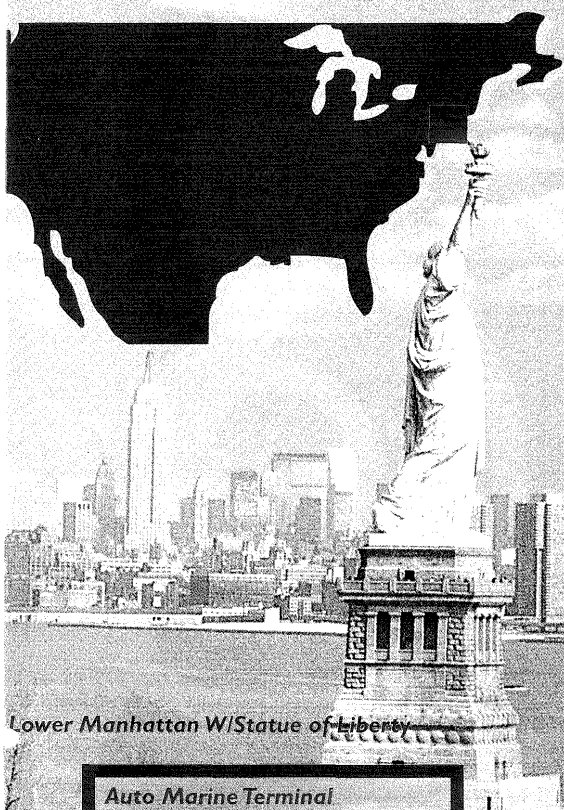




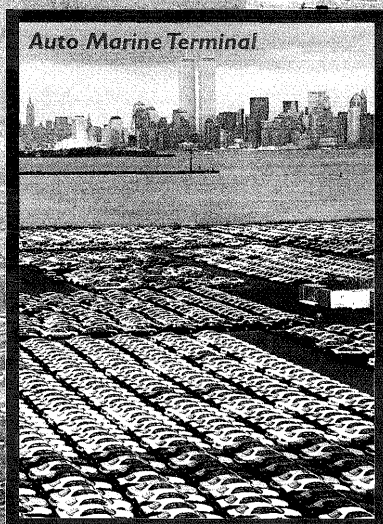
# Ports & Harbors

December 1997 Vol. 42 No. 10

## PORT OF NEW YORK NEW JERSEY



Lower Manhattan W/Statue of Liberty



Auto Marine Terminal



New Express Rail Transfer facility

Newark International Airport in foreground;  
Port Newark, Elizabeth-Port Authority Marine Terminal in center

**IAPH  
welcomes  
Klang's new  
CEO Phang**

**Reports on IMO  
Meetings: Air  
Pollution From  
Ships/MEPC 40**

**Liberia  
All-out to  
Rehabilitate  
Seaports**

**227 Million  
Tons Handled  
in the Major  
Indian Ports**

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## IAPH Officers

### President:

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

### First Vice-President:

Dominic J Taddeo  
President & Chief Executive Officer  
Port of Montreal  
Canada

### Second Vice-President:

Akio Someya  
Executive Vice President  
Nagoya Port Authority  
Japan

### Third Vice-President:

Pieter Struijs  
Vice Chairman/Executive Director  
Shipping  
Rotterdam Municipal Port Management  
Netherlands

### Conference Vice-President:

O.C. Phang  
General Manager/Chief Executive  
Klang Port Authority  
Malaysia



## Port of New York/New Jersey

**A**T Express Rail, the Port Authority's dockside ship-to-rail terminal at the Elizabeth-Port Authority Marine Terminal in New Jersey, container lifts (the number of containers moved from ship to rail cars) are up 30.1 percent for the first half of 1997 over the record-setting levels of 1996. Related article on page 17.

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and University of Delaware, USA**

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**COVERAGE**

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- Trade & Marketing Functions
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- Admiralty & Maritime Law
- Structure & Technological Changes

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Those who successfully complete the required course of study and who pass the end-of-module examinations in accordance with the standards set by the University of Delaware, will be awarded a Diploma jointly issued by the PSA Institute and the University of Delaware, USA. Diploma Holders who possess a recognised first degree, may apply for admission to the University of Delaware's Graduate College of Marine Studies for matriculation in the Master of Marine Policy Degree.

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**CLOSING DATE FOR APPLICATION**

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# IAPH ANNOUNCEMENTS AND NEWS

## IAPH Officers Meet in Marseilles

October 21 & 22, 1997

**A**t the initiative of President Smagghe, a meeting of the Officers was held in Marseilles. The three Vice Presidents were present. Datin O.C. Phang, who has succeeded Dato Rajasingam as Chief Executive of the Klang Port Authority, attended the meeting in order to present the tentative programme of the 21st Conference in Kuala Lumpur. The other officers attended were Ron Brinson, Chairman of the Membership Committee and host of the next mid-term meeting of the Executive Committee in New Orleans, George Murchison, Chairman of the Finance Committee, John Mather, a former President and Honorary Member of IAPH, Rinnosuke Kondoh, Deputy Secretary General, who represented the Secretary General. Unfortunately, Robert Cooper, the Immediate Past President and Hugh Welsh, Chairman of Legal Counselors, were unable to attend the meeting.



### Attendants:

**Jean Smagghe**, President (UPAC-CIM, France)  
**Dominic Taddeo**, 1st Vice-President (Montreal)  
**Akio Someya**, 2nd Vice President (Nagoya)  
**Pieter Struijs**, 3rd Vice-President (Rotterdam)  
**O.C. Phang**, representing the Klang Port Authority, host of the 21st IAPH Conference  
**John Mather**, former President and Honorary Member of IAPH (Glasgow)  
**Ron Brinson**, Chairman, the Membership Committee (New Orleans)  
**George Murchison**, Chairman, the Finance Committee (Long Beach)  
**R. Kondoh**, Deputy Secretary General (Tokyo)  
**José Perrot**, Port of Le Havre Authority (Assistant to Mr. Smagghe)  
**Ritsuko Oharu**, Nagoya Port Authority (Assistant to Dr. Someya)

### The agenda was as follows:

- General review of the present situation of Membership/Finances
- Technical Committees - Task Force IAPH 2000
- Meetings in Africa
- Liaison with international organizations/associations
- Mid-term Exco Meetings in New Orleans
- Next Conference of IAPH in Malaysia
- Other matters

### Main points discussed:

- The Association will have to define a clear strategy to improve the membership in some regions of the world. Ron Brinson has been asked to prepare a contribution paper on the topic for discussion by the Exco members in New Orleans.
- The officers agreed that there are no particular problems with regard to the Association's financial performance. However, the opinion was expressed that the Association needed to be more flexible so as to better cope with unforeseen events, mainly for promoting its own activities. George Murchison will prepare a proposal on this point in cooperation with the Chairman of Legal Counselors.
- The Special Task Force IAPH 2000, chaired by Dominic Taddeo, set up three working groups to make an extensive survey on the present situation of the Association and to make proposals for the future orientation and organization of IAPH. These working groups are chaired by Malcolm Ravenscroft, David Bellefontaine and Geoff Vazey. An interim report will be discussed by the Exco members in New Orleans.
- The officers found that some overlapping remains in the Terms of Reference of the Technical Committees in the Trade Affairs Group. The Special Task Force IAPH 2000 (Geoff Vazey's working group) and the coordinating Vice President Dr. Someya will clarify the situation and propose some changes in order for the new committee on trade policy to be set up.
- The seminar planned in January 1998 in Mombasa (Kenya) is under preparation, but some speakers are yet to be designated. The Officers hope that the seminar will be a real success as it is a good opportunity to promote the Association. Pieter Struijs will hold



the annual meeting of the Africa/Europe IAPH officers on this occasion.

- WCO (World Customs Organization) proposed that IAPH sign a memorandum to be known as the Commercial Fraud MOU Guidelines. IAPH Officers are strong supporters. The proposal will be made to the Board by holding a meeting by correspondence for the ballot.
  - The mid-term Exco meetings in New Orleans (April 16-May 1, 1998): The Officers agreed that mid-term meetings were of the utmost importance for the life of the Association considering that most of the decisions taken in the past were made during the mid-term meetings. Technical Committees will have the possibility to meet in New Orleans prior to the Exco meetings. To meet or not meet in New Orleans has been left to the initiative of each committee chairman.
- A provisional program as agreed upon by the officers is referred to below.
- The 21st Conference in Malaysia (Kuala Lumpur 1999): The first decisions were taken regarding the 21st Conference, which will be held in a new hotel near the city of Kuala Lumpur. The tentative programme was discussed and Datin O.C. Phang will make proposals during the next mid-term Exco meetings in New Orleans.

## 1998 IAPH Mid-term Exco Meetings in New Orleans, Louisiana

**April 26 - May 1, 1998**

### Tentative Schedule

Day	Event
<b>Sunday April 26</b>	Arrival of Delegates and Guests at Hilton Riverside Hotel
<b>Monday April 27</b> 0900-1200 1400-1700	Meetings of the Technical Committees* Meetings of the Technical Committees*
<b>Tuesday April 28</b> 0800-0930  0930-1200 1200-1400 1400-1700  1900	Meetings of Coordinating Vice Presidents and Chairmen (Port Affairs - Human & External Affairs) (working breakfast) Meetings of the Technical Committees (continuation) Meeting of the IAPH/IMO Interface Group (working lunch) Meeting of the 3rd Working Groups of the IAPH 2000 Special Task Force Presidential reception
<b>Wednesday April 29</b> 0900-1200 1200-1600	Meeting of IAPH 2000 Special Task Force Transportation for lunch at Mississippi River Nashville Terminal Complex with technical tour to follow Evening free
<b>Thursday April 30</b> 0830-1000 1015-1230 1400-1700 1900	Finance/Membership Joint Meeting Exco Meeting - Session 1 Exco Meeting - Session 2 Reception and dinner/Port of New Orleans
<b>Friday May 1</b> 0900-1200 1400-1700	Exco Meeting - Session 3 Exco Meeting (reserve)

*\*SG will send information to the Chairmen of the Technical Committees to ascertain if they wish to organize a meeting in New Orleans.*

## NEW APPOINTMENTS

### IAPH welcomes Datin Phang, Klang's new CEO as Conference Vice President

**T**HE Klang Port Authority has recently announced a change in the top official from Dato M. Rajasingam to Datin O.C. Phang, effective 1 September 1997. It has officially informed the Secretary General that the new General Manager and Chief Executive is now taking over the responsibility of organizing the 21st World Ports Conference of IAPH in 1999 in Malaysia. Datin Phang, who was formerly the Under Secretary of the Maritime Division of Malaysia's Ministry of Transport, has recently been elected as the IAPH Director representing



**Datin O.C. Phang**



**Dato M. Rajasingam**

Malaysia. She ensures IAPH of her full support and enthusiasm in making the arrangements for the 1999 Conference.

Datin Phang took the time to join the IAPH President and Vice Presidents as they met in late October in Marseilles, where she reportedly made presentations on the state of the preparation so far undertaken by the host for the 1999 Conference.

On the unanimous recommendation by the President and Vice-Presidents, Datin Phang was nominated as the Conference Vice President so to fill the vacancy created by Dato Rajasingam, and a meeting of the Board of Directors by correspondence was called with the voting date set for 1st December 1997.

We at IAPH certainly wish to express our deep appreciation to Dato Rajasingam for the generous and valuable contribution he made in support of the activities of IAPH, especially in convincing the Board members to hold the next conference in Malaysia. We trust that our host, under the leadership of

Datin Phang, will continue to strive for preparing for another successful conference in Malaysia.

### Estrada succeeds Lannou as Assistant Liaison with UNCTAD

**O**N 10 October 1997, President Smagghe officially appointed **Mr. José Luis Estrada, Port of Algeciras**, as Assistant Liaison Officer with UNCTAD in replacement of **Mr. Jean Pierre Lannou, Port of Le Havre**, who has recently resigned from that position. Traditionally, the role of IAPH's Liaison Officer with UNCTAD has been carried out by the Chairman of the Human Resources Committee (formerly the International Port Development



**J.L. Estrada**



**J.P. Lannou**

Committee). When Mr. Goon Kok Loon of Singapore was appointed to take this position in 1991, Mr. Jean Pierre Lannou was made Mr. Goon's assistant to represent IAPH at UNCTAD meetings on his behalf and thus to minimize the need for Mr. Goon to travel to Geneva from Singapore.

President Smagghe and Secretary General Kusaka each wrote to Mr. Lannou expressing the deep appreciation of IAPH for the valuable contribution Mr. Lannou has made in his various capacities, including the fine job he did to help ensure the success of the 11th IAPH Conference held in Deauville in 1979, with the Port of Le Havre acting as host, his role as a committee member and his service as a member of a panel of judges for the essay contests.

### **Combined Transport & Distribution Committee, Port Communications Committee**

**Mrs. Tanoh Adiko Clémentine**  
Head of Publishing and Information  
Service Transporter  
Public Relations  
Department  
Port of Abidjan,  
Cote d'Ivoire



### **Cargo Operations Committee**

**Mr. Yoseph Bassan**  
Deputy Port Manager  
Operations & Terminals  
Port of Ashdod  
Ports & Railways  
Authority  
Israel



## **IPD Fund: Status Report on the 1997 campaign—20% of targeted amount donated in four months**

Since our last announcement in the previous issue of the journal, in which we reported the amount contributed as being US\$13,460, we are pleased to report on the progress in the on-going fund-raising campaign. The newly received contributions are from the Port Authority of Thailand and Tanzania Harbours Authority. We offer our deep gratitude to the support of those who have responded to the Secretary General's appeal with fresh donations, and now invite all members' continued support of the project towards achieving the targeted amount of US\$70,000.

### **List of Contributors to the Special Port Development Technical Assistance Fund**

*(As of 31 October 1997 – in order of receipt at the Tokyo Head Office)*

ORGANIZATION	COUNTRY	US\$
Georgia Ports Authority	USA	1,500
Bintulu Port SDN BHD	Malaysia	1,000
Ports of Auckland Ltd.	New Zealand	500
Fremantle Port Authority	Australia	250
Port Services Corporation	Oman	985
Associated British Ports	UK	1,000
Nanaimo Harbour Commission	Canada	250
Japan Cargo Handling Mechanization Association	Japan	240
South Carolina State Ports Authority	USA	750
Mauritius Marine Authority	Mauritius	1,000
Overseas Coastal Area Development Institute of Japan	Japan	1,000
Port of Rotterdam	the Netherlands	1,000
Port Authority of the Cayman Islands	Cayman Islands	500
Kuwait Oil Company (KSC)	Kuwait	750
Port of Copenhagen	Denmark	1,000
Saeki Kansetsu Kogyo Co. Ltd.	Japan	235
Marine Department, Hong Kong	China	500
Port of Montreal	Canada	1,000
Port Authority of Thailand	Thailand	100
Tanzania Harbours Authority	Tanzania	1,000
Total:		14,560

## **Combined Transport & Distribution Committee meets in Singapore**

**19 September 1997**

A MEETING of the IAPH Committee on Combined Transport & Distribution, which is chaired by Dr. H.L. Beth (Port of Hamburg), was held in Singapore on 19 September 1997. The Chairman's report follows:

**Date: 19 September 1997 from 09:30 to 15:30**

**Venue: The Westin Stamford Hotel**

#### **Members present:**

**Dr. H.L. Beth**  
(Port of Hamburg) as Chairman  
**Mr. Bernard Chenevez**  
(Port of Paris)

**Mr. F. Mester**  
(Port of Amsterdam)  
**Mr. John Hirst**  
(The Association of Australian Ports and Marine Authorities Inc.)

**Dr. Yoshikazu Kawasaki**  
(IPCD, Japan)

**Dr. Yutaka Watanabe**  
(Tokyo University of Mercantile Marine)

#### **Guests:**

**Mr. K. Das Nair**  
(Port of Hamburg's Representative in Singapore)

**Mr. Tadaomi Narita**  
(IPCD, Japan)

#### **Contributing to the Programme (part-time)**

**Mr. Chan Tuck Hoi**,  
Vice President, Regional Container Line, Singapore

**Mrs. T. Leung & Mr. T.Y. Ming**,  
Singapore Trade Development Board

## 1. Opening of the meeting

- Welcome by the Chairman  
The Chairman explained that unfortunately the Port of Singapore has neither been able to be represented at the meeting nor to host it.
- The programme for the meeting was accepted.

## 2. Administrative Affairs

### 2.1 The minutes of the previous meeting

The minutes of the London meeting were accepted.

### 2.2 Committee Membership

The membership and structure were considered by the members present.

There were no wishes for further enlargement of the Committee.

### 2.3 Terms of Reference

The TOR as proposed by the Committee have been slightly revised after consultation with the IAPH President and the Secretariat.

## 3. Presentations

### 3.1 The Port of Paris

Mr. Bernard Chenevez made presentations on the activities of the port, particularly on water transport on the River Seine. The port is located 500 km away from the sea, has invested 300 million French Francs in infrastructure and handles 20 million tons of cargo per year. Recently a new facility called "Logi Seine" was built to develop container services. It has transportation links with various destinations, both domestic and international. The following papers were distributed to the participants:

Multimodal Platform in the Heart of Europe  
Paris Terminal - Fresh Momentum for Combined Transport

### 3.2 Singapore Trade Board

Mrs. Leung and Mr. Ming gave a brief presentation focusing on:

Limited freight demand in

Singapore

Towards becoming a distribution hub on the basis of global links

### 3.3 RCL - Regional Container Line, Singapore

Mr. Chang Tuk Hoi, Vice President, explained the basic development strategies of his company, which operates one of the largest inter-regional feeder services in Asia.

It was indicated that the paper would be published as a part of the Conference Report of "International Liner Symposium VI".

### 3.4 IFPCD - Japan

Dr. Kawaskai and Mr. Narita made presentations on the functions of the IFPCD (International Federation of Port Cargo Distributors) referring to its history, objectives, past activities, actual plans and membership structure.

## 4. Work Programme

There was discussion on the reactions and answers to the questionnaire circulated by the IAPH Secretariat for the purpose of evaluating how useful the report was for the IAPH members. While reactions were received from no more than 10 ports, those respondents obviously indicated that there should be more concrete case descriptions.

After intensive discussions, the meeting agreed unanimously on the following points:

- (1) The report of the Committee "The Future Role of Ports in Combined Transport and Distribution Centres" is considered as a valuable basis for the future work of the Committee.
- (2) There is no need to publish a revised report. Definitions elaborated in the October 1996 report will also apply to the future work of the Committee.
- (3) There should be a Part II as a collection of representative and future oriented case descriptions and case studies.
- (4) Cases should strictly stick to the

Terms of Reference and refer to the central questions of combined transport and distribution. Papers may describe strategic approaches or present solutions.

(5) The members of the Committee are asked to propose their own contributions or those to be made by third parties to the Chairman's office by 20 November 1997 at the latest.

(6) The Chairman, after

20 November, will circulate a full list of the proposals to the Committee members. Responsibilities for the contents of the contributions will be with the authors and finally with the Committee. Articles with the primary objective of advertising a port will not be included.

The members of the Committee agreed that selected papers on combined transport and distribution should also be offered for publication in the IAPH journal "Ports and Harbors".

## 5. Next Meeting

Mr. Chenevez, Port of Paris, has offered to host the next meeting in Paris. No decision has been made on a date. There should be no collision with the IAPH mid-term event. Pre-conditions for deciding on the exact contents of a collection of case studies should be completed before long.

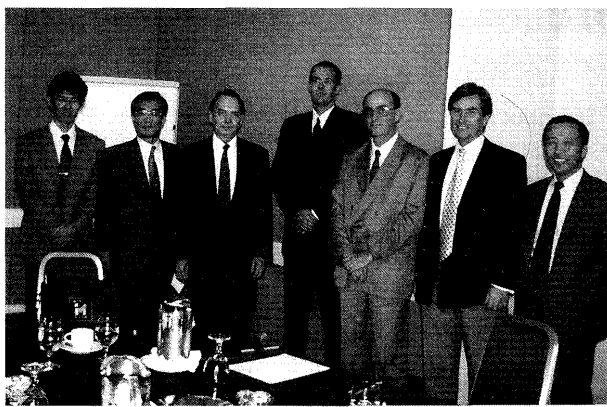
The chairman thanked all the members who joined the Singapore meeting.

## Montreal Represents IAPH at IUCN Workshop in August

At the request of President Smagghe, Mr. Dominic Taddeo, 1st Vice President of IAPH, arranged for Ms. Nathalie Loubier, the Port's Environmental Advisor, to attend the workshop organized by IUCN - The World Conservation Union - as the representative of IAPH. The Workshop was held in Montreal in late August this year.

The IAPH Head Office has recently received a copy of the report of the meeting which Mr. Taddeo's office sent to President Smagghe, with a copy to Vice-Presidents Someya and Struijs.

With our deep gratitude, we introduce in this issue the report by Ms. Loubier, the Port of Montreal.



The picture was received from Dr. Beth, Chairman of the Committee.

## Mr. Vergobbi reports on Seminar on Innovation in Ports

Mr. Bruno Vergobbi, Director General, the Port of Dunkirk, who serves IAPH as an Executive Committee Member and Chairman of the Legal Protection Committee, has sent a report on an international seminar on innovation in ports and transport which was held in Dunkirk on 23-24 September 1997. His report and photographs are featured later in this issue.



## IMO MEETING REPORTS

By A. J. Smith, IAPH European Representative

# AIR POLLUTION FROM SHIPS

A Conference of Parties to MARPOL 73/78 was held at IMO Headquarters, London, UK from 15-17, 22, 24 to 26 September 1997, under the chairmanship of Mr P Bergmeijer (Netherlands), to consider and adopt a Protocol and a new Annex VI to MARPOL 73/78 to regulate the prevention of air pollution from ships.

Delegations were present from 59 Parties to MARPOL 73/78 together with observers from Hong Kong, China, 15 States not Parties to MARPOL 73/78, 2 UN Agencies, 7 inter-governmental organisations and 29 non-governmental organisations, including IAPH.

This was a fractious Conference the successful outcome to which was the result only of carefully crafted compromises targeting the basic objective of reducing sulphur depositions from ships and other harmful emissions.

There were really two contentious issues to be addressed each evoking strongly held views, namely the size of the cap to be placed on the content of sulphur oxide in fuel used by ships, and the conditions for entry into force of the Protocol.

On the first of these, the agreed Regulation 14 provides for a cap of 4.5%, to be applicable world-wide. Exceptions will apply in designated sulphur oxide emission control areas where the level should not exceed 1.5%. Only the Baltic Sea and port areas were so designated for the time being though it was agreed that IMO's Marine Environment Protection Committee could give early attention to the possible designation of the North Sea.

In that last regard, MEPC will need to ensure conformity with agreed mandatory criteria and procedures for the designation of sulphur oxide (SOx) emission control areas other than the Baltic Sea. In addition account will have to be taken of the relative costs of reducing sulphur depositions from ships when compared with land-based controls, and also the economic impacts on shipping engaged in international trade.

Monitoring of the world-wide average sulphur content of fuel will be carried-out in accordance with IMO guidelines.

The quality of fuel to be used by the ship will be a matter between supplier and user and detailed on a Bunker Delivery Note which must be retained

on board for 3 years after the fuel has been delivered. Moreover, the Note should also be accompanied by a representative sample of the fuel, which has to be retained for a period of 1 year. Marine engines on or after 1 January 2000 will have to meet nitrogen oxide emission limits (Nox). A mandatory code was agreed laying down procedures and methods for testing, measurement, surveying and certification.

In so far as a State Party to the 1997 Protocol intends to regulate the emission of volatile organic compounds (VOCs) in ports and terminals, the procedures to be followed are set out in Regulation 15 of the Protocol. In particular, the control system must be based on standards developed by IMO.

Deliberate emissions of ozone deple-

ing substances are to be prohibited. Where necessary, Governments will ensure the provision of facilities for the reception of ozone depleting substances adequate to meet the needs of ships using repair ports and equipment containing such substances when removed from the ships. Reception facilities will also have to be provided at ports, terminals or repair ports for the reception of exhaust gas cleaning residues.

As regards the requirements needed to bring the Protocol and new Annex into force it was agreed that 12 months after ratification by 15 States with a combined fleet of not less than 50% of the gross tonnage of the world's fleet would have that effect.

Uniquely however, the Conference also agreed that if by 31 December 2002 entry into force conditions are not met, the Marine Environment Protection Committee would be asked to identify the reasons for that situation and recommend on how it could be alleviated.

## Marine Environment Protection Committee (MEPC 40)

THE 40th session of MEPC was held in IMO Headquarters from 18 to 23 and 25 September 1997, under the chairmanship of Mr P Bergmeijer (Netherlands).

Some 62 delegations from IMO Member States were in attendance with representatives from Hong Kong, China, 4 UN and Specialised Agencies, observers from 4 inter-governmental organisations and 32 non-governmental organisations, including IAPH.

The meeting was held in conjunction with a Conference on Prevention of Air Pollution from Ships.

In his welcoming remarks, IMO's Secretary-General drew attention to the continuing threat of accidents entailing marine pollution, due in large part to human error. He therefore strongly urged Member States to take all possible measures to effect an early implementation of IMO Instruments and Recommendations. He also recognised that the entry into force on 1 July 1998 of the International Ship Management (ISM) Code would be a positive force for improvements leading hopefully to a reduction of maritime accidents and

incidents giving rise to pollution.

As is invariably the case, port interest was centred primarily on a few but nonetheless important issues, including:

### Implementation of IMO Instruments

It is expected that the 20th IMO Assembly in November 1997 will approve a resolution on Guidelines designed to assist Flag States in the implementation process. Port State Control activities feature strongly in that process. Attention was therefore given to circumstances surrounding the detention of ships and related deficiency reporting.

The Committee was quite emphatic that PSC inspections of foreign flag ships should only be undertaken by authorised and qualified port state officers. Furthermore, Member States were invited to follow established practice in that the first and single visit to a vessel for PSC purposes is not charged.

### Reception Facilities

IAPH members will recall from an

earlier report that IAPH had made a major contribution to the debate on the establishment and operation of reception facilities including funding mechanisms. Having received a status report, MEPC 40 has instructed a Correspondence Group to submit a revised Chapter 11 of the Comprehensive Manual on Port Reception Facilities to MEPC 42 (2-6 November 1998) for consideration and approval. IAPH is expected to continue to provide a constructive and authoritative input to that work.

Questions of inadequacies of port reception facilities continue to surface and will be further considered at MEPC 41 (30 March to 3 April 1998) together with related problems. Presentation of inaccurate information to MEPC 40 by Intertanko did not however help in the resolution of these problems.

A question regarding the possibility that a port state might require the mandatory disposal of ships' wastes to a reception facility when the quantity and storage of wastes on board were such as to require the ship to discharge them before reaching the next port of call, was set aside on the basis that present national legislation provided for that possibility in many cases.

Information on port reception facilities for oily wastes and chemical residues from ships will be made avail-

able on IMO's Internet home page from 1 January 1998. Other electronic methods will also be considered for disseminating such information.

## **Follow-up Action to UNCED**

The UN has declared 1998 as the International Year of the Ocean. It is fitting therefore that some important meetings will reflect that fact, such as a:

Workshop on Waste Management and Marine Pollution Prevention in Southern and East Africa in Cape Town in April 1998;

Regional Workshop on the Protection of the Marine Environment from Shipping Operations in Australia in 1998; International Symposium on Marine Pollution in Monaco in 1998 with the IAEA (International Atomic Energy Authority) as lead Agency.

Notwithstanding the inclusion of the application of the **Precautionary Approach** as a general obligation under article 3 of the 1996 Protocol to the London Convention, MEPC 40 decided that it would be premature to do so in the context of more general IMO activities. IMO Committees will therefore continue to apply the Approach as might be appropriate and with due regard to the doctrines of "compelling need" and "the polluter pays".

MEPC reaffirmed its role as the focal point within IMO for follow-up action to UNCED.

## **SBT Tankers**

In considering interpretation and amendments of MARPOL 73/78 and related Codes, MEPC 40 agreed to expand the exceptions for SBT tankers to ballast cargo tanks in so far as in cases of loading and unloading, arms are not high enough. Ports were also urged to provide loading/unloading facilities so that visiting tankers do not have to resort to ballasting when loading or unloading.

## **Harmful Aquatic Organisms in Ballast Water**

A Working Group continued to deal actively with this subject during MEPC 40. Guidelines have been prepared for the control and management of ships' ballast water to minimise the transfer of harmful aquatic organisms and pathogens. These will feature in a resolution for adoption by IMO's 20th Assembly in November 1997.

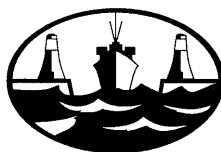
Draft regulations will continue to be prepared as well as implementation guidelines for eventual adoption by a possible Diplomatic Conference in 2000.

IAPH with other NGOs of the maritime industry has been asked to consider co-funding of a Global Environmental Facility Proposal in

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respect of a project dealing with the removal of barriers to the effective implementation of Ballast Water Control and Management Measures in Developing Countries.

The Proposal will necessarily be considered by IAPH Committees during late 1997/early 1998. Preliminary work should be initiated during 1998 leading to a major project submission to GEF/UNDP towards October 1998.

### **Anti-fouling Paints for Ships**

A final report on the subject will be made by a Correspondence Group to MEPC 41 and MEPC 42 will set up a Working Group to deal with the large amount of work which will be needed to resolve the many and complex problems.

Currently however, the Correspondence Group takes the view that mandatory measures are needed to reduce and eventually eliminate the use of anti-fouling paints containing organotin compounds. Development of these measures will need to take account of their enforcement and enforceability.

### **Formal Safety Assessments (FSA)**

MEPC 40 approved interim guidelines

for the application of FSA to the IMO Rule-making Process. These will be circulated under cover of a joint MSC/MEPC Circular. Essentially, FSA is regarded as a rational and systematic process for assessing the risks associated with shipping activity and for evaluating the costs and benefits of IMO's options for reducing these risks. Trial applications of the guidelines by Member States will be encouraged and a reporting format provided for subsequent assessment.

It is inevitable that ports will be drawn into these trials. IAPH members should therefore take steps to ensure that the Circular and accompanying Guidelines are made available to them by their respective Governments.

Additionally and by way of a spin-off, relevant IAPH Committees should consider possible adaptation of the Guidelines for possible use in a port's decision-taking processes.

### **The Cost of the Maritime Infrastructure**

A proposal by Intertanko to develop principles for charging users for the cost of the maritime infrastructure was considered to go beyond the scope and mandate of IMO.

bility; the possible use of compulsory accident insurance as an alternative to liability insurance; and the form of any revision which might be made to the Convention.

LEG 76 agreed to re-establish the Correspondence Group with a specific remit, in respect of passenger claims, to:-

(a) develop a draft text, based on the Athens Convention 1974, as amended by the Protocols of 1976 and 1990, in respect of

- (i) provision of financial security, in respect of passenger claims, including improved "accessibility", and
- (ii) a no-fault basis for liability, possibly based on the draft for a revised Warsaw Convention, and the scope of such provisions; and

(b) consider whether an increase of the limitation amounts of the Athens Convention, as amended, would make any redrafting desirable on other points, and, if so, prepare appropriate draft texts

provided that these terms of reference do not indicate that the Legal Committee has taken a stand on the substantive issues dealt with in the drafts to be developed.

IAPH and other interested parties will need to reflect on their respective positions as respects the Athens Convention 1974, and consider whether and in what manner improvements can be made to it to make it more acceptable. It will also be necessary to take a position on the question of "compelling need" and justify it, for further work on a possible international instrument dealing with matters which might be said to be more port-related than passenger claims.

### **Pollution from Ships' Bunkers**

This issue was submitted to the Legal Committee by IMO's Marine Environment Protection Committee (MEPC). It must be assumed therefore that the question of the compelling need to develop an international instrument to deal with compensatory aspects of the pollution has been or should have been addressed by MEPC in the first instance. Even so, the question was raised by a number of Member States at LEG 76. It remains unresolved.

For the time being, discussion has centred on the work of a Correspondence Group led by Australia.

There was a general agreement that an international as distinct from a national approach would promote hoped-for uniformity. A free-standing Convention would appear to be an acceptable solution to States which are

# **The 76th Session of the Legal Committee (LEG 76)**

**L**EG 76 was held at IMO headquarters, London, UK from 13 to 17 October 1997 under the chairmanship of Mr A H E Popp, QC (Canada).

Delegations were present from 55 Member States and Hong Kong, China, as an Associate Member, together with representatives from 2 UN Agencies and 21 inter-governmental and non-governmental organisations, including IAPH.

In his welcoming remarks, the Secretary-General stressed the importance of making the best possible use of available resources. In that regard, a balance needed to be struck between the development of new international instruments and the work entailed in implementing existing ones. Further, and in a specific reference to issues included in LEG 76's agenda, it would be advisable to establish priorities and concentrate on achieving progress on these.

IAPH has a substantive interest in the principal items dealt with by LEG

76 and is currently considering their implications for ports within the Committee for Legal Protection (CLP). These were:-

### **Provision of Financial Security**

The issue has been addressed by CLP within the context of compulsory insurance. So far as IMO Member States are concerned there continues to be a basic doubt as to the compelling need for the subject matter to be dealt with by international regulations. An attempt to resolve that question will be made intersessionally by the parties concerned.

In the meantime and having regard to the Secretary-General's injunctions, LEG 76 felt that some progress could be made with regard to the provision of financial security in respect of passenger claims. Consideration was therefore given to the compensation levels of the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974; the basis of lia-

not thus far committed to a Civil Liability regime. A Protocol to the existing Civil Liability Convention 1969 was seen as likely to give rise to perhaps unduly complex modification of the CLC system.

On limitation of liability the expressed need was for clarity. Reference tended therefore to be made to existing limitation of liability regimes.

The question of compulsory insurance was related to possible administrative burdens in so far as some form of check will certainly be necessary. The extent of these burdens is as yet unclear.

The scope of a possible Convention needs further study. In particular attention may have to be given to the implications of the inclusion of spills resulting from bunkering operations and whether these are shore to ship, or ship to ship.

Further discussion is necessary on the channelling of liability to, say, the registered shipowner or perhaps a small group of individuals including the owner, operator and/or other interested party on the basis of a strict liability regime.

### Wreck Removal

As with the previous agenda items the question of the need for a Convention remains to be resolved. Nonetheless, a constructive discussion took place on the issues which a draft Convention would need to address. These had formed the substance of a report from a Correspondence Group.

Though nothing has as yet been finalised facilitation of future work has been made possible by focusing attention on generally held views.

Scope, for example, tends to focus on the Convention's mandatory application beyond territorial waters with application in national waters left optional.

To include environmental concerns within the type of risks to be covered would tend to introduce complex problems. Risks relating only to the safety of navigation were the preferred option.

Ships covered should also include mobile offshore drilling units and wrecks may also include aircraft wreckage.

Limitation of liability should be in accordance with the Convention or, as appropriate, applicable national law.

The Correspondence Group will fur-

ther consider the rights of the shipowner in respect of wreck removal; the implications of requiring a contribution to be made by the cargo owner; and the exclusion of State liability only towards parties having an interest in the wreck, for damage resulting from its removal.

### Illegal Migration by Sea

There was much interest in a proposal from Italy to develop a multilateral convention to combat the trafficking of illegal migrants by sea. It was questioned however whether IMO was the right organisation to deal with the matter. In the event Italy will raise the subject at IMO's 20th Assembly in November 1997.

### Work Programme

The priority items to be dealt with in the 1998 work programme are respectively, provision of financial security and the draft wreck removal convention. Pollution from ships' bunkers will only be dealt with after the conclusion of deliberations on the first two issues.

The next meeting, LEG 77, will be held from 20 to 24 April 1998.

## Leading International Decision-makers Meet in Dunkirk Seminar on Innovation in Ports

23 & 24 September 1997

By **Bruno Vergobbi**

General Manager  
Port of Dunkirk Authority

UNDER the aegis of Trainmar France, the Port of Dunkirk Authority spared no effort to ensure the success of this two-day seminar on innovation, a theme that governs the survival and development of all ports in the world. Thirty-eight top-class guest speakers, representing all key players in the port and shipping sectors or relevant service contractors, convened in the city community chambers. They attracted about a hundred of equally prestigious participants from Europe and Africa. As another salient point, the port management and education world were also in attendance since ISCID's students were also allowed to attend the proceedings through a live



Vergobbi

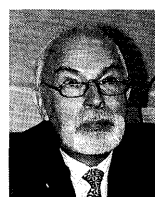
video transmission.

### A Surprising finding: Management as a prime source of port innovation

Most often, "innovation" conjures up new technologies. Though this sector was not omitted from the presentations, particularly those concerned with the ships of tomorrow and information technologies, one can only observe that, as far as ports are concerned, the guest speakers emphasised the role of organisation and management in innovation. David Jeffery, ESPO's Chairman, found that innovation has to be an on-going process towards the adoption of a management structure with the ability to respond quickly and efficiently to market demand.

M. Ravenscroft, Deputy Manager, Associated British Ports, went one step further in explaining that the privatisation of UK ports has been a significant source of innovation.

M. Philippen, Managing Director, Ports of Terneuzen and Flushing, shared the same rationale when he



Smagghe

showed "how and why Zeeland Seaports executed co-operation agreements between themselves and with the Port of Rotterdam and other ports".

In his presentation, M. Smagghe, President of IAPH, suggested a few practical approaches for spreading innovation: IAPH, the world seaports association, through its 12 technical committees, will not fail to get across the messages conveyed by this seminar. Similarly, IAPH 2000, a recently established strategic task force, will focus on the ideas expressed about the private sector's involvement in port management.

### "Light" EDI as a gateway between INTERNET and EDIFACT

For the year 2010, M. Moulhade, Head of Port Management Higher Studies, University of Dunkirk, envisioned a world port community where information will be a more powerful force than the transport of goods. Until then, some soul-searching will be needed on the evolution of Edifact (computerised information exchange for administration, trade and exchanges), which is often restricted to large companies because of the high implementation costs, as opposed to Internet networks which offer cheap, flexible exchanges



but with a low level of security.

A consensus seems to be emerging about EDI Light, advocated by M. Van Kemmel, President of the EDIFACT-TRANSPORT Group at the European Committee for EDI standards. This is, in actual fact, a document uploaded on the Internet in conventional or from presentation format which is converted by software into an Edifact message, for security reasons amongst others.

M. Aaron, Head Information Department DELMAS Shipping Company, did not indulge in overly optimistic prospects and insisted in conclusion on reminding that a telephone was still the most universal information medium, a sector in which innovation was also making tremendous strides. It is up to managers to find out to make the most out of it.

**Port professionals on the eve of a major upheaval triggered by electronic trade**

The Deli "virtual" plant is making tailored computers against clients' orders without manufacturing facilities, by simply ordering from sub-contractors. Is this scheme applicable to port services? This seemed to be the case based on the presentations of Internet stakes by Ms. Stumm, Senior Researcher at INRETS, as well as the demonstration on a WEB server by Mr. Leon, President of IAT Consultant, or talking with the representatives of other ports who are considering offering shippers the possibility of getting quotations from the community's WEB site. The challenge was significant for tomorrow's forwarding agents and carriers. The World Customs Organization seemed to confirm this evolution, which is demanded by shippers and operators, but appeared more in favour of Extranet to convey information.

**Ports derive a fresh role from the new deal on global trade but the conventional stevedore's role is put into question**

Through the globalization of their sales and purchases, major internation-

al retailers like Leroy Merlin are being prompted to set up in ports with logistics specialists like Dubois who, in turn, are being forced to look at the ports if they want to keep their customers' loyalty. Major shipowners like Nedlloyds are also keen to offer end-to-end logistics to their clients and are signing agreements with the same logistics firms.

Along the way, the ports are again enjoying the appeal they had lost because of labour conflicts and have become distribution logistics hubs, while the logistics companies are laying down their requirements on coming to port areas and need large modern warehouses under leases governed by the market.

**The "BOT" (Build-Operate-Transfer) Agreement: A new approach to port development in a period of cash scarcity**

M de Cazalet, Lawyer - GIDE/-LOYRETTE/NOUEL OFFICES, well-known in the business world, promoted the advantages of a terminal funding and operating scheme which is widely used in ports like Singapore or Buenos Aires, but unknown in France. Still, the advantages are significant, since the risks and liability are better shared between builders, operators, insurers and banks and are thus limited for each partner.

Under proper legislative and economic control, such a system deserves detailed evaluation in a period of privatisation or divertment by the State.

M de Cazalet's comprehensive presentation included details on the foregoing aspects and on the financial schemes.

**Stevedores and terminal operators: How to reconcile economic constraints and a welfare objective**

The change in industrial relations is not alien to the renewed interests expressed in the ports. M. Cortesi, General Manager of Rinfuse Genoa S.p.a., explained that the complete cultural revolution in the port of Genoa was the core of innovation.

M. Guerin, SAGA Group, announced a new management scheme for the Dunkirk's west grain terminal, comprising a single structure grouping public and private actors to achieve economic efficiency.

M Gouvard, Secretary General of CSOPMI (the union officially representing the Dunkirk Dock workers) confirmed that past practices were not justified any more and that flexibility and on-going adaptation were the buzzwords in all sectors. In his view, permanent discussions in order to achieve economic and commercial objectives are the most efficient approach for responding to the stevedores' social expectations.

**An innovative attitude in the environment sector to turn the environmentalists green, silent and invisible**

The President of the European Ports Association did not fail to notice that environmental issues were often the essential and most controversial topic for discussions in connection with port extensions or the development of new activities.

Therefore, he suggested an in-depth innovative attitude in that respect to the point of making the 'greens' quiet and invisible.

**"Last but not least": Innovative research**

Research is often a symbol of innovation, which does not mean that one should make with what is in progress since research is all too often an academic recycling exercise of existing ideas. Instead, research should become a creative approach in improving ports, by which it would be recognised as valuable and therefore stimulating.

**Conclusion**

The foregoing few salient themes provide some hints on the key aspects of this seminar: the presentations, discussions and analysis have been the subject of a very comprehensive collection, which is available at the Dunkirk Port Authority for a flat contribution of 350 Fr.

In organising this seminar, the Port of Dunkirk Authority highlighted the role it is determined to play on the international scene and unambiguously presented itself as an innovative port through its substantial messages and testimonials.

By choosing the theme of this seminar, Trainmar France appeared again as a promoter of new training concepts. In this regard, the presentations of M. Alphaize, Special Adviser, Trainmar Programme UNCTAD, and M. Appave, Chief of Maritime Industries Branch, ILO (International Labour Organisation), were highly significant contributions.



Over 100 professionals from various countries attended the seminar

# Report on the 8th Global Biodiversity Forum

August 29-31, 1997  
Montreal, Canada

By **Nathalee Loubier**

Environmental Advisor  
Port of Montreal

**T**HIS report will summarize the background of the Convention on Biological Diversity (CBD) in which the Global Biodiversity Forum (GBF) has been conceived. Biodiversity issues explored in the 8th session of the GBF, prepared by IUCN The World Conservation Union, on August 29-31, 1997, in Montreal, Canada, will be outlined with more emphasis in coastal and marine biodiversity issues. Finally, recommendations made during the workshop on marine and coastal biodiversity issues will be described.

The Convention on Biological Diversity (CBD) was signed by more than 150 governments at the 1992 Earth Summit in Rio de Janeiro. In 1993, the Convention became effective as an international law and now more than 160 countries have ratified the CBD and adhered to the Convention. The CBD included three overall objectives: conserving biodiversity, using biological resources in a sustainable manner and ensuring the fair and equitable distribution of benefits arising out of the utilization of genetic resources.

During the second Conference of Parties (COP) of the CBD in November 1995, the Jakarta mandate on marine and coastal biodiversity (Jakarta mandate) was adopted. The Jakarta mandate include the following elements:

1. Reduce marine and coastal biodiversity loss in these five thematic areas: sustainable mariculture, alien species, marine protected areas, integrated area management, and over exploitation of living marine resources.

2. Three year expected process under the CBD to address the above five thematic areas and identify major obstacles to implementing the Jakarta Mandate.

The 8th session of the Global Biodiversity Forum (GBF) met on August 29-31, 1997, in Montreal. It comprised of five workshops exploring the following biodiversity issues:

- 1) biodiversity of inland waters;
- 2) policy research capacity to implement the convention on biological diversity;
- 3) role of forest-protected areas and

sustainable forest management in biodiversity conservation;

- 4) biodiversity education and communication; and
- 5) *incentives, private sector partnership and the marine and coastal environment.*

For the purpose of this report, only the incentives, private sector partnership and the marine and coastal environment workshop will be described.

The objective of the marine and coastal environment workshop was to present case studies from various industries, discuss each experience, and draw out the lesson learned to present recommendations for the use of participants at the Third Meeting of the Subsidiary Body on Science, Technical and Technology Advise (SBSTTA) of the CBD on September 1-5, 1997, in Montreal, Canada.

Case studies presented during the workshop included oil and gas operations in sensitive coastal environments at Liverpool Bay, UK; case studies related to sustainable fisheries and creating partnership with the private sector and the community; case studies on community-based coastal resource manage-

ment in Philippines (high marine biodiversity area); case studies on community involvement in coastal protection in Indonesia (coastal erosion); case studies on partnership of the government of Belize and a local organization in developing a locally-acceptable management plan for several fishery reserves; and case studies on the use of tourism or other commercial support to achieve long-term economic and environmental sustainability in coral reef areas in the Pacific and Caribbean areas.

Recommendations made by participants of the marine and coastal environment workshop were presented by a representative of IUCN during the closing plenary of the workshop. Recommendations were based on partnership with the private sector and the government process to have the best practices related to marine and coastal environment. IUCN mentioned that the participation of oil industries during this workshop is the beginning of partnership with the private sector. Since marine and coastal environments, species and resources are often extended over regional and global geographic scales, the participation of a wide range of stakeholders, including the private sector, will be critical in addressing marine and coastal environmental issues. IUCN concluded that marine and coastal biodiversity issues should be focused not only on local and national but also global partnership with the private sector and also with the community.

(October 16, 1997)

## Visitors:

**O**N Monday, October 6, 1997, a Study Mission on LNG Terminals sent by the Port of Rotterdam visited the Head Office and was received by Mr. R. Kondoh to exchange views on various aspects of the implementation of LNG terminals. The mission members, headed by **Capt. B. Doves**, Harbour Master Europoort, were **Ir. G.C. de Jong**, Safety Manager, Port of Rotterdam, **Ir. W. Been**, Chief

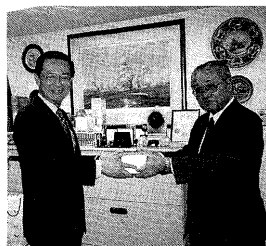
Environmental Engineer, **Ir. Mrs. Kieboom**, Environmental Policy Engineer for Air and Safety of DCMR (Environmental Control Agency, Rijnmond), **Mr. J. Verwoerd**, and **Mr. H. Oosthoek**, Representatives of the Province of South Holland, **Mr. B. Bakker**, Representative of the South Holland Environmental Federation, **Dr. Ir. J. Post**, Senior Scientist External Safety, National Institute for Health and Environment, **Mr. H. van de Veen**, Regional Inspector, National Inspectorate of Public Health and Environment, **Mrs. A. van Dalen**, Head,

Department of Project Development, Rotterdam Municipal and Regional Fire Brigade, **Mr. L. Lampers**, American Dutch Energy Corporation, **Mr. E. van Kooij**, Counselor for Science and Technology, **Mr. K. Hayakawa**, Project Officer, of the

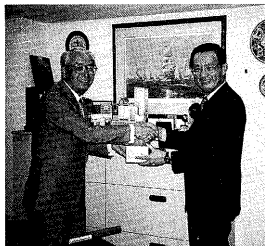


Royal Netherlands Embassy in Tokyo, and **Mr. A. Kochi**, Representative Desk for the Port of Rotterdam in Japan. During its week-long trip to Japan, the mission visited the agencies of the Ministry of Transport, the Maritime Safety Agency, the Pilots Offices of the Port of Yokohama and Port of Kobe, the Japan Association of Marine Safety and the operators of LNG terminals.

● On the morning of Tuesday, October 7, 1997, **Dr. Yeo Ning Hong**, Chairman, **Mr. Goon Kok Loon**, President, International Business Division, **Mr. Ng Chee Keong**, President, Container Terminal Division, and **Mr. Ong Seow Leong**, Assistant Manager, Marketing Department, of the **PSA Corporation Limited**, escorted by **Mr. J. Morita**, **Suzue Corporation**, Japan, visited the Head Office, where they were



**PSA Corporation Chairman Dr. Yeo (left) and IAPH Secretary General Kusaka**



**Dr. Someya (left) greets Dr. Yeo**



**From left, Ong, Someya, Ng, Yeo, Kusaka, Kondoh and Takeda**

welcomed by Secretary General Kusaka, his senior staff and Dr. Akio Someya of Nagoya, 2nd Vice President of IAPH, who joined the Head Office members to greet the delegation from Singapore. The PSA Corporation delegation was visiting Japan to meet with Japanese shipping interests to promote trade ties under the new set-up in place since October.

● In the afternoon of Tuesday,



October 7, 1997, **Mr. Bernard S. Groseclose, Jr.** (pictured, seated right), President and Chief Executive Officer, and **Mr. Nakata** (seated left), Tokyo Representative, **South Carolina State Ports Authority**, visited the Head Office, where they met with Mr. R. Kondoh, Dy. Secretary General. Mr. Groseclose was visiting Japan as a member of the Southeast US governors' conference, which convenes in an Asian center in alternate years.

● On Friday, 17 October, **Mr. Leo Visser** (left in the picture), Director, **Water and Environ-**



**ment, DHV Consultants BV**, the Netherlands, visited the Head Office and met with Mr. R. Kondoh. Mr. Visser was on a trip to Korea and Japan as a member of the Dutch Trade Development Mission headed by Ms. Anne Marie Jorritsma, Minister of Transport, Public Works and Water Management.

● On 20 October, **Mr. Eric Leloup**, Chairman of the Board of Directors, the Port of Le Havre Authority, and Mrs. Leloup, accompanied by **Mr. Jean A. Monnin**, the Port's Representative in Tokyo, visited the Head Office, where they were welcomed by Secretary General Kusaka and his staff. Mr. Leloup was visiting Japan as a leader of a nine-member trade promotion mission to Tokyo and Osaka.

On the morning of 22 October, a press

conference was held by the delegation in a Tokyo Hotel, to which representatives of local newspapers and journals related to maritime or distribution affairs were invited.

On the same evening, a 'Le Havre Night', consisting of presentations by the delegation members and a reception, was held in a hall of the Japan Shipping Club, attended by some 150 people representing various companies such as traders, shipping companies, car manufacturers and distributors as well as senior officials from the French Embassy in Tokyo. From IAPH, Secretary General Kusaka and Under Secretary Kimiko Takeda attended the event.

The participants were impressed by the presentations on the latest developments taking place in the Port of Le Havre and its strategy for further growth into a hub port in northern Europe. **Mr. André Graillet**, Executive Director of the Port, emphasized Le Havre's advantages for its customers, including its proximity to the great European centers for railroad and road access, maritime transit time, high quality services which are available around the clock, advanced computer technology, reduced port dues



**Mr. and Mrs. Leloup upon their visit to the Tokyo Head Office**



**The delegation members are pictured at the end of the press conference on 22 October, from left, Jean A. Monnin, Le Havre's Far East Representative; Christian Leroux, President, Le Havre Port Alliance; André Graillet, Executive Director, Port of Le Havre (PAH); Eric Leloup, Chairman of the Board of Directors, PAH; Pierre-Yves Collardey, Commercial Director, PAH; Eric Durand, Shipping Lines Department Manager, PAH; and Patrick Retourné, Public Relations Officer, PAH. (The other delegation members who are not pictured were: Francis Genot, Executive Manager, World Trade Center Le Havre; Pierre-Yves Reynaud, Freight Department Manager, PAH; and Florence Aubergier, Asian Business Coordinator, Freight Department, PAH.)**

## IAPH ANNOUNCEMENTS & NEWS

and special customs procedures. The port was focusing on the challenging national project "PORT 2000".

The delegation has reportedly organized a "Le Havre Night" for 23 October in Osaka.

● On 27 October, **Mr. Sun-Jin Kim**, Senior Shipping Expert, Transport, Communications and Tourism Division, **United Nations ESCAP**, accompanied by **Mr. Katsuhide Nishizono**, Section Chief, International Affairs Office, Ports and Harbours Bureau, Ministry of Transport, visited the IAPH Head Office and met with Mr. Hiroshi Kusaka, Secretary General, and his staff for an exchange of views and information. Mr. Kim was visiting Japan on a mission to survey the national and regional demands for MAR-INFO, a project which ESCAP is implementing to enhance the accessibility of maritime transport information and data. According to ESCAP, the objective of the

project is to assist the maritime sector of the region to more usefully explore the potential benefits of Internet technology in an attempt to make harmonized and consistent maritime data on the Internet available to providers and users of maritime services, government agencies and research institutions.

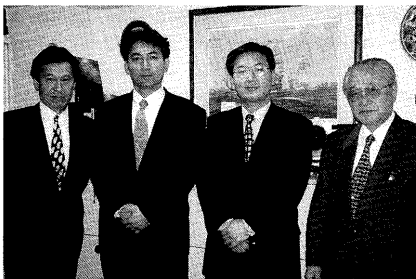
Mr. Kusaka and Mr. Nagai explained to Mr. Kim about IAPH's Website displaying updated information on its activities, focusing on the recent developments as seen in the work undertaken by the Sea Trade and Trade Facilitation Committees.

Mr. Kusaka assured Mr. Kim of IAPH's continuing cooperation concerning the initiatives of ESCAP for the increased benefit of all the sectors involved.

● On 6 November, **Mr. N. Dhilleswara Rao**, Secretary, **Mormugao Port Trust, India**, visited the IAPH Head Office, where he was welcomed by Mr. H

Kusaka, Secretary General, and his staff. Mr. Rao was in Japan attending a JICA course and he took the time to visit the Head Office members at the recommendation of Dr. Jose Paul, the winner of the Akiyama Prize of 1987, who is currently serving as Chairman of the Port.

● On 7 November, **Mr. Taieb Belmahdi**, Manager, **Ras Laffan Port, Qatar**, visited the Head Office and was met by Secretary General Kusaka and his staff. He was on a business trip to Japan visiting the major gas and utilities companies, which are partners in the export of LNG from Ras Laffan Industrial City, managed and administered by Qatar General Petroleum Corporation (OGPC), which was officially inaugurated in February 1997. The visitor promoted the port as being one of the most dynamic energy exporting locations in the Middle East.



From left: Nagai, Nishizono, Kim and Kusaka

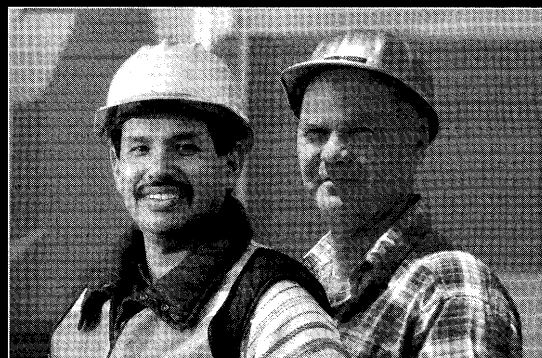


Rao (right) presents Kusaka (center) with a model ship



From left: Kondoh, Belmahdi and Kusaka

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# WORLD PORT NEWS

## Ports '98 to Open in Long Beach on March 8

**P**ORTS '98 (Ports - Transportation Link to Global Trade, eighth in a Series of Specialty Conferences on Ports) will be held March 8 - 11, 1998 at the Long Beach Convention and Entertainment Center and Hyatt Regency Hotel, Long Beach, California.

These are just some of the topics being discussed at Port '98:

- Highway & Railroad Access to Ports
- Navigation Channels and Waterways
- Marine Terminal Planning and Design
- Waterfront Rehabilitation and Repair
- Port Structures and Seismic Guidelines
- Environmental Planning and Permits
- Hazardous Materials and Site Remediation

This Specialty Conference is sponsored by American Society of Civil Engineers (ASCE); Waterway, Port, Coastal, and Ocean Engineering Division, Ports and Harbors Committee; and Permanent International Association of Navigation Congresses (PIANC) U.S. Section.

The conference is co-hosted by Port of Los Angeles and Port of Long Beach.

For details, please call:

ASCE/Conferences Department  
1801 Alexander Bell Drive  
Reston, VA 20191-4400

Fax 1-703-295-6144

Phone 1-800-548-2723 (ASCE) or 1-703-295-6300

## KaoPort 21 in Kaohsiung March 26-29, 1998

**K**AOPORT 21, 1998 International Conference on Shipping Development & Port Management, will be held March 26-29, 1998 at the Ambassador Hotel, Kaohsiung, Taiwan.

The conference is sponsored by Kaohsiung Harbor Bureau, and organized by National Sun Yat-Sen University.

For further information, please contact:

Organizing Secretariat  
KaoPort 21  
College of Management  
National Sun Yat-Sen University  
Kaohsiung 80424  
Taiwan

## AOIS Ballast Water Unit Home Page on Internet

**T**HE AOIS Ballast Water Unit now has a home page on the Internet which can be visited at:

<http://www.dpie.gov.au/aqis/homepage/imadvice/ballast.html>

With such a long site name, it is recommended that you bookmark the site

for easy future reference.

The site will be full of information including:

- The Australian Ballast Water Management Strategy
- Australia's ballast water management requirements (Ballast Water Management Guidelines for ships entering an Australian port from overseas)
- The Strategic Ballast Water Research Program
- Ballast Water Information Pamphlet
- Publications for Sale
- Ballast Water Bulletins
- Links to other related Internet sites.

(AOIS The Ballast Water Bulletin)

## New Publications

### Lloyd's Ports of the World 1998

**L**LOYD'S Ports of the World is unique. The new edition has been completely revised and updated - it is still the only guide to world ports which has access to the information gathering capabilities of the international network of Lloyd's Agents. The 1998 Edition features over 30,000 updates and now lists over 3,000 ports making it the most up-to-date and accurate one-step guide to all the world's

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commercial ports.

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## Maritime Policy & Management

**V**OLUME 24 Number 3 July-September 1997, an international journal of shipping and port research.

Editor: James McConville  
Assistant Editor and Book Reviews Editor: Barbara Fletcher  
Editorial Address: Professor James McConville, Centre for International Transport Management, London Guildhall University, 84 Moorgate, London EC2M 6SQ, U.K. Tel. 0171 320 1444 Fax. 0171 320 1465

1 Gunpowder Square, London EC4A 3DE, U.K.  
Taylor & Francis Ltd.

creased by 316,100 tonnes with major gains realized in exports of general cargo, paper, steel and wood products. There were 229 ship arrivals in 1997 compared to 174 last year. Container shipments reached 7,663 TEUs and are expected to increase with the Matson service which began in June.

According to Ed Kargl, Director of Corporate Development: "As the major automobile distribution terminal on the West Coast, it was also gratifying to see automobile shipments back up to the healthy numbers." The number of units through the Port reached 132,716 over 91,080 in 1996.

Since December 1996, Nafta Line, Matson Shuttle Service and Pacific Commerce Line have been added to the list of lines calling at Fraser Surrey Docks, Fraser Port's main general cargo terminal.

## The Americas

### New Montreal - N. Europe Service Kicked Off

**M**AERSK Line, Sea-Land Service and P&O Nedlloyd kicked off their new direct service between Montreal and Northern Europe with the arrival of the *Maersk Montreal* in the Port of Montreal. The vessel left the port later in the day.

Maersk, Sea-Land and P&O Nedlloyd are three of the world's largest container shipping lines. Combined, they operate more than 300 containerships and have almost one million containers in service worldwide.

The new Canada/Europe service offers weekly departures from Montreal and Rotterdam, Netherlands; Bremerhaven, Germany; and Felixstowe, United Kingdom aboard three chartered 1,200-TEU vessels - the *Maersk Montreal*, *Maersk Toronto* and *Sea-Land Canada*.

"Having three of the world's most renowned and respected container shipping lines calling Montreal further strengthens our position as the main hub for Canadian and U.S. Midwest and Northeast trade with Northern Europe," says Mr. Dominic J. Taddeo, president and chief executive officer of the Montreal Port Corporation.

"The introduction of this new service reaffirms our special niche on the North Atlantic and provides new opportunities to shippers and consignees on our

major markets."

In Montreal, the vessels on the service call at Maisonneuve Terminal, operated by Termont Terminal Inc. The service uses Canadian National to move containers to and from the port.

The Port of Montreal is Canada's number one container port. It handles more North Atlantic container cargo than any other port on North America's eastern seaboard.

Port activity in Montreal generates some \$1.2 billion in economic spinoffs annually for Greater Montreal, Quebec and all of Canada and creates some 14,000 direct and induced jobs.

### International Shipments Up by 31% at Fraser Port

**F**RASER Port shipped 10,429,773 tonnes of cargo in the first six months of 1997 compared to 10,499,101 tonnes over the same period in 1996. Domestic steel, gypsum and paper shipments all increased significantly despite a modest overall drop of 4% in domestic cargo through the port.

Total international shipments in-

### Long Beach 1996-97: Double-digit Growth

**A**FTER opening its largest container terminal and completing six construction projects related to a multimillion-dollar infrastructure enhancement program, the Port of Long Beach capped fiscal year 1996-97 with a double-digit gain in container throughput.

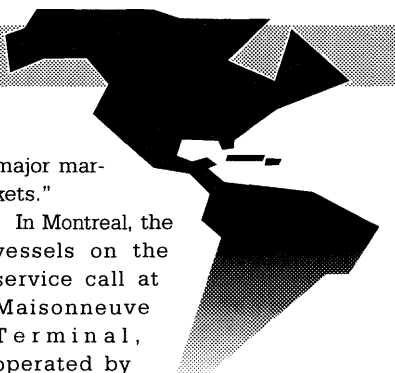
During the period between October 1996 and September 1997, the port handled the equivalent of 3,386,118 TEUs - a 12.6% jump from the previous fiscal year. Loaded imports showed the most growth, swelling 18.1% from the previous fiscal year to 1,754,448 TEUs. This increase follows a year when imports grew approximately 16% to 18% each month.

Meanwhile, exports increased by 2.6% from the previous year to 1,109,091 TEUs. Empty containers jumped 18.6% from the previous fiscal year to 522,579 TEUs.

"We experienced high volume during the winter and spring, and that activity sustained its momentum over the pre-holiday shipping season in the summer," said Dick Stenike, acting executive director for the Port of Long Beach.

The port also closed fiscal year 1996-97 with the opening of a new \$277 million, 170-acre container terminal for Hanjin Shipping Co.; the completion of some terminal enhancements; and the completion of six roadway projects related to a \$150 million infrastructure enhancement program.

In September, the port received the



first vessel at the new Hanjin Terminal. The terminal is the port's largest, featuring a 3,600-foot wharf that can handle three post-Panamax ships at once and a temporary storage space for more than 18,000 TEUs.

The terminal also can store 652 refrigerated cargo containers, of which 144 containers may be stacked on platforms. Long Beach is the first U.S. seaport to use such a stacked system, which is already used in some of the busiest ports in Asia. Hanjin officials will share the new terminal with Cho Yang and DSR Senator Line.

Enhancements to existing marine terminals also were completed during the fiscal year to accommodate customers' needs. For instance, three of the six gantry cranes at Pacific Container Terminal were modified to extend an additional 42 feet. Those cranes have an outreach of 145 feet – long enough to work post-Panamax vessels.

At Long Beach Container Terminal (LBCT), nearly 6.9 acres of land were added for container storage. This additional acreage was made available after construction was completed on a road overpass adjacent to the terminal. LBCT now encompasses some 101.4 acres.

Significant roadway projects also were completed during the fiscal year. To date, six grade separations or overpasses at various intersections in the harbor are complete, and another grade separation project is underway. Started in 1993, the grade separations are designed to separate rail from vehicular traffic.

"With trade volume increasing, we're committed more than ever to providing the space and facilities our customers need to keep trade flowing – not only for U.S. consumers, but for those in markets abroad," said Steinke.

## **Hanjin Opens Largest Terminal in Long Beach**

**A**FTER 29 months of fast-track design and construction, Hanjin Shipping Co.'s new container terminal in the Port of Long Beach received its first vessel on Sept. 28. The arrival of the *Hanjin Berlin* marked the opening of the 170-acre facility which is the largest container terminal in Long Beach and Hanjin's largest terminal in the world.

Construction of the new facility involved the creation of seven acres of

landfill and the complete environmental remediation of approximately 40 acres, which were formerly used for oil production and disposal of waste material. The contaminated soil was mixed with cement to form a stabilized layer of material which was then "sandwiched" between clean soil and paved over with concrete and asphalt.

The port broke ground on the \$277 million facility in April 1995 and employed 132 design and construction firms and an estimated 3,000 workers during the construction period. When the terminal is fully operational, some 200 managers and union dockworkers will work ships and trains within it. These numbers will increase as cargo volumes grow in the future.

The terminal has a 3,600-foot long wharf and berth depths of 50 feet. Six Paceco-Mitsui container cranes, each valued at \$6.1 million, will work Hanjin's newest vessels, which can carry 5,300 twenty-foot container units and are too wide to traverse the Panama Canal. A total of 20 gates allow truckers to move inbound and outbound cargoes quickly and efficiently through the terminal.

The terminal features a modern intermodal rail yard that is capable of simultaneously working two 8,000-foot long double-stack trains. Cargo moving to markets east of the Rocky Mountains will be transferred from ship to train without impacting local freeways.

The terminal has temporary storage for 18,000 twenty-foot containers. It also has 652 electrical outlets for refrigerated containers. A unique rack system, the only one in the United States, services 144 of the refrigerated containers from six separate three-story platforms.

Hanjin has called at Long Beach since 1979 when the company initiated its trans-Pacific service. In 1991, Hanjin opened a 57-acre facility on Pier C, which it operated until moving into its new terminal.

The Port of Long Beach is now the busiest container port in the nation. During 1996, more than three million container units were moved across its docks.

Although vessels are calling at the new terminal, Hanjin will host a formal grand opening ceremony on Nov. 7.

## **NY/NJ Container Traffic Up 11.7% As Costs Drop**

**P**ORT Authority Executive Director Robert E. Boyle announced double-digit increases in container traffic and automobile imports during the first half of 1997.

"The Port of New York and New Jersey is strengthening its hold on the title of the East Coast's leading maritime port," Mr. Boyle said. "This improvement is a direct result of efforts by the Port Authority and other members of our port community to cut costs and improve services."

Containerized cargo volume moving through the port increased 11.7 percent during the first half of 1997, compared to the same period in 1996. The number of loaded containers increased to 832,499 TEUs for the first six months of 1997, up from 744,727 TEUs in the first half of 1996, according to the latest data supplied to the Port Authority by the Port Import-Export Reporting Service (PIERS) of the Journal of Commerce.

TEUs are a standardized measure of containerized traffic volume. Ocean shipping containers generally are 20 or 40 feet long. Thus a single, 40-foot con-

tainer represents 2 TEUs.

The Port's success was not limited to containerized cargo. Overall, general cargo tonnage was up 4.1 percent for the period, according to U.S. Census Bureau statistics, from 6.7 million long tons in the first half of 1996 to 7 million long tons during the first half of this year. Automobile imports and intermodal rail cargo to and from inland markets also showed considerable growth during the first six months. Auto imports are up 15.4 percent over the first half of 1996 – from 143,212 units to 165,262. Intermodal (ship-to-rail) traffic increased by more than 30 percent.

"We have made this port the automobile import/export center for the East Coast. We are successfully marketing the Port of New York and New Jersey as a cost-competitive hub for international cargo. And shippers are getting our message that this port is extremely competitive for handling cargo bound for inland markets to the North and West," Mr. Boyle said, "We are building on our natural advantage as the port of entry to the largest and most affluent local market in the United States."

The increase in container traffic was evenly split between imports and

exports. Imports rose 11.7 percent in the first half of 1997 to 499,465 TEUs, up from 447,465 TEUs during the similar period in 1996. Exports rose 12 percent, from 297,252 TEUs in 1996 to 332,814 in 1997.

The Port posted growth in container volume with every region in the world. The greatest growth was seen between New York/New Jersey and Latin America, which rose 21 percent in the first half of the year. Trade with Europe, the Port's largest trading partner, was up 15 percent, Africa was up 13 percent, and the Mediterranean was up 12 percent.

Trade with Southeast Asia increased by 9 percent. This led to a slight rise in New York/New Jersey's share of the U.S. East Coast/Southeast Asia via Suez Canal market, which has been a key marketing objective of the port for the past several years.

Containerized cargo generally is comprised of packaged raw materials or finished consumer goods. Most of the container cargo moving through the Port of New York and New Jersey is either produced or consumed within the New York/New Jersey region, the largest marketplace in North America. However, increasing volumes of containers are moving through the Port to and from inland markets.

At ExpressRail, the Port Authority's dockside ship-to-rail terminal at the Elizabeth-Port Authority Marine Terminal in New Jersey, container lifts (the number of containers moved from ship to rail cars) are up 30.1 percent for the first half of 1997 over the record-setting levels of 1996.

"This discretionary cargo is particularly sensitive to cost," said Lillian C. Borrone, Director of Port Commerce for the Port Authority. "The international shipping market is discovering that the Port of New York and New Jersey often is more competitive to inland markets in the North and West than are other East Coast port routings or West Coast ship-to-rail (mini-landbridge) services."

Ms. Borrone explained that the port's cost competitiveness was enhanced earlier this year when the New York Shipping Association reduced the tonnage assessment on cargo moving through the port to or from points within 260 miles of the port from \$3.50 per ton to \$2.90 per ton. This, coupled with a reduction in the assessment on inland cargo in 1995, from \$1.85 to \$1.00 per ton, has dramatically reduced the costs of moving containers through the port.

Most of the container handling terminals in the port are operated by Port

Authority tenants: Maersk-Universal at Port Newark; Maher Terminals and Sea-Land Terminal at the Elizabeth-Port Authority Marine Terminal; American Stevedoring Inc. at Red Hook Terminal in Brooklyn; and Howland Hook Terminal Inc. at Howland Hook in Staten Island. The Global Marine Terminal in Jersey City is privately owned.

## Hong Kong Rep Office To Open in San Diego

**I**N a move designed to increase awareness in the Far East of San Diego business and tourism opportunities, the San Diego Unified Port District approved a resolution for opening a Hong Kong representative office on a one-year trial basis.

The trade office will be jointly funded and managed by the Port of San Diego,

the San Diego Economic Development Corporation, the San Diego World Trade Center and the San Diego Convention and Visitors Bureau. The office will provide representation, marketing, promotion, liaison, research and coordination services for the participating agencies throughout the Far East.

"This is an excellent opportunity for San Diego to shine before our Pacific Rim neighbors," said J. Michael McDade, Chairman, Board of Port Commissioners. "Our region has a wealth of resources for businesses to take advantage of and, combined with our deep-water port, San Diego is poised to become one of the world's great trading cities."

"But first we need to let the world know that we are here and we are ready. The logical first step is opening this office in Hong Kong, one of the world's top trading cities - its business core is a perfect match for us."

## 'Bright State' Makes First Call at Tacoma

**E**ASTERN Car Liner's M/V *Bright State* called at the Port of Tacoma September 19 while on its maiden voyage. The ship was built at Kita Nihon Zosen shipyard in Hachinohe, Japan.

*Bright State* is a multi-purpose vessel capable of handling breakbulk and roll-on/roll-off cargoes, as well as containers. While in Tacoma the ship discharged a variety of heavy equipment and rolling stock.

*Bright State's* sister ship, *Bright Stream*, called Tacoma July 7, while on

its maiden voyage.

Eastern Car Liner (ECL) began monthly liner service at the Port of Tacoma in April, 1995. "ECL and Tacoma complement each other quite well," said Ed Engelhardt, Senior Director, Trade Development, for the Port of Tacoma. "Tacoma is an operating Port committed to retaining a diverse range of cargoes. We offer the facilities and services ECL needs in order to serve its customers. In turn, ECL helps keep our facilities busy and our labor force active."

*Bright stream* first call in Tacoma was commemorated with the presentation of a gift from the Port.



Pictured left to right: Susan Becklund, Port of Tacoma; Hiroki Oe, Eastern Car Liner; Captain Carmelito C. Aldover, M/V *Bright State*; Ed Engelhardt, Port of Tacoma. (Port of Tacoma Photo)



## APL Intermodal Yard At Seattle's Terminal 5

**A**ERICAN President Lines will herald the opening of its new on-dock intermodal yard this fall at the Port of Seattle's Terminal 5 by participating in a program to teach Seattle students and their counterparts around the world about international trade.

The intermodal yard will accommodate assembly of a 9,000-foot train. It is part of a larger \$270 million development that will expand Terminal 5 to 190 acres, including more berth capacity. Terminal 5's entire expansion will be completed in the summer of 1998.

To mark the opening, APL will load a containership with a student-decorated container that students will track on its year-long expedition as part of a program to educate young people about

international trade.

The APL Eagle – a character based on APL's eagle logo – will file regular reports on the World Wide Web with information about the container's location, contents and activities.

These live reports will include questions geared to students between kindergarten and 12th grade.

Teachers and students around the world will have the opportunity to follow the container on its expedition of up to a year at sea and on land before it returns permanently to Seattle.

The project is a collaboration of the Port of Seattle, APL, King County Councilmember Greg Nickels, the Magnusen Center for International Transportation & Telecommunications and Sound Schools, a group of six schools in West Seattle. (*Tradelines*)

## Africa/Europe

### New Terminals on Right Bank of Scheldt

**T**HE new terminals of Zuidnatie and Werf & Vlasnatie in the Albert Dock on the Right Bank of the Scheldt were ceremonially opened on 13 September 1997. The opening celebrations marked the high point of years of renovation work, which have transformed this older part of the port by making it accessible to larger ships (up to 40' independent of tide) and thus restoring its ability to attract new investors.

The renovation of the Albert Dock is the result of successful cooperation between the public and private sectors. Antwerp Municipal Port Authority and the Flemish Region jointly made the decision to suppress the First Harbour Dock and the adjoining barge shelter dock to create new acreage for commercial activities. Zuidnatie and Werf & Vlasnatie responded by taking a concession that would raise their goods handling profile.

The concession offers 350 m of dock frontage and a total area of 200,000 m<sup>2</sup>. Roughly 150,000 m<sup>2</sup> of this is occupied by Zuidnatie, while Werf & Vlasnatie has taken the other 50,000 m<sup>2</sup>. Werf & Vlasnatie was acquired by Zuidnatie in mid-1994, and consequently has more resources available for investments of

this kind.

Together the two

Naties have spent BEF 800 million on equipping the concession, thus creating 80 new jobs. A further expansion of the installations worth BEF 800 million is planned in the coming three years.

The terminal is well served by the waterways with direct connections to the Albert Canal and the Scheldt-Rhine Canal. Three rail spurs give easy access to the port railway system. Goods vehicles coming from the Netherlands or Germany will find the motorway connection via the Antwerp Ring Road convenient, whereas road traffic from France can take either the Kennedy or Liefkenshoek Tunnels.

The terminal is equipped to handle containers as well as bulk goods and general cargo. There are also ro/ro facilities. Lifting equipment comprises two mobile Gottwald cranes (1 x 35 tonnes and 1 x 100 tonnes), 2 container stackers, 25 forklifts and Container Freight Station for stripping, stuffing, lashing and securing. There is also container parking space as well as a container repair shop.

The Zuidnatie terminal currently offers three covered and electronically guarded warehouses (total area 25,000 m<sup>2</sup>), 70,000 m<sup>2</sup> of metallised surface (including the quay apron), abundant office space, and a 60 tonne weighbridge. The Werf & Vlasnatie terminal likewise offers three warehouses (total area 17,000 m<sup>2</sup>), 72 silos and four ultra-modern bagging lines capable of bagging over 350,000 tonnes a year.

The attractive power of the new terminal was discovered even before the opening ceremony, with a regular new trade in sawn wood from Scandinavia. Zuidnatie will be handling every aspect of the distribution of this new trade.

### Tabaknatie Moves Into Its New Apollo Warehouse

**F**OLLOWING the success of the Atlantis and Ariane warehouses, Tabaknatie, one of Antwerp's leading tobacco handlers, recently took possession of its third new warehouse in Antwerp's port area. The new addition means that the company can now offer its customers 164,000 m<sup>2</sup> of storage space (224,000 m<sup>2</sup> including rented premises).

The new installation, which opened unofficially on 13 October, is 10 m high (headroom 9 m) and when completely finished will offer 45,000 m<sup>2</sup> of warehousing space, enough to warehouse 40,000 tonnes of tobacco. At present 8,000 m<sup>2</sup> are ready for use.

"Apollo" stands in the Right Bank port, close to the A 12 motorway. Unlike the other Tabaknatie warehouses, the new facility offers a 250 m rail spur running down the centre of the warehouse. As a result the tobacco can be loaded and discharged in the best possible circumstances. Furthermore the warehouse will be equipped with 2 mobile container cranes, in the course of next year.

The tobacco is stored in "intainers". An intainer is a unit which has been developed by Tabaknatie for the handling of this delicate commodity. It concerns a modular goods containment system which when empty slides into the next unit. Tobacco is delivered to the warehouse in containers.

The containers are stripped in the warehouse and the bales placed in intainers. The advantage is that whereas in the past tobacco bales could for quality reasons only be stacked 6 high, using intainers allows bales to be stacked up to 24 high.

By the time it is completed Tabaknatie will have spent BEF 400 million on the Apollo warehouse. Apollo is to be officially inaugurated in May 1998.

## Helsinki Environmental Prize to Silja Line Oy

**T**HE biggest and most visible environmental problem in 1997 was the intense blooming of greenblue algae in the Gulf of Finland. The warm summer and the calm weather prompted the algae to bloom especially in the deep areas of the Gulf of Finland and in the archipelago, where the water was exceptionally warm.

The visible pollution of the sea caused people to look for reasons and for those who carry partial guilt. The environmental sustainability of sea transportation has been acknowledged. The amount of nutriment that the ships release into the water is negligible compared to the amounts that flow from the soil and from industry. Also small functions of the ships that influence the environment are significant messages from the view of sea transports. As customers, people stand in a direct relationship to shipping as they buy their tickets themselves.

The Environmental Prize of the Port of Helsinki 1997 was, on the basis of the above, earmarked for maritime activities with the shipping companies in the foreground.

Silja Line Oy and its ships do a good job for the environment. The company uses low-sulphur fuel and removes nitric oxides from its Helsinki-Stockholm ships while the ships are in port. This is done by means of catalysts in the auxiliary engines. Experimentally, one of the Stockholm ferries uses direct water injection into the main engine to keep nitric oxides down. Silja Line goes in for saving packing material in the distribution of detergents and it avoids unnecessary laundering. The company has also started to conduct waste water ashore, from the toilets as well as from washstands and showers. Silja Line has been prominent in the media in other environmental contexts as well.

Silja Line has strongly advocated ships as environment friendly transportation with prospects for development. Its own actions are concrete examples of what can be done for the environment both in a small way and on a large scale.

The environmental prize of the Port of

Helsinki, "The Silver Herring", was once more awarded Silja Line Oy for very visible measures that set a good example in furthering the environmental soundness of sea transports.

(Port of Helsinki Info)

## Gaelic Ferries Launches Cork-Cherbourg Service

**T**HE inauguration of Gaelic Ferries' new roll-on roll-off freight service between Cork and Cherbourg took place on Tuesday 14 October when the m.v. *Purbeck* sailed from Ringaskiddy Ferry Terminal. The service will operate three sailings per week from the Port of Cork on Tuesdays, Fridays and Sundays with return crossings from Cherbourg on Wednesdays, Saturdays and Mondays. The fully stabilized 54 unit 6,500 tonne ro-ro vessel, which has sleeping accommodation for 50 drivers, will provide facilities for accompanied and unaccompanied traffic. Shareholders in the newly formed Gaelic Ferries Company are Lee Shipping Ltd., a sister company of Dundalk Shipowners Ltd., the Irish Road Haulage Association and the Port of Cork Company. The new service is also fully supported by the Irish Farmers Association and the I.C.M.S.A.

Capt. Frank Allen, Managing Director, Gaelic Ferries said that the new service was an important addition to the range of options open to Irish

exporters and importers. He said that the direct 20 hour crossing would offer a substantial reduction in transit time. He emphasized the user friendly nature of the service and the warmth and courtesy which drivers would experience on board the *Purbeck*. "The shareholders in Gaelic Ferries are firmly committed to making a success of the only Irish owned direct roll-on roll-off freight service between Ireland and France and I wish particularly to compliment Mr. Joe Walsh T.D., Minister for Agriculture and Food and the officials in his Department for all the assistance and support which they have provided in bringing the project to fruition".

Mr. Frank Boland, Chairman, Port of Cork Company, said that it had been one of the long held objectives of the Port of Cork to establish a roll-on roll-off freight service to the continent and he was delighted that his company would be active participants in the new service. He said that the port facilities at Ringaskiddy were among the most sophisticated in Europe and he said that the sheltered nature of the Ringaskiddy Ferry Terminal allied to the port's ability to provide a guaranteed berth for Gaelic Ferries, would all contribute to the success of the service. He said that as this was a national service, the improvements already undertaken and those under way in improving the roads infrastructure to Ringaskiddy would also be significant factors in decisions by hauliers to route their traffic through the Port of Cork.



Pictured at launch of new Gaelic Ferries Cork-Cherbourg service (left to right): Mr. Sean Geary, Port of Cork; Mr. Frank Boland, Chairman, Port of Cork; Minister Joe Walsh, T.D., Minister for Agriculture & Food; Mr. John Donnelly, IFA.

## **Liberia All-out to Rehabilitate Seaports**

**P**ORTS play a major role in the enhancement of the national economy of a nation. In this respect, the Liberian seaports operated by the National Port Authority, are very essential to the economic growth of the country. After seven years of civil war, the need for rehabilitating port facilities to meet with international standards need not be overemphasized.

Liberian seaports, especially the Freeport of Monrovia, are strategically located in terms of easy access, via land transport to the interior of its neighboring countries and landlocked Mali. During the seventies, transshipment cargoes for the interior of Guinea, Sierra Leone and Mali were ever increasing, considering the advantage of containerization of cargoes during the decade.

Approximately 90 percent of cargo throughput into Liberia is handled by seaports. The Freeport of Monrovia handles a substantial portion of this percentage. As an interface between land and sea transport, the Liberian ports should serve as a catalysts towards economic growth, provided the requisite plants, cargo handling equipment and marine crafts are acquired.

Since the incumbency of the new Management Team headed by Mrs. Elsie Dossen Badio, efforts have been made to improve efficiency by rehabilitating much needed cargo handling equipment and marine crafts at the Freeport of Monrovia – ie. tractors, trailers, container lifts, dredger, pilot boat and tug boat. Towards this end, Management has completed the repairs of four tractors, five trailers, two top lifters and an Empty Lift. The rehabilitation of these equipment have greatly enhanced cargo handling operations at the Freeport of Monrovia. Correspondingly, ships turn-around time (TAT) has improved, much to the satisfaction of port users.

Also, the port's dredger has been repaired by Management to begin dredging basins and access channels of the various ports. This will accommodate larger vessels entering/leaving the ports as required by international standards. Another essential port equipment is the tug boat. Presently the NPA has only one tug boat which shuttles between ports. This boat has been maintained and kept operational to handle the increase in vessel traffic which has resulted since the successful holding of National Presidential & Legislative Elections, and the lifting of the (12

nautical miles) embargo by ECOWAS.

Another activity undertaken by the new Management Team includes a cleanup campaign instituted so as to improve the sanitary condition of the port. This includes painting of warehouses and other port infrastructures and re-conditioning of road pavement within the port so as to improve the physical outlook of the port. Accordingly, the port has been divided into five zones. Each zone has a management personnel as chairman and a major port user as co-chairman. In addition, in order to curtail the influx of people into port premises, NPA Management is introducing a new measure beginning October 15, 1997, whereby a Port Users Pass, and Access Pass for visitors or individuals during business with the port will be required.

Considering the need to secure funding for the postwar rehabilitation of the Port System, Management has prepared a number of development packages to donor agencies and friendly governments for technical assistance. In this connection, the European Union (EU) has approved an emergency development grant for the repairs of essential harbour crafts and cargo handling equipment at the Freeport of Monrovia. This project is expected to begin shortly with the arrival of some experts to implement the project.

To supplement the EU project, Management has forwarded a capacity building project to the United Nations Development Programme (UNDP) for its consideration. This proposal basically entails the following:

- Strengthening the NPA's institutional Management capability.
- Improving the system's operational efficiency.
- Re-establishing financial control and donor confidence.

In a bid to improve port facilities and restore the port system to its pre-war level, Management has had several discussions with potential port investors. These discussions have yielded fruitful results with the CMB and Maersk Lines, two of our major customers/port users, jointly preparing to assist Management at improving its equipment status.

Similarly, Management has held discussions with major port users of the port of Harper, which has resulted into preparation for the reopening of said port in early October 1997. In this connection, dredging has already begun at the port of Harper.

## **All-time Cargo High for Göteborg Expected in '97**

**F**IGURES for the first six months of 1997 indicate that the Port of Göteborg may be heading for an all-time cargo high for 1997. The Port reported 15.4 million tonnes handled during the first half of this year, a 13 percent increase on the corresponding figure for 1996.

The cargo sector that reported the largest increase – 22 percent – is oil, while general cargo was up by five percent. Containers, flats and cassettes totalled 268,000 TEU, up 12 percent.

Last year the total was 28 million tonnes and this year the 30 million tonne mark seems to be well within reach. (Port)

## **Port of Göteborg AB in Profile**

**T**HE Port of Göteborg AB, the municipal-owned port and stevedoring company in Göteborg, Sweden, is responsible for the planning and development of the Port of Göteborg and for discharging and loading at its quays.

### **Finances**

Port of Göteborg AB recorded total sales of US\$126 million in 1996. The pre-tax profit was US\$6 million (after a non-recurring write-down of production assets).

### **Traffic**

A total of 28 million tonnes of cargo were shipped via the Port of Göteborg in 1996, including 16 million tonnes of oil, 11 million tonnes of general cargo and almost one million tonnes of bulk cargo.

A total of 4.2 million people passed through the port during 1996. 12,000 vessels called at the Port.

### **Engineering**

The technical resources of the Port include six ship-to-shore container cranes (a further two are on order) and two transtainer-type yard cranes at the Skandia Harbour, 25 straddle carriers (one over two containers), 67 terminal tractors, 3 reach-stackers and 138 fork-lift trucks. Six quay cranes are available for conventional handling. (Port)

## Associated British Ports Reorganises Management

**A**S the first part of its strategic review, Associated British Ports (ABP) has reorganised its ports management into five regions, with a Regional Ports Manager in charge of each region.

Commenting on this reorganisation, ABP Managing Director, Andrew Smith, said:

"This is an important first step in a process of change which will continue throughout 1998 as ABP takes measures to improve earnings growth. The objectives of the reorganisation are to:

- Focus on consistent and comprehensive provision of all ABP's services to existing and potential customers, both within and between regions;
- Effectively implement market strategies on a regional basis;
- Ensure that the drive for growth is brought to all ABP ports, both large and small;
- Bring resources to the smaller of ABP's ports for performance improvement;
- Streamline management and avoid duplication of effort."

The five new regions are:

- North East – comprising Hull, Goole, Humber Marine Services, Whitby and Slaters Transport
- East Coast – comprising Grimsby & Immingham; King's Lynn; Lowestoft; Colchester and Ipswich
- South Coast – comprising Southampton, Teignmouth and Plymouth
- South Wales – comprising Newport, Cardiff & Barry, Swansea & Port Talbot
- North West – comprising Ayr & Troon, Barrow & Silloth, Fleetwood and Garston

"The appointments below take effect from today, 23 October. Each of the Regional Ports Managers will continue to hold the position of Port Manager at his respective port," said Mr Smith.

All Port Managers will report directly to their Regional Ports Manager, who will, in turn, report to the ABP Managing Director, Andrew Smith.

The Regional Ports Managers who have been appointed are:

### North East: Mike Fell

Mike Fell has been Port Manager of Hull since 1987. Mr Fell, who is also

Chairman of ABP subsidiaries, Slaters Transport Limited and Whitby Port Services Limited, and a director of Humber Pilotage (CHA) Limited, joined ABP in 1970. He was Port Manager, King's Lynn, before moving to Hull. Prior to this, he was Assistant Port Manager, first at King's Lynn, and then at Goole.

### East Coast: Dennis Dunn

Dennis Dunn, who joined ABP in 1962, has been Port Manager of Grimsby & Immingham since 1985, having previously been Port Manager at Cardiff & Barry, Newport and Goole. He was also appointed a director of ABP in 1995. He worked at Southampton as Operations Manager and as Superintendent of Southampton's Container Operations. Mr Dunn is also Chairman of Humber Pilotage (CHA) Limited and director of Tilbury Container Services Limited and ABP (Pension Trustees) Limited.

### South Coast: Andrew Kent

Andrew Kent has held the position of Port Manager of Southampton since

1989, and additionally, has held responsibility for Plymouth since 1994. He was also Port Manager, King's Lynn, from 1982 to 1984. Since joining ABP in 1969 as a Management Trainee, Mr Kent has spent much of his career in Southampton where, between 1984 and 1987 he was General Manager of Southampton Free Trade Zone (SFTZ). Mr Kent is Chairman of SFTZ Limited and director of Red Funnel Group and Southampton Container Terminals Limited.

### South Wales: Robert Smith

Robert Smith was appointed Port Manager, Newport, at the beginning of 1997, prior to which he held the positions of Assistant Port Manager at Grimsby & Immingham, and at Goole. Mr Smith joined ABP in 1971 as a junior clerk. He also held the post of Personnel Officer at Swansea & Port Talbot.

The appointment of a Regional Ports Manager for the North West is to be announced in due course.

## Port of Hull: Britain's First Fully Enclosed Terminal

**S**IR Keith Stuart, Chairman of Associated British Ports (ABP), recently opened Britain's first fully enclosed steel-handling terminal at its Port of Hull. Since its inauguration, the

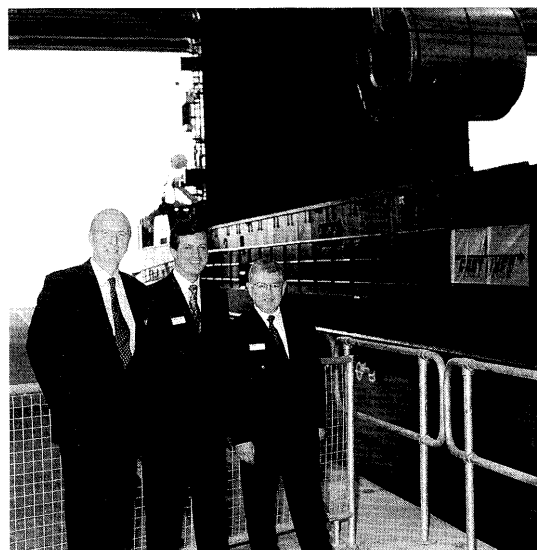
terminal has won a major contract with Siöwalls to export steel to Denmark and Sweden. The twice-weekly sailings will carry a range of steel products including coils, tubes and pipes, together with conventional and containerised cargoes.

The terminal has been developed across an arm of King George Dock, Port of Hull. It provides the highest-quality service available for steel handling at any UK port by enabling cargoes to be handled and transferred to road and rail completely undercover.

The terminal can accommodate vessels with an air draught\* of 13.5 meters completely undercover and is equipped with 25-tonne overhead gantry cranes. It also uses a specially developed coil storage system.

A wide range of ancillary cargo-handling equipment, including heavy-duty forklift trucks and tugmasters, is readily available. There is a dedicated link from the terminal direct to the national rail network.

Opening the terminal, Sir



Sir Keith Stuart, Chairman of Associated British Ports, recently unveiled Britain's first fully enclosed steel-handling facility at its Port of Hull. Pictured l to r: Sir Keith Stuart, Chairman, ABP; Andrew Smith, Managing Director, ABP and Mike Fell, Port Manager, ABP Hull.



Keith Stuart said: "This new terminal illustrates ABP's policy of investing in top-quality port capacity to add value to what is already an excellent business and to give our customers the means to improve their own business performance."

Mike Fell, Port Manager, ABP Hull, said: "ABP's investment in this new facility and the comprehensive service it offers reflect a commitment both to the further development of our Hull operations and to the growth of the steel trade in the UK. ABP has led the field in the development of this unique terminal. Its innovative design emphasises our customer-focus and willingness to respond to the specific demands of the steel industry."

ABP is working in partnership with locally-based Lockwood Shipping (part of the TTS Shipping Group) to provide customers with a turnkey logistics solution, inclusive of stevedoring, ships agency, haulage and Customs clearance.

The Port of Hull's east coast position and inland connections provide an ideal location for short-sea shipping from mainland Europe. Hull is owned and operated by ABP, the UK's largest ports group whose 23 ports collectively handle around a quarter of the country's seaborne trade.

*\*air draught: the maximum height from the water-line to the topmost point of a ship.*

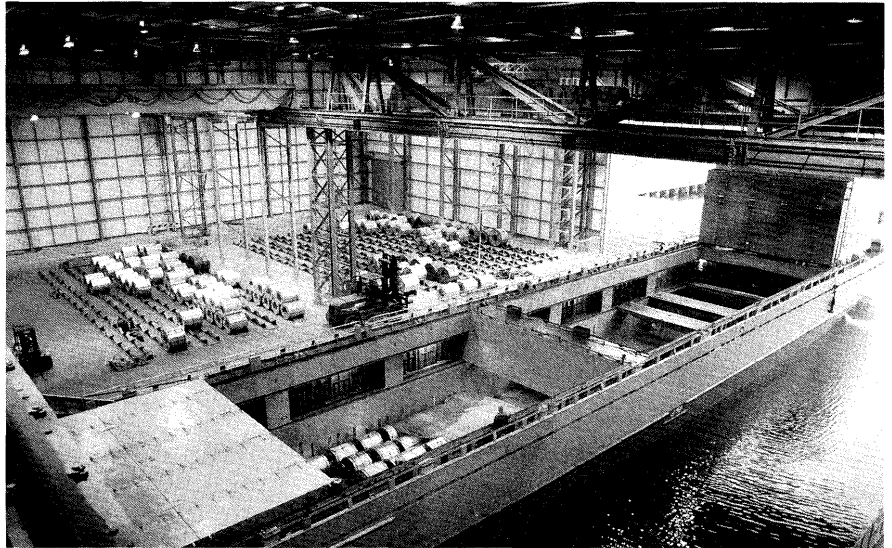
## Hull's Steel Terminal: Exports to Scandinavia

**T**HE Hull Steel Terminal, the brand new steel-handling facility at Associated British Ports' (ABP) Port of Hull has secured its first major contract handling steel exports to Denmark and Sweden.

The m.v. *Faros* sailed recently from the terminal, marking the start of Siöwalls' twice-weekly sailings to Denmark and Sweden. The new liner service will carry a range of steel products including coil, tubes and pipes, together with conventional and containerised cargoes.

"We are delighted that Siöwalls has chosen the Hull Steel Terminal to handle its steel trade so soon after the opening of the terminal. It is a vote of confidence in the new terminal's ability to accommodate and handle this valuable trade," said Simon Brett, Steel Terminal Manager, ABP Hull.

Managing Director of Siöwalls, David



**The m.v. *Faros* with Siöwalls' first export of steel to Denmark and Sweden from the brand-new Steel Terminal, at Associated British Ports' Port of Hull. The steel terminal was opened earlier in October and is the UK's only covered berth and storage facility.**

King, commented: "The Port of Hull provides us with an excellent location from which to serve the northern part of the country. The Steel Terminal enables us

to satisfy the increasing demand for steel to be loaded and discharged undercover to eliminate weather-related delays."

## Port Talbot Docks To Re-open for Trade

**A**SSOCIATED British Ports (ABP) has announced plans to re-open the dock at Port Talbot for commercial use for the first time in more than a quarter of a century.

Work is being undertaken by ABP to re-open the lock gates in the early part of 1998, for the shipment of granulated slag. Cambrian Stone Ltd, a company jointly owned by Tarmac Quarry Products and British Steel plc, is investing £8 million in the provision of a state-of-the-art granulating plant at Port Talbot, which will be served by vessels berthing in the newly-reopened lock.

Slag and iron, the major co-products of the steel-making process, will be produced at Port Talbot and the slag will be shipped through to Civil and Marine Slag Cement Limited at Purfleet and further processed to provide a valuable product for the cement industry.

The use of Port Talbot dock will ensure that some 400,000 tonnes of slag per annum, that would have been destined for distribution by road, will now be transported by sea, thus helping to prevent traffic congestion.

Port Talbot's dock is one of the earliest enclosed dock systems in the

United Kingdom. The dock was first opened 160 years ago, in 1837, and was extended in 1898. Commercial shipping from the dock ceased in 1971, following the inauguration of Port Talbot Tidal Harbour the previous year to accommodate the increasingly large vessels associated with the changing requirements of the South Wales steel industry.

Commenting on the planned re-opening of the dock, Port Talbot Port Manager, Dic Williams said: "While it is not totally unknown, the re-opening of fold docks to commercial traffic is very unusual and indicates ABP's long-held view that Port Talbot dock has valuable potential for commercial shipping. This exciting development is an important catalyst for the revitalisation of the Port Talbot dock's estate."

Anthony Morgan, General Manager of Cambrian Stone, said: "We are very pleased to be involved with Associated British Ports and British Steel in a venture that sees new investment in the granulation process, revitalising the potential of the existing Port Talbot dock infrastructure. The investment further reinforces Cambrian Stone Limited's commitment to blast furnace slag processing in South Wales and it is hoped that the project develops strong

long-term ties with the port".

The re-opening of Port Talbot dock follows ABP's recent completion of work to deepen the Port Talbot Tidal Harbour from 8.6 m to 11.2 m below chart datum, enabling ships of up to 16.7 m draught and 160,000 dwt to be accommodated. Port Talbot Tidal Harbour can now handle all the coal and iron ore required by British Steel's plants at Port Talbot and Llanwern.

### Clydeport's Hunterston Rail Link Re-opened

A locomotive naming ceremony on Friday 29th August 1997 marked the official re-opening of Clydeport's Hunterston rail link facility.

The link, between Hunterston Terminal and the main rail network, was closed in 1993 prior to British Steel's sale of the facility to Clydeport. However, strong demand for coal from UK electricity companies has prompted the refurbishment and re-opening of the rail line.

Eastern Group was the first power generator to use the rail link facility in December last year when the rail operator English, Welsh and Scottish Railway (EWS) started to transport 93,500 tonnes of coal to Drakelow, High Marnham and West Burton power stations in England.

Euan Davidson, Clydeport's Corporate Services Director, said: "The official re-opening of the rail link supports Clydeport's decision to purchase the Hunterston Terminal from British Steel in late 1993. At the time, we regarded Hunterston as offering significant potential for the importation and transshipment of bulk materials. We believe that potential is, and will continue to be, realized.

"We now have a strong relationship with Eastern Group ahead of the full deregulation of the electricity market in 1998, and look forward to handling increasing tonnages of imported coal on their behalf.

"Hunterston's deep water berthage and ship-to-shore handling equipment make it one of the most efficient port facilities of its kind in the world. The re-opening of the rail link adds another dimension to the services we offer at Hunterston."

To help commemorate the official re-opening of the facility, an EWS class 60 locomotive was named "Eastern" to enhance the partnership between



(From left) Jim Whelan – Director, Eastern Group; Brian Wilson MP – Scottish Office, Minister for Education & Industry; Randy Henke – Marketing Director, English, Welsh & Scottish Railway; and Euan Davidson – Corporate Services, Director, Clydeport.

Clydeport, EWS and Eastern Group, following which Eastern Group and EWS signed a contract in relation to the transportation of coal from Hunterston by rail. The ceremony was attended by representatives of the three companies, Brian Wilson, the Scottish Office Minister for Education and Industry, and local councillors.

Jim Whelan, Director of Eastern Group, said: "As an international player in the power and energy trading market, Eastern values its close relationship with Clydeport and EWS and this naming ceremony is a formal recogni-

tion of this."

Roger Pettit, General Manager Minerals for EWS, said: "EWS is delighted to have entered into a long term commitment with Eastern to move coal to their power stations from various sources within the UK and also any imported coal they choose to purchase. This is yet another example of the flexibility which EWS can offer to the UK Electricity Industry and British Industry as a whole. EWS will continue to play its part in making coal competitive with gas as a fuel in the overall power generation market."

## Asia/Oceania

### Brisbane's Success Made Possible by Innovation

TRADE through the Port of Brisbane soared to over 20 million tonnes for the first time during the 1996/97 financial year, securing another record breaking year for the Port.

Improved agricultural and economic conditions contributed to this success, but it was the innovative transport initiatives of a number of our customers that provided the high points of the year's trade.

During October, Keon Stevedoring, a

newcomer to Brisbane, turned standard procedure on its head and achieved world's best practice. Timber exports are normally handled by consolidating the cargo at the wharf and loading the vessel from the stockpile.

Making the most of the port's recently upgraded Pinkenba wharf, Keon



loaded over 23,000 tonnes of fire-damaged radiata pine logs directly from trucks onto the bulk carrier, *Dooyang Victor*, bound for Taiwan. A fleet of trucks ferried the cargo from Gympie in 20 tonne loads, each spending just eight minutes at the wharf before heading off to reload, a rate comparable to international benchmarks.

Cargill Australia and Globex International joined forces this year to take advantage of a bumper cotton season and upgrade transport arrangements for cotton by-products used as animal feed. Only small amounts of these products have been shipped out of Australia in the past, with the majority going through Sydney, but the combination of sheer volume and a "can-do" approach from Globex convinced Cargill to look for a cheaper alternative. In several Australian firsts during the year, Globex arranged bulk shipments of cotton seed and cotton seed hull pellets to Asia and the US, and the trade is steadily rising.

Innovation and partnerships were also a feature of the container trades during the year as the port and its customers together achieved a record throughput of over 270,000 teu. A major factor in the achievement of this record was the Brisbane Multimodal Terminal (BMT), a rail interchange facility located at the Port and designed to streamline the movement of containers onto the wharves. Throughput at the BMT rose 13% during 1996/97 as the Port of Brisbane Corporation and Queensland Rail worked together to ensure the best possible service for our customers.

During April another partnership was cemented with the opening of a container handling and rail service jointly operated by Queensland Rail and cotton giants, Dunavant Enterprises. Working together, these two organisations have, according to their customers, vastly improved container movements between S.W. Queensland's agricultural region and the Port.

Imports of full containers increased markedly this year as Brisbane welcomed another important user to the Port. Big W recently established a warehouse and distribution centre at Warwick, west of Brisbane, designed to serve Queensland, the Northern Territory and most of New South Wales. As a large quantity of Big W's imports are from Asia, Brisbane was the logical hubbing point for their east coast operations.

The Port of Brisbane Corporation congratulates all its customers on a great year and is committed to continuing these partnerships to ensure innovative

logistics solutions are a feature of Brisbane trade. (*Trade Statistics Report*)

### **Brisbane Container Trade Reaches Record Levels**

**I**MPROVED conditions for Queensland's major agricultural trades and an increase in imports from Asia combined to push Brisbane's container throughput past the 270,000 teu mark during 1996/97.

Total container trade grew by 7.5% during the year, with imports and exports both increasing by 9.3%.

In a highly successful year for Brisbane's container operators, increases were recorded across all major trading regions and commodity groups.

Despite facing increasingly difficult market conditions in both the US and North Asia, meat exporters managed to maintain trade levels during the year as cotton exporters took advantage of a bumper crop to develop new markets.

One of the major success stories during the year was the MISC/PIL direct Singapore-Brisbane service. In the twelve months since starting the service capacity has been dramatically increased, with two of the original four vessels on the run already upgraded and further increases expected.

### **Sydney Terminal: Satellite Control Under Study**

**C**ONTAINER Terminals Australia Limited (CTAL) is currently looking at the possibility of installing a Direct Global Positioning System (DGPS) to ensure a speedier and more accurate container positioning procedure.

CTAL, where P&O Ports is the major shareholder, uses a fleet of 17 RTS – there will be 22 such machines by 2000 – and each RTG is to be fitted with a tracker which allows satellites to accurately determine its position in relation to its Autotrack system.

The satellite can pin-point the position of all containers handled by the RTG fleet at any time, thus being able to alert an RTG operator if he/she places a container in a wrong position. It is expected that the DGPS will be on-line early in 1998 (*Newsletter*)

### **227 Million Tonnes Handled in 1996-97: India**

**T**HE major ports in the country have together handled a record 227.13 million tonnes of cargo during 1996-97 as against the targeted 215 million tonnes. Ten of the eleven major ports exceeded their target during the period. Only Mamugao port fell short of its target by handling 10.4 million tonnes compared to the target of 12.4 million tonnes of cargo.

During the period, the Visakhapatnam port created a record by handling a traffic of 34.5 million tonnes, the highest quantum of cargo ever handled by any major port in the country so far. The port also achieved 144 percent capacity utilisation during the year against the assessed capacity of 24 million tonnes. The port further registered improvement in all efficiency parameters compared to the target set in the MOU signed with the Ministry of Surface Transport. During 1996-97, a total of 1,496 ships called at the port and 1,466 vessels sailed from the port. Among the other ports, JNPT ended the year with a total throughput of 8.07 million tonnes while Kandla handled 33.73 million tonnes of cargo and the Mumbai Port 33.7 million tonnes.

Gearing up to meet the expected increase in the cargo tonnage in the coming years, all the major ports have already identified a number of projects to be undertaken on BOT basis by private parties. The Jawaharlal Nehru port has already awarded the contract for the construction of two berth container terminal to the Australia-based P&O-led private consortium to be built at a cost of Rs.700 crores. The port is also finalising a proposal for construction of a chemical terminal at a cost of Rs. 1,600 crores. (*Indian Shipping*)

### **Port of Tauranga Focuses On Sustained Growth**

**T**HE Port of Tauranga will continue to focus on efficiency improvements and new business opportunities to achieve strong, sustainable earnings.

At the port's annual meeting in Tauranga today (22 October 1997), Chairman Fraser McKenzie attributed 1997's profit increase to a steady growth in key export and import volumes.

The port delivered a net profit after

tax of \$12.2 million, and achieved a dividend payout ratio of 70 percent – up from 55 percent in 1996. The recommended dividend is up from 6.5 cents in 1996 to 11 cents.

"The Board aims to maintain this level of payout by building the port's export role, and increasing its role as a distribution and aggregation centre.

"In our first quarter for the current financial year, earnings are showing continued growth, with trade nine percent higher than for the same period last year. This trend is attributable to an increase in traditional export bulk and break bulk cargo and container movements," says Mr McKenzie.

Chief Executive Jon Mayson says the recent decision to operate the port's container terminal facility in competition with other service providers is aimed at stimulating service quality improvements.

"We're also looking for a sound commercial return on the investment we have made in the terminal facilities.

"This move, along with our selection of state of the art Navis information systems for the terminal, will further enhance the range and standard of services we deliver to shipping lines, exporters and importers," says Mr Mayson.

## Navis Information Systems For Tauranga Terminal

**T**HE Port of Tauranga has announced a decision which will achieve faster turnaround and highly efficient tracking of container movements with the installation of Navis information systems by mid-1998.

Port Chief Executive Jon Mayson has confirmed the selection of the Navis Spares operating system, and the Navis Express database for the port's container operation.

"Use of Navis information systems is expected to deliver a 15 percent overall efficiency improvement. The port is already recognised as a leading export facility. This investment will further enhance the port's position as an increasingly important distribution and aggregation centre for container volume," says Mr Mayson.

"The decision to install sophisticated information systems, announced earlier this year, followed consultation with our customers about the type of container service they wanted at the port.

"The equation is simple. Importers and exporters want their containers

moved on and off our wharves as quickly as possible. In addition, they want to know the location of their containers at any given moment.

"The Navis Sparcs system is among the most preferred information systems of its kind, used in over 100 sites worldwide which together handle many millions of containers each year. It will allow us to make extremely accurate use of our on-wharf resources such as cranes and other machinery, and prioritise container movements. This in turn will mean a much faster service to our customers.

"The Navis Express database is a state of the art information system developed to work in conjunction with Sparcs. Put in simple terms, Express is like an information headquarters, while Sparcs is a real time, live system which gets all the work done.

"Express, while a new product, has undergone considerable refinement recently. Our investigative team saw this system used in conjunction with Sparcs in a seamless operation at the American President Lines terminal at Long Beach in the United States. This operation has been in place for two months and will be handling annual volumes in excess of 800,000 container movements per year.

"The decision to install Navis information systems is a significant step towards our goal of establishing a container facility which will be among the best in the world," says Mr Mayson.

Navis is a California-based company, formed in 1989. Mr Mayson says the company is well recognised not only for the quality of its systems, but also for the high level of service and commitment to continuous improvement which it guarantees to its clients.

## New PSA Seeks to Be World-class Corporation

**T**HE new PSA Corporation Ltd was launched by Mr Mah Bow Tan, Minister for Communications at the Ritz-Cariton on 30 Sep 97. This new company is a wholly-owned subsidiary of Temasek Holdings. PSA Corporation is a commercial organisation formed from the corporatisation of the former Port of Singapore Authority. PSA Corporation is headed by Dr Yeo Ning Hong as Chairman and the Group President is Mr Khoo Teng Chye. PSA Corporation is the world's largest container terminal operator. Last year, it handled 12.94 million TEUs.

## New Board Members

To direct the company, a new board has been formed. Members of the board are: Dr Yeo Ning Hong, Chairman, PSA Corporation Ltd, Mr Khoo Teng Chye, Group President, PSA Corporation Ltd, Mr Timothy William Faithful, Chairman & Chief Executive, Shell Companies in Singapore, Major General Han Eng Juan, Chief of Army, Singapore, Mr Michael Hwang, Equity Partner, Allen & Gledhill, Mr Khaw Boon Wan, Permanent Secretary, Ministry of Trade and Industry, Mr Sim Kee Boon, Chairman, Keppel Corporation Ltd, Mr Tay Siew Choon, Managing Director, Singapore Technologies Pte Ltd and President, Singapore Technologies Industrial Corporation Ltd, Mr Teo Ming Kian, Permanent Secretary, Ministry of Communications, Mr Wee Ee Cheong, Deputy President, United Overseas Bank, Mr Zainul Abidin bin Mohamed Rasheed, Executive Secretary, Singapore Port Workers' Union.

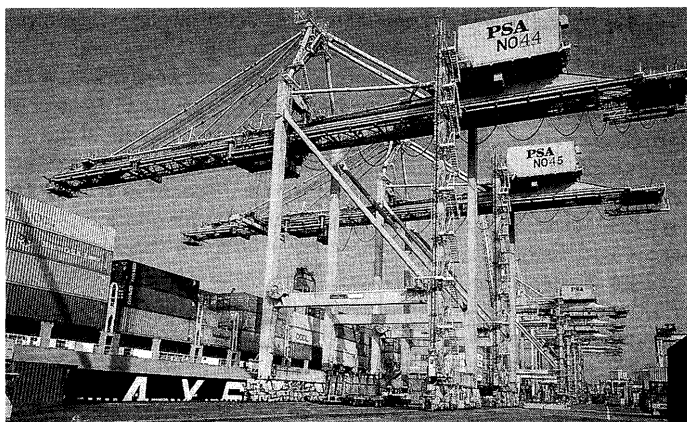
## International Advisory Council (IAC)

To enhance its links with customers, PSA Corporation has set up an International Advisory Council, comprising distinguished leaders of international shipping companies. The Council will advise on global perspectives for the company's strategic directions. PSA Corporation will use the feedback and advice from Council members to improve its service levels and maintain its competitiveness. The IAC is a manifestation of PSA Corporation's commitment to open new channels for customer feedback, and a testimony of respect for its customers' views.

Members of the Council are: Mr Chen Zhongbiao, President, China Ocean Shipping (Group) Company, Mr Cho Sooho, President, Hanjin Shipping Co., Ltd, Mr John Clancey, President & Chief Executive Officer, Sea-land Service Inc, Mr Masaharu Ikuta, President, Mitsui O.S.K. Lines, Ltd, Mr Flemming R Jacobs, Partner, A P Moller, Mr Kentaro Kawamura, President, Nippon Yusen Kaisha, Mr Lua Cheng Eng, Chief Executive Officer, Neptune Orient Lines Ltd, Mr Soedarpo Sastrosatomo, President, Samudera Indonesia Group, Mr Sumate Tanthuwani, Group President, Regional Container Lines Public Company Ltd.

## Mission of the new company

The new PSA Corporation seeks to be a world-class corporation. Its mission is to excel as the world leader in providing seaport and logistics services of the



best value to its customers.

### New logo

With the formation of a new company, a new logo and tagline have also been formed.



The new PSA logo features a globe encircled by "waves". The globe, formed by two interlocking curves, underscores the global reach of PSA Corporation's operations. The "waves"

– two calligraphic brush strokes – allude to our Asian origins. Like a master calligrapher, our movements are quick, precise and dependable. Encircling the globe, they demonstrate our flexibility and dynamic thrust towards globali-

sation.

The logo combines the ancient art of calligraphy with modern lettering and strong colours, just as we combine our tradition of excellence and experience with the most advanced technology and up-to-date infrastructure to deliver speed, flexibility, reliability and connectivity in service.

The "World's Port of Call" reflects PSA's stature as the world's largest container terminal operator, a global port and a business partner of choice. Underlying these attributes is its customer focus. The tagline stresses this through PSA's pledge to be its customers' port-of-call, an organisation they can always turn to for customised solutions in all port and port-related matters.

## PSA Corporation Takes Equity Stake in ME Port

SINGAPORE'S PSA Corporation Ltd, which had earlier clinched the engineering contract to construct the new Aden Container Terminal (ACT) in Aden, Yemen, signed a Shareholders' Agreement with Yemen Investment & Development International Ltd (Yeminvest).

By the Shareholders' Agreement, PSA Corporation takes a 49% equity in Yeminvest, with Yemen Holdings Ltd, a wholly-owned company of the Bin Mahfouz family, retaining 51%.

PSA Corporation also signed a 20-year Terminal Management Contract to manage and operate ACT, which is scheduled for completion in March 1999. The scope of services includes day-to-day operation and management of the terminal, marketing, and staff recruitment and training. Beginning mid 1998, PSA will recruit staff from the

Yemeni workforce, and train them through a transfer of its operational and technological know-how.

ACT is a greenfield development comprising, in Phase I, the construction of some 700 meters of berth, onshore container stacking areas, roads, standby power plant and buildings, and the supply of quay cranes and other terminal equipment. Works have been progressing well since June this year when PSA was awarded the engineering contract.

PSA Corporation aims to make ACT the region's most efficient and advanced container terminal hub for transshipment operations. It will initially be equipped with berths that can accommodate the world's largest container ships, four quay cranes, eight rubber-tyred gantry yard cranes, and 250 reefer points for refrigerated containers. The terminal will also boast a high level of technological efficiency, as PSA will employ its IT applications to

manage transshipment operations. Phase I of ACT will have a capacity to handle 500,000 TEUs of containers.

ACT's market will encompass countries in the Suez Canal, Red Sea, Arabian Sea, East Africa and Indian Ocean.

The Shareholders' Agreement was signed by Dr Yeo Ning Hong, Chairman, PSA Corp and Sheikh Sultan Khalid Bin Mahfouz, Vice Chairman, Yeminvest. Said Dr Yeo, "The Aden Container Terminal is a significant project for PSA Corporation. It is our first major project in the Middle East. Singapore and Aden are similar in that both are strategically located at the crossroads of the major shipping routes. By applying PSA's expertise in the development and operation of container terminals and capitalising on our vast customer network, we want to transform Aden into a major transshipment hub for the Middle East."

Said Sheikh Sultan Khalid Bin Mahfouz, "We are glad to tie up with PSA, an organisation which has been responsible for the success of the Port of Singapore today. We are confident that working with PSA, we will achieve our vision of bringing to the Arabian Sea a market-driven, customer-oriented, efficient operation which will become one of the leading free trade zones and transshipment hubs in the Middle East."

The Terminal Management Contract was signed by Mr Khoo Teng Chye, Group President, PSA Corporation, and Sheikh Sultan Khalid Bin Mahfouz.

PSA Corporation Ltd, a commercial organisation formed from the corporatisation of the Port of Singapore Authority (PSA) on 1 October 97, is a wholly-owned subsidiary of Singapore's Temasek Holdings. PSA Corp is the world's largest container terminal operator handling 12.94 million TEUs of containers in 1996. PSA Corporation, which has won many awards and accolades for its management of the Port of Singapore's three container terminals, also operates the Dalian Container Terminal in Northeast China.

## World's Largest Container Vessel Calls at PSA

THE world's largest container vessel *Sovereign Maersk* made a maiden call at the "World's Port of Call" – PSA Corporation Ltd on 11 October 1997. *Sovereign Maersk* had made PSA her first Asian port of call in her maiden voyage, underlying PSA's



stature as a global port and a business partner of choice. *Sovereign Maersk* is the world's largest container vessel with a capacity of about 6,600 TEUs. She is also the world's largest reefer container carrier.

*Sovereign Maersk* loaded/unloaded more than 2,100 containers at Brani Terminal, with a turnaround time of about 13 hours. "To ensure a fast turnaround time for the vessel, we put 6 cranes to service it. Working together with Maersk, we achieved a high vessel rate of 168 containers per hour, the fastest ever for this class of ships handling such a large volume," said Mr Tan Puay Hin, Brani Terminal Manager.

"We are very honored that *Sovereign Maersk* is making PSA her first port of call in Asia. Maersk is one of our major customers and we have always enjoyed excellent working relations. This time, we had again pulled all stops to ensure a high productivity rate for the magnificent vessel *Sovereign Maersk*. Our close partnership has enabled us to maintain our high standards of service for Maersk vessels," said Mr Khoo Ten Chye, Group President, PSA Corporation.

"We have chosen to call at Singapore because we know we can be assured of a high standard of service necessary for our container vessels to maintain schedules as promised to our customers," said Mr Knud Stubkjaer, Managing Director, Maersk Singapore Pte Ltd.

The mega vessel *Sovereign Maersk* is deployed on the Europe-Far East route. She is the first of the new 'S' class series. Her previous port of call was Algeciras and has headed for Hong Kong.

PSA's close working relationship with Maersk has achieved record performances for Maersk vessels. PSA's world record of 229 containers per hour achieved in July 95 on the vessel *Mette Maersk* at Brani Terminal has remained unbeaten. Singapore was also the first Asian port of call for maiden voyages of other 6,000-TEU Maersk vessels. *Regina Maersk*, the first of the 6,000-TEU class made her maiden call to Singapore in February 1996.

PSA Corporation and Maersk have a close relationship. Mr Flemming Jacobs, Partner of A P Moller and a Board Member of the previous Port of Singapore Authority has been appointed a member of PSA Corporation's International Advisory Council. A P Moller is the Danish shipping and ship-building conglomerate that owns Maersk Line.

## First Run of PSA-NUS Port Management Programme

THE first run of the PSA - NUS Advanced Port Management & Operations Programme was successfully conducted from 22 Sept to 10 Oct 97 at PSA Institute (previously known as the Singapore Port Institute), the training arm of PSA Corporation Ltd. Jointly organised with the National University of Singapore's (NUS) Faculty of Business Administration, the Programme was designed to meet the needs of senior and middle management officers from overseas ports and related maritime industries.

The response to the Programme was most encouraging, with 33 senior and middle management personnel from 18 countries in attendance. The countries represented were: Indonesia; Egypt; People's Republic of China; Oman; Yemen; Ghana; Tonga; South Africa; Seychelles; East Malaysia; United Arab Emirates; Philippines; Macau; Maldives; Lebanon; Papua New Guinea; Brunei; and Nigeria. Some of the participants were sponsored by the International Association of Ports & Harbors (IAPH), Ministry of Foreign Affairs (MFA) and PSA Corporation's International Business Division (IBD).

The objectives of the 3 week Programme were threefold:

- To enhance conceptual understanding of the critical areas of corporate strategy, human resources, operations, finance and technology to effectively manage the multi-disciplinary functions of a modern sea port.
- To provide opportunities to apply port management and operations principles and concepts through case studies and discussions.
- To provide a forum for the exchange of ideas and experiences on port management and operations with counterparts from the maritime industry.

In line with these objectives, the Programme covered maritime transportation, port organization and planning, port operations management, port equipment maintenance, technology management, port safety and security, port finance, maritime law and human resource management. A unique feature of the Programme was a component on "Adventure Learning". The principles of team-work and communication, essential for organisational

effectiveness, were imparted through experiential learning.

Lecturing resources were drawn from a wide spectrum of sources. Lecturers from NUS focused on theoretical principles and concepts of port management and operations. Speakers from PSA Corporation and the Maritime and Port Authority of Singapore (MPA) complemented these lectures by sharing their experiences through discussions and case studies.

Participants evaluated the Programme favourably. They commented that the coverage was highly relevant to their work duties and responsibilities and that the Programme met or exceeded their expectations. Many felt that the blend of theoretical and practical inputs provided them with a better understanding of the multi-disciplinary nature of port management and operations. They found the visits to the port terminals particularly useful in gaining an insight into operations practices in PSA Corporation. Participants also expressed appreciation for the hospitality extended to them during their stay in Singapore.

## Thailand: Laem Chabang Port's Expansion Starts

CONSTRUCTION on the first container terminal of the Laem Chabang Port's second phase development will be started in October this year and is scheduled to be completed by the end of 1999.

The terminal (C3), to be operational by early 2000, has a 500-meter-long quay wall (depth along the quay - 16 MSL) and a 450-meter-wide backup area. It will be able to accommodate 2 container ships; 1 Post Panamax sized and 1 feeder ship simultaneously with the containers throughput of 600,000 TEU a year.

The LCP's second phase development is a 10-year-development program aimed to boost the port's capacity to handle large container vessels with the draft of as much as 80,000 DWT or of over 4,000 TEU capacity. The development includes six new container terminals, scheduled to be completed by the year 2009. Upon completion, it will add the port's annual capacity around 3.5 million TEU, providing adequate facilities of international standard to serve the increasing trade from all over the world.

(PAT)

# C A T C H   T H E   W A V E



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# Bintulu Port

## Strategic Location

Located strategically along the busy sea-lanes between the Far East and Europe. Poised to be the major gateway for the rapidly growing industrial area in central Sarawak.

## Modern Facilities

Well-equipped facilities to handle containerized, breakbulk and dry and liquid bulk cargo.

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The customer takes first priority and enjoys our excellent customer-friendly services as we are totally committed to service excellence. Be our partner in Bintulu. It's your window of opportunity in Sarawak.

## Your Window of Opportunity in Sarawak, Malaysia



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Efficient Services  
Strategic Location  
Modern Facilities

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Bintulu Port