authority operates and develops warehouses, light industrial buildings and offices totalling about 270 thousand sq meters (2.5 million sq ft). Such multimodal platforms, the most important of which being Gennevilliers, Bonneuil and Limay, are linked by rail, road and river to the most industrial and populated areas in Europe. Gennevilliers is served by pipes as well.

As it benefits from rivers developed to the largest dimensions, the Port of Paris Authority allows seagoing coasters to connect Paris and its region, directly and without transshipment, to all the European and Mediterranean ports. This possible use of maritime transport over inland waterways offers industry and trade an opportunity both economical and convenient to cope with keen logistical problems, especially in heavily urbanized areas.

In many ways, the Port of Paris Authority is a key position in the international traffic network. In 1995 its trade represented 36% of waterway traffic in France. The development of this kind of traffic is a priority in the years to come, particularly for all the projects involving movement of containers between Paris and the rest of the world.

Since November 1994, Logiseine, a new service for containers transportation, operates on the River Seine. It has been created by the Port of Paris Authority and some French private partners committed in river transport and port handling, either in Paris or in Le Havre. This line provides, twice a week, cheap, reliable and regular services between the deep sea terminals of the River Seine estuary and the heart of the Paris region.

At the Port of Gennevilliers, a collection and delivery road service has been set up too as an extension of the river transport. Logiseine's marketing policy has been to target a specific geographic area where its rates can compete with road and rail prices. At this stage, within this area, which covers a 15-km radius from the Port of Gennevilliers, waterway transport makes excellent commercial sense.

Thanks to fitted organization, Logiseine services guarantee simple procedures and accurate monitoring while the operations are in progress.

Two years only after it started, more than twenty major shipping companies and container operators already rely on Logiseine services : Nedlloyd, Hapag-Lloyd, Maersk, CGM, P&O and Delmas were the first users; Asian shipping

lines are now keen customers, with NYK, Mitsui OSK, MISC, NOL, Evergreen, Cosco, OOCL, Hanjin, Hyundai...

But the facilities of the Port of Paris Authority are not only reserved for users of waterways; they represent additional advantages to any firm, a 'business plus', the value of which is continuously increasing.

Thanks to its experienced team of professionals, the Port of Paris Authority is able to offer to its 700 clients a complete range of property services including:

- installation studies,
- building design,
- rapid facility construction,
- multiple financing options for user-built installations,
- general maintenance of shared common facilities,
- related services: customs, banks, hotels, restaurants.

Located at the heart of a living capital region of over 11 million people, the Port of Paris Authority has aimed at providing environmental friendly logistic areas, designed or converted with the help of architects, town planners and landscape designers, in order to bring together the river and the city, as well as the economic and leisure sectors.

According to a study, which has recently been conducted by an independent consultant, the activities located on our sites provide :

- about 10,000 direct jobs,
 - a turnover of US\$2.6 billion,
 - an added value of US\$60 million,
- and they are indirectly generating or inducing:
- about 50,000 jobs,
 - a turnover of more than US\$8 billion.

To a large extent, these figures are due to foreign or international sized companies which represent about 30% of our clients and which have chosen the Port of Paris Authority's facilities to set up either their industrial activities or their logistic centres (both domestic and international); the following corporations are just a few of them: Arianespace, Arjo-Wiggins, British Steel Corporation, Electrolux, Alcon Laboratories, Schenker-Rhenus, Caterpillar, Calberson, Frans Maas, Pilkington, Renault, 3M, TNT Worldwide.

Undoubtedly, it is worthwhile considering that the Port of Paris Authority Facilities have now become one of the main logistic platform in western Europe and a real hub for international traffic of good.

Robust Sugar Terminal Starts Up at Rouen

THE Robust sugar terminal, built up-stream from the Port of Rouen, is finished on schedule and ready to start up for the Port's 1996-1997 sugar campaign.

The new Robust sugar terminal gives the Port a key asset and will enable it to satisfy demand in logistics for this cargo. The new terminal receives exclusively bulk sugar from lorries and from trains. The sugar is transported on a conveyor belt to the weighing tower whence it flows along another conveyor belt to the top of the 60,000-tonne capacity silo and into the silo. With this system, a complete train carrying 1,200 tonnes of sugar can be unloaded in three hours.

The sugar flows out of the silo onto a network of conveyor belts that transport it to the weighing tower, then to the ships. The Robust terminal is an efficient one indeed, because it can receive 1,000 tonnes of sugar an hour and it can load ships that transport bulk or bagged sugar at the same rhythm.

Once the sugar has been weighed, it

is loaded onto ships equipped to transport bags or bulk. Six bagging lines feed the ship non-stop at 300 tonnes an hour. Two helicoidal down-loaders assure the link between the terminal and the ship. Each device can lower 3,000 bags an hour into the hold.

The terminal can handle all ships up to 30,000 dwt chartered to transport bagged sugar. Bags and bulk can be handled simultaneously. Regular lines, to Africa and the Middle East, for example, that are liable to be interested in loading lots of a few million tonnes of sugar, can also use the terminal's down-loaders.

The Robust sugar terminal is the fruit of an investment of approximately Ffr 140 million in the Port and will create 30 jobs.

This new terminal will put Rouen on the cutting edge in this category of cargo. At the close of the '70s and in the early '80s, 500,000 tonnes of sugar were loaded at the Port each year. The Robust sugar terminal's start-up target is 300,000 tonnes of sugar a year, an objective that is most likely to achieve.

(Rouen Port)

Mazda, Suzuki Using Göteborg as Bridgehead

THE special deep-sea car terminal at Göteborg's Skandia Harbour has acquired two car import accounts. Mazda and Suzuki cars now use Göteborg as a bridgehead for the Swedish market. The first delivery of the Japanese cars coincided with the

commissioning of the terminal's dock-side PDI facility.

Until now, the deep-sea car terminal at Skandia Harbour has been used for Volvo, SAAB and Scania exports as well as Korean Hyundai and US vehicle imports. The Port has had the ambition to balance the flow with deep-sea import accounts, and the contracts with Mazda and Suzuki represent a breakthrough in this respect.

The pre-delivery inspection facility is run by Göteborg's PDI AB, where the Port of Göteborg is a minor shareholder. This is where import cars are being adjusted to law and market requirements: the fitting of protective head-rests, rust-proofing, fitting of air conditioners, documentation and quality control, etc.

You cannot have a more cost-effective solution to your import needs than this, said Per Olsson, president of Olle Olsson Bilimport AB, importer of Mazda and



The new dock-side pre-delivery inspection facility at Göteborg's Skandia Harbour makes the car terminal there complete. The Port of Göteborg, with 200,000 cars handled a year, the leading car port in Scandinavia, recently won import contracts for Mazda and Suzuki cars to Sweden.

Suzuki to Sweden. He mentioned the frequent calls by car-carriers, the PDI facility and not least the distribution possibilities by rail and road.

The Port of Göteborg is the largest car port in Sweden with approximately 200,000 cars handled per year. Half of these are deep-sea imports and exports, handled at Skandia. The rest is intra-European traffic handled at nearby Älvsborg Harbour.

Battery-powered Clio Tested for Port Use

A battery-powered Renault Clio is currently being tested for port use at Göteborg's Älvsborg Harbour. The harbour management wants to test the battery-powered car for environmental reasons.

Port foremen's cars are often driven inside roll on/roll off vessels, and the absence of exhausts from the test car is an advantage. Two things are usually held against battery-powered cars: limited speed and range. Both are minor limitations in a harbour like Älvsborg, where the speed limit is 30km/h and an electrical charging socket is always at hand.

The power plant excluded, the car is basically a standard Clio, which is regarded as an advantage in terms of reliability and long-term parts support.

The car is used by the Port as a test vehicle; port users Tor Line and STORA are sponsoring the trials. The Clio is being used for personal transport, messenger services and terminal inspection.

Associated British Ports: Investing for Growth

THE United Kingdom is an island nation of some 60 million people, with an annual overseas trade worth over £300 billion. Over 95 per cent of that trade is handled at ports and wharves around the country of which there are more than 300. Associated British Ports (ABP), the UK's largest ports operator, handles some 25 per cent of the country's seaborne trade at its 22 ports, which include the major ports of Southampton, Grimsby & Immingham, and Hull.

ABP Southampton, located on the UK's south coast, is the country's premier cruise port. It is also the country's number 1 fruit-handling port, the leading port for vehicle-exports and has a rapidly growing container trade. Grimsby & Immingham, on the Humber Estuary, is one of Europe's fastest-growing port complexes. A major bulk-handling centre, it also handles roll-on/roll-off (ro/ro) freight and has an expanding trade in general cargoes. Also on the Humber is Hull, the UK's Northern Gateway to Europe, which has in recent years, re-emerged as one of the country's principal foreign-trading ports.

ABP is committed to a programme of strong capital investments at its ports to provide its customers with a range of modern facilities and development opportunities to meet their needs. In 1995, some £61 million was invested in expanding capacity and developing new business at the ports.

ABP's Managing Director, Alastair

Channing, says that investment, backed by long-term deals with customers, is a key part of ABP's commercial philosophy:

"One of our objectives is to build partnerships with our customers, providing high-class facilities and equipment in return for long-term agreements. This gives our customers security and quality services and assists the long-term growth and profitability of ABP."

Examples of recent and current major investments by ABP at its ports include:

Southampton

- * £27 million is being invested in deepening the port's main approach channel to 12.6 m below chart datum, providing a wider operational window for the new-generation container ships than any other container port;
- * The new container berth, Berth 207, has recently been completed, increasing quay frontage at the port's container terminal by 40 per cent.

Port Talbot

- * ABP is dredging Port Talbot Tidal Harbour, expanding capacity to handle British Steel's increased raw material requirements for all of its South Wales steel-making operations; £14 million is being invested in a new dredger for maintenance-dredging at all ABP's South Wales ports which include Cardiff & Barry, Newport, Swansea & Port Talbot.

Hull

- * River Terminal 1, the first tidal ro-ro berth on the Humber, was developed by ABP at a cost of £12 million to handle the new-generation super-freighters of customer, North Sea Ferries;
- * Ro/ro capacity at Hull's Queen Elizabeth Dock has been increased with the opening of the new £3.25 million four-berth common-user ro/ro terminal;
- * ABP is investing £3 million in developing Hull Steel Terminal, which will enable ships carrying weather-sensitive steel to berth and discharge completely under cover.
- * Alexandra Dock, closed a derelict for a decade, has been re-opened and subsequently developed by ABP at a cost of over £6 million. This facility is now handling almost one million tonnes of cargo per annum;
- * ABP has announced its intention to develop QUAY 2000, a new deep-water multi-purpose riverside terminal. The terminal will provide 410 m of



The Port of Göteborg AB is testing a battery-driven Renault Clio as a terminal car in its Älvsborg roll on/roll off harbour. For environmental reasons, the electric car has an advantage, not least on the cargo decks inside roll on/roll off vessels. Also, the limitations of battery-operated vehicles in terms of range and speed are less crucial within a port terminal.



Port of Southampton. Berth 207 is under construction to serve the growing needs of the container trades and handle the largest container vessels coming into service

Capacity Increased For Southampton FTZ

THE Port of Southampton's capacity to handle its rapid growth in trade was further expanded on Tuesday, 29 October 1996 when Associated British Ports' (ABP) Chairman, Sir Keith Stuart, officially opened the new base for container groupage and the Southampton Free Trade Zone (SFTZ).

"The new development effectively represents a doubling in Southampton's Free Trade Zone capacity and provides Free Trade Zone and container groupage customers with a vastly improved facility close to the motorway network. The evident high level of activity in the container port means that this new depot for the Free Trade Zone is being provided at just the right time to match market opportunities," said Sir Keith.

He added: "This new depot is part of a very much larger picture at Southampton where its position as a world-class deep-sea container port is increasingly recognised. Southampton handles 7 per cent (over 30 million tonnes) of all UK overseas trade. Container throughput is rising rapidly; it was up 25 per cent in the first half of the year and there is more growth to come."

ABP is currently engaged in investment programme at the Port of Southampton totalling over £60 million. This includes a new container berth - Berth 207 - which will complete the development of the Prince Charles Container Port. Berth 207 will be operational at the end of the year, increasing Southampton's competitiveness and meeting the growing demands of the container industry. The current investment programme also includes the deepening of the main approach channel by a further 2.4 m which will enable the new generation of very large container ships to use Southampton - regardless of the tidal state - for 18 out of every 24 hours. This represents a significantly wider window of access than at any other UK container port.

SFTZ benefits companies and organisations in UK, European and international trade by allowing users to suspend the payment of import VAT and Customs duty, and to operate outside EU quota restrictions. It also provides cost-effective, individually developed warehousing services and high levels of security which generate low insurance costs and simplified documentation.

The eight-acre, purpose-built depot

quay fronting directly onto the main channel of the River Hmber and will be supported by a paved cargo-handling area of 7.5 ha.

Grimsby & Immingham

- * ABP developed Immingham's new four-berth roll-on/roll-off Nordic Terminal, which was opened last year, for its long-term customer, Danish shipping group DFDS, at a cost of some £13.5 million;
- * ABP is investing £10 million in the reconstruction of Immingham's

tomers, Volkswagen Group (UK) Ltd.

Troon

- * A new £700,000 fish market, built to meet the latest European Union (EU) hygiene requirements, has been developed by ABP at Troon in Scotland;

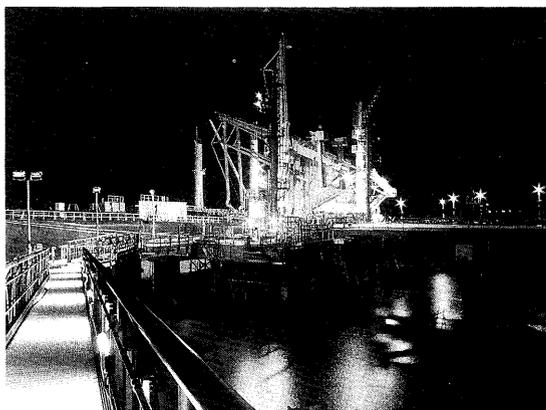
Newport

- * A new 5,000 sq m dedicated bulk-fertiliser import facility, the first of its kind in Wales, was recently opened at ABP Newport. The new terminal is used to blend and store a variety of fertilisers imported through the terminal from around the world.

Goole

- * At Goole, ABP is developing a new steel terminal for RMS (Europe) Ltd to meet the stringent quality standards demanded by their customers in the steel trades. Added to the container storage park recently developed for the same customer, ABP's investment in facilities for RMS in 1996 has totalled £4 million.

ABP's maintains an active programme of sustained capital investment, often at high levels, across a range of growing and expanding port trades. In an increasingly competitive industry, the Group's customers - shippers, forwarders and manufactures - can choose from a comprehensive array of port facilities for any cargo, for either import or export, wherever the destination.



Immingham Oil Terminal

Western Jetty, enabling it to handle vessels of up to 50,000 DWT, an increase of some 20,000 DWT;

- * A new £2.3 million berth has been opened to cater for the continuing growth in ABP Immingham's general-cargo trade;
- * ABP is investing £750,000 in expanding the £3.5 million vehicle-handling terminal it developed at Grimsby for one of the port's longest-standing cus-

consolidates and provides expansion for both SFTZ's operations and the port's container groupage services. The new facility, built by Dean & Dyball Ltd, is well located between the busy container port at Southampton's Western Docks and the motorway network. It includes a 165,000 sq ft warehouse and an area with heavy-duty, block-paved surface for container handling.

Andrew Kent, Port Manager, ABP Southampton, commented: "The construction of a new base is an important development for SFTZ as it enables operations to be consolidated and run more efficiently. The base will help SFTZ to meet the needs of its customers through the provision of top-quality warehousing and high standards of ser-

vice, combined with the advantages of Southampton's position so close to Europe and the main shipping lanes."

Southampton was one of the first locations to receive Government approval for a Free Trade Zone. SFTZ began operations towards the end of 1985 and has been providing a comprehensive range of services to its customers, including warehousing, storage, cargo-handling, groupage and distribution. It is used for the storage of high-value goods such as electronic equipment from the Far East. Other cargoes include garments, toys, machinery and chemicals. The company serves over 100 customers in 50 countries worldwide.

Western Australia as an international business link.

The consolidation of the North Quay container handling area is close to completion, offering state of the art facilities to exporters and importers and ensuring that the port is able to accommodate container trade growth into the next century.

The Fremantle Port Authority has now commenced preparation of a Comprehensive Port Development Plan encompassing the Inner and Outer Harbours.

This plan will look forward over the next two decades with the aim of ensuring that Fremantle and the Cockburn Sound area have the land requirements, infrastructure and port facilities required for future expansion of trade.

The plan will be a dynamic document addressing and integrating all planning issues as they relate to economic trends, the environment, community and social issues and statutory processes.

Consultation with the various stakeholders will be an important feature of this planning process, which is expected to take 12 to 18 months.

The WA 2029 Study indicated that with more space to develop than other capital cities, Perth could easily accommodate a population explosion in the next few years.

Another important advantage for WA is that its major port, Fremantle, is the closest in terms of shipping transit times to South East Asia and the international shipping hub of Singapore.

Fremantle's strategic location has attracted major international companies such as Coflexip Stena Offshore, which has built its South East Asian headquarters at the port.

FPA Chief Executive Officer Kerry Sanderson said that the capacity of the Inner Harbour would probably be reached somewhere between the years 2015 to 2020.

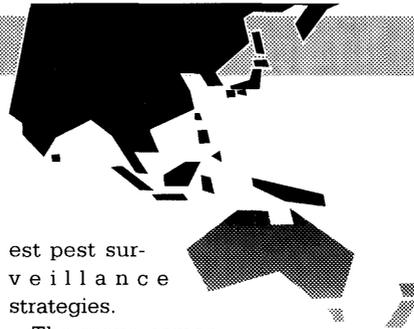
"This has been recognised for some years, and accordingly, the FPA and other relevant Government agencies are planning ahead for the possible future expansion of facilities in the Outer Harbour," she said.

"The aim would be to provide the necessary facilities to take the trade overflows from the Inner Harbour, and not the whole trade.

"By 2020, container trade is expected to increase more than fourfold, and current general cargo trade is expected to treble over the next 30 years."

(Port of Fremantle News)

Asia/Oceania



AOIS Crackdown on Overseas Exotic Pests

By Irene Nisbet

THE Australian Quarantine and Inspection Service will spend \$1.3 million on a new nationwide early warning programme to detect the arrival of overseas exotic pests at the country's ports.

In particular, the programme will target two major pests, the exotic fruit fly and the Asian Gypsy Moth. The two year strategy will be implemented by AOIS in concert with existing State and Federal programmes.

For fruit flies, at least 2,300 traps baited with lures are being set out in 39 first-port-of-call areas at high risk. The programme will also support research to develop new diagnostic techniques.

This will fill potential gaps in existing surveillance programmes conducted by State governments and the Northern Australia Quarantine Strategy.

The Asian Gypsy Moth is a potentially serious pest endangering up to 600 species of trees and has already demonstrated its ability to cause significant damage. It could enter Australia in egg form on containers and ships, and so traps are being placed in 22 port areas around the country.

This programme, developed in conjunction with State and overseas agencies, will be carried out by AOIS and State governments as part of their for-

est pest surveillance strategies.

The move comes amid increasing concern about the country's rising incidence of imported pest incursions, highlighted by recent problems with the imported anthracnose disease in Western Australia's lupin industry.

Both new programmes are aimed at increasing Australia's ability to detect such incursions at an early stage, thereby reducing pest impact through better eradication and management strategies.

(Brisbane Portrait)

Fremantle Prepared for High Economic Growth

FREMANTLE Port will be well prepared to take full advantage of the high economic growth rate predicted for Western Australia over the next 20 years.

Planning and development well underway has anticipated the findings of the Department of Commerce and Trade's WA 2029 Report which forecast an increasingly important role for

Sydney Ports: First Year Profit over \$26.8 Million

THE Sydney Ports Corporation recorded a profit of more than \$26.8 million in its first year of operation, the Chief Executive Officer, Greg Martin, announced.

At the same time Mr Martin said the Corporation had returned a healthy dividend of over \$15.1 million to shareholders, the New South Wales government.

Sydney Ports Corporation was established on 1 July 1995 as the successor to the former Sydney Ports Authority.

Mr Martin said it was particularly pleasing to see the Corporation had increased throughput on containers to nearly 700,000 TEU's.

"This is 4.33% higher than the previous year and marks the fifth consecutive year of container growth through Sydney Ports.

"During the year Sydney Ports handled 20.9 million mass tonnes, while exports grew 0.9% to 4.5 million mass tonnes.

"With the drought now behind us, we would expect that throughput to increase next year," Mr Martin said.

"Also, from July 1 1996 the navigation charges were reduced by 11% and empty container rated by 60%.

"These and earlier reductions have contributed to Port Corporation charges being reduced by around 40% in the past five years."

Mr Martin said this represented a true reduction in costs to the shipping industry and would play a significant role in making Sydney extremely competitive in Australia on a port cost basis.

"At the same time I recently announced a restructuring of the organisation which should help contain costs in the future.

"Quite clearly there is a need to ensure Sydney Ports Corporation provides customers with first class service and competitive prices."

Mr Martin said that during the year Sydney Ports Corporation had also received approval of Quality Assurance by Bureau Veritas Quality International to the Australian and international standard AS/NZS ISO 9002 for emergency response activities.

"Quality certification is proof positive that Sydney Ports is able to work to the high environmental and safety standards required of a modern organisation.

"I understand Sydney was the first capital city port to acquire this type of certification."

Mr Martin said Sydney is now served by 80 shipping lines sailing to more than 200 overseas destinations.

"Sydney Ports Corporation is keenly aware of the need to service customers not only to retain existing trade but also to achieve growth.

"I am confident that given the new focus on port planning, customer service and acknowledgment of the competitive challenges ahead, Sydney Ports will continue to grow and retain its position as a major player in the maritime industry in Australia."

Maunsell to Conduct Port of Newcastle Study

A major new study to assist in planning future development of the Port of Newcastle has commenced. General Manager of the Hunter Economic Development Corporation, Ben Chard, and the Chief Executive Officer of the Newcastle Port Corporation, Dr Glen Oakley, announced that prominent engineering and planning consultancy group Maunsell Pty Ltd had been selected to conduct the \$40,000 study.

Maunsell had been selected from over 130 companies which had expressed an interest in undertaking the Strategic Development Study.

The study formally commenced in mid October with a workshop and briefing session.

Jointly funded by the HEDC and the Newcastle Port Corporation, it will be a key component in planning for the Port's future expansion.

Mr Chard said the enormous interest from companies in conducting the study reflected its prestige and the importance of the project to Newcastle and the Hunter Region.

He added that cooperation between the HEDC and the Newcastle Port Corporation on the study was a unique partnership.

"HEDC, which has the development of business and employment in the Hunter as its main objective, views the Port as critical to the future of the Region," he said. "The partnership with the Newcastle Port Corporation on the study will not only help secure the future growth and diversification of the Port, but will strengthen the Hunter's position as a competitive location for business and a major trade gateway for the State."

Glen Oakley said the study had

attracted submissions from experienced consultancy groups from across Australia. "We are fortunate in securing Maunsell, who are Australia's leading Port planning and engineering group," he said. "They have worked on development plans for many Australian ports, including Sydney and Brisbane, and also have extensive international experience in South East Asia and the Pacific Rim."

The study, expected to be completed in February 1997, will investigate matters including:

- future trends in demand for the Port;
- new business opportunities;
- strategic locations for new facilities; and
- future road/rail services to the Port.

(SCUTTLEbutt)

New ROK Ministry of Maritime Affairs - Fisheries

THE Korean government inaugurated the Ministry of Maritime Affairs and Fisheries on 6 August 1996. The new ministry's functions had previously been carried out by the following nine ministries: the Maritime and Port Administration, the Fisheries Administration, the Ministry of Trade and Industry, the Ministry of Construction and Transportation, the National Police Agency, the Ministry of Trade and Industry, the Ministry of Environment, the Ministry of Science and Technology, the Meteorological Administration and the Ministry of Agriculture, Forestry and Fisheries.

The new arrangement was announced in the first ceremony of Ocean Day 1, by President Kim Young Sam, who said: "The inauguration of the new ministry will make it possible to pursue a strong and efficient ocean development, utilization and preservation policy in preparation for a new competitive maritime age".

The Ministry of Maritime and Fisheries is made up of a Cabinet

Functions



Minister/a Vice Minister, a Commissioner General of the National Maritime Police Agency, Deputy Minister I, Deputy Minister II, two Offices (Planning and Management Office and Ocean Policy Office), six Bureaux (Maritime Transport and Ship Bureau, Port Construction Bureau, Port Affairs Bureau, Fisheries Promotion Bureau, Fisheries Resources Bureau and

Fisheries Products Marketing Bureau), 11 District Maritime and Port Authorities and a Marine Accidents Inquiry Agency.

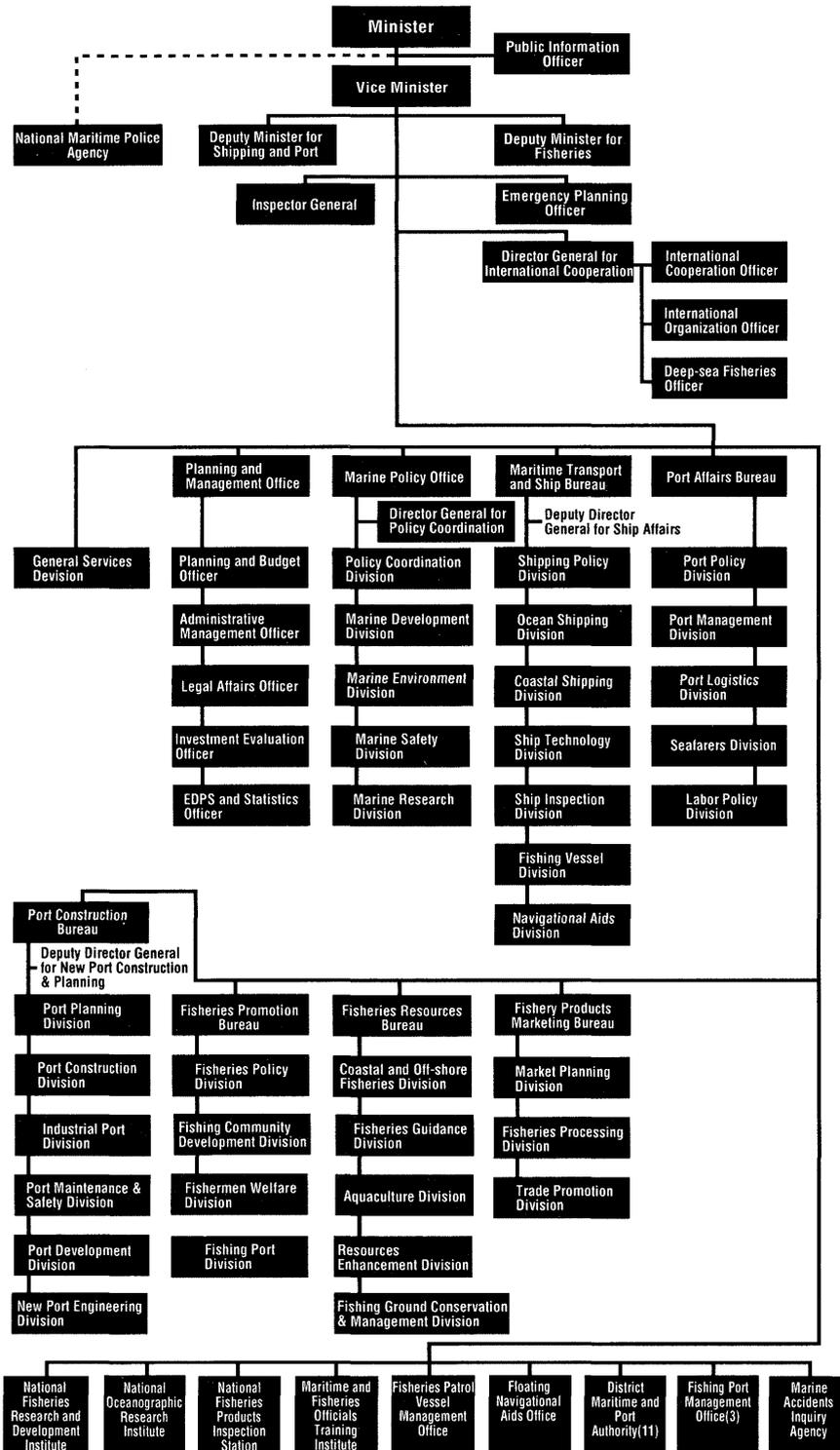
Background

- 17 July 1948** Legislation and proclamation of Government Organization Law
- 17 Feb. 1955** Establishment of Maritime Administration

(shipping, fisheries, and maritime police)

- 2 Oct. 1962** Dismantling of Maritime Administration (its functions broken up into the Min. of Commerce, Min. of Agriculture and Forestry, Min. of Construction, and Min. of Transport)
- 28 Feb. 1966** Opening of Fisheries Administration
- 31 Mar. 1976** Opening of Maritime and Port Administration

Organization



5 Months in Port Klang: Cargo Volume Up 19%

THE fast expanding domestic manufacturing sector and strong growth in exports and transshipment traffic help pushed up Port Klang's throughput to 18.2 million tonnes – an increase of 19.4% – in the first five months of the year.

That the government has been successful in its efforts to promote Port Klang as a transshipment hub is very much evident by the phenomenal growth in such traffic. Compared with the corresponding period last year, there was a 380% increase in transshipment trade and a 58% increase in re-exports.

The robust manufacturing sector coupled with an increase in import of consumer goods contributed to an increase of just over 21% in container traffic between January and May. Total box traffic was 526,484 TEU.

Of the total throughput, containerised tonnage accounted for nearly 54.8%, breakbulk 16.5%, dry bulk 18% and liquid bulk 10.7%.

Shipping tonnage registered a 29% increase – from 28.9 million grt in the corresponding period last year to 37.3 million grt. Ship calls rose 17.3% to 3,618. (GATEWAY Malaysia)

Maersk Line to Call Port of Tauranga

ONE of the world's largest and most powerful container shipping lines, Maersk Line, will include the Port of Tauranga in its worldwide network from February this year.

The giant Danish container line will

introduce a fortnightly fixed weekday, direct service between the Port of Tauranga, Napier, Lyttelton and Auckland and its transshipment hub in Singapore.

Maersk New Zealand Limited's Managing Director Jens Baekkel Madsen, who has been in New Zealand finalising the new schedule since October, says the Port of Tauranga will be an important port call for the line.

"Not only are there very specific import and export cargoes being loaded and discharged at the Port of Tauranga that are of keen interest to us, but the Port also has the space and capacity to act as a central receiving and distribution point," he says.

Port of Tauranga Chief Executive, John Halling, says the company is delighted to be welcoming Maersk to its wharves in 1997.

"We now have a range of the world's largest and most respected shipping lines calling at Tauranga, providing importers and exporters in the region with fast, reliable access for their cargoes to destinations virtually anywhere in the world," he says.

Maersk Line, which has representation in more than 80 countries worldwide, says that after feeding into the Singapore hub, onward connections to Maersk's global service network will give particularly fast transit times into Northern Europe, the Mediterranean, the Middle East, India, Pakistan, as well as a wide range of Far East locations.

The shipping line, a member of the AP Moller Group headquartered in Copenhagen, Denmark, has more than 30,000 employees worldwide and operates over 80 container vessels.

Wharfage Fees Reduced On Foreign Cargo: PPA

IN a move to attract foreign transhipped cargo, the Philippine Ports Authority has reduced wharfage charges and liberalized their documentation requirements.

Administrative Order 11-96 applies to all ports under the jurisdiction of the PPA, but covers only foreign containerized transshipment, or boxed cargo discharged at port from a foreign port and destined for reshipment to another foreign port as declared in the manifest. The relaxation on wharfage fees does not include general bulk or breakbulk cargo.

Beginning June 1, 1996 up to November 30, 1996, or a trial period of six months, wharfage fees on foreign transhipped cargo is only US\$1.00 per

TEU, provided that the carrying vessel unloads at least 500 TEUs. The dollar-denominated rates may be paid in Philippine peso at conversion rate prepared by PPA.

The cargo handler imposes arrastre charges only when the transshipment cargo are rehandled at the port. If there is no reworking on the cargo, there will be no arrastre charge.

Storage fees and full vessel charges for foreign transshipment boxes remain the same. The PPA, at present, already gives 15 calendar days of free storage for foreign transshipments. (*Port Trends*)

DCT: Commendable Throughput Growth

By Teh Kwee Hong
Port of Singapore Authority

HAVING achieved commendable throughput growth in the first six months, Dalian Container Terminal (DCT) Co Ltd is intensifying its efforts to become the premier hub of the Bohai Rim region.

Prior to its operational opening in July 1996, Roger Tan, former Tanjong Pagar Terminal Manager seconded to DCT as General Manager, led a team to form a preparatory committee for the Port's opening.

Since then, the team has been keeping in touch with shipping lines to hear their feedback on DCT's service. Says Roger, "Feedback from shipping lines such as Cosco, Evergreen, Maersk Line and American President Lines have been valuable. In response to their feedback, we have introduced measures to improve their situations and serve them

better."

These measures include introducing more transparent charges, streamlining documentation processes and working with the Port Administration to create a more conducive environment for shipping lines, shippers and consignees. Roger adds, "The future will see us intensifying and finetuning these efforts to serve our customers better. In line with PSA's customer focus, DCT will be on the lookout for areas of improvement to promote a conducive environment for cargo flow to and from Dalian, and enhance the efficiency of terminal operations."

To boost its equipment fleet, DCT called an international tender for the supply of container-handling equipment in July. The tender called for the supply of four quay cranes, 10 new and three readily available yard cranes, 16 prime movers and 16 trailers. The equipment is expected to be commissioned between end 1996 and early 1998, thereby boosting DCT's fleet to double its present size.

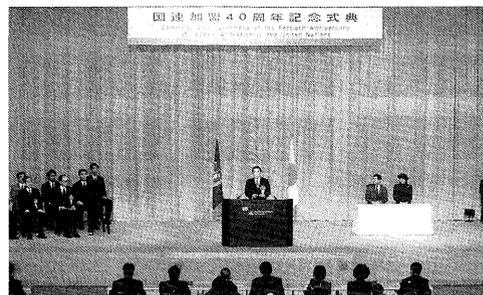
In the pipeline are also plans to introduce a new Computer Integrated Terminal Operations System. Called CITOSI, a smaller-scale version of the system used at PSA, it will further improve the efficiency of DCT's operations.

The road to being the premier transshipment port of the Bohai Region may be long and grueling. But with the strong support of the Dalian Municipal Government and co-operation between PSA and the Port of Dalian Authority, the task at hand has already been given a strong headstart. There is no doubt that with such strong support, the team at DCT will brave the challenges ahead to fulfill their expectations! (*Portview*)

Japan celebrates the 40th anniversary of its admission to the UN

ON 18 December 1996, at the Conference room of the UN University in Tokyo, a ceremony was held to commemorate the 40th anniversary of Japan's admission to the United Nations. The event was organized jointly by the Ministry of Foreign Affairs and the UN Association of Japan. The 300-strong audience comprising officials and representatives of NGOs was addressed by Mr. Yukihito Ikeda, Minister of Foreign Affairs, Mr. Zentarō Kosaka, President of the UN Association of Japan, His Imperial Highness the Crown Prince, Mr. Ryutaro Hashimoto, Prime Minister

and Mr. Joseph Verner Reed, Special Representative (Public Affairs) of the UN Secretary General. IAPH was represented by Mr. R. Kondoh on behalf of Secretary General Kusaka.



Courtesy of the JMoFA, via UNIC, Tokyo



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.

World Ports must accept their responsibility to the World Community by working together to enhance security measures and improve communication of information to fight the movement of illegal drugs.

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

IAPH Head Office:

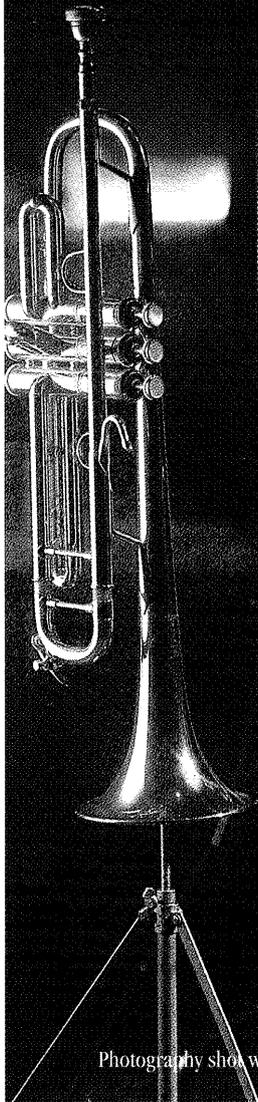
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