



Ports & Harbors

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Port of Hakata

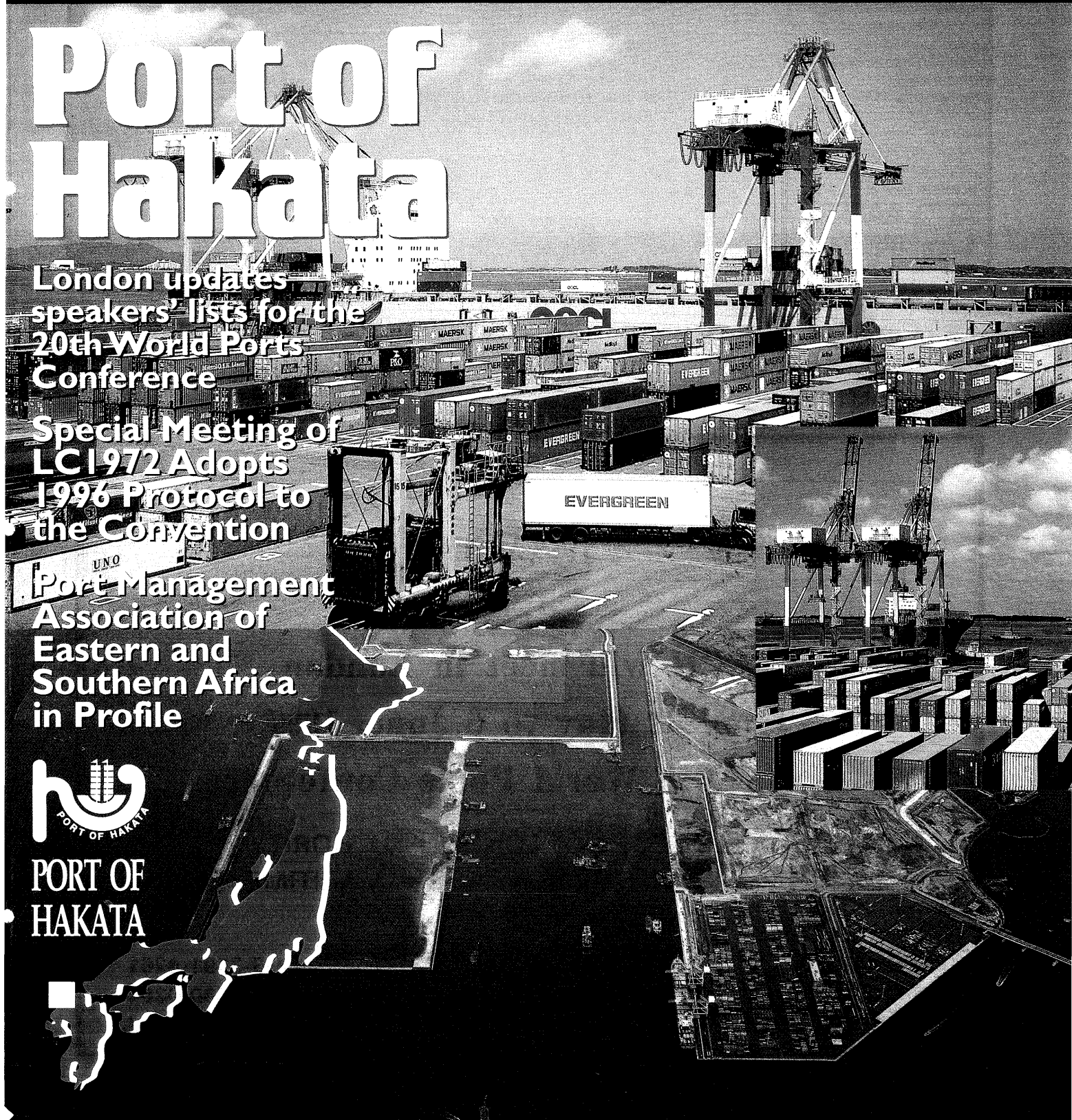
London updates
speakers' lists for the
20th World Ports
Conference

Special Meeting of
LCI 972 Adopts
1996 Protocol to
the Convention

Port Management
Association of
Eastern and
Southern Africa
in Profile



PORT OF
HAKATA



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

Conference Host: THE PORT OF LONDON AUTHORITY

Conference Theme: MARITIME HERITAGE — MARITIME FUTURE

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Port of Hakata

THE Port of Hakata not only functions as a sea gateway to the City of Fukuoka, a key urban center of the Kyushu region, but is also making steady strides as an international port supporting the economy of the entire Kyushu region on the strength of its liner shipping links with 52 ports in 24 countries. The Port is pursuing for the development of port facilities as a key logistical location both in the Kyushu region and in Asia as a whole. At the same time, it is developing the waterfront into a new port space for "the exchange of cultures, goods and information by taking advantage of the sea and for the creation of a new civic culture". See page 35.

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IAPH ANNOUNCEMENTS AND NEWS

President Cooper Honored

THE Tokyo Head Office has recently learned from Mr. Geoff Vazey, Chief Executive of the Ports of Auckland Ltd., that Mr. Robert Cooper was named in the Queen's New Year Honours List as a Member of the New Zealand Order of Merit for services to the port industry.

Mr. Geoff Vazey, who is Mr. Cooper's successor at the company, says in his letter addressed to the IAPH Secretary General, "This is a great honor, and one which is well deserved. It is gratifying for all of us at Ports of Auckland Limited



to see Mr. Cooper gain this recognition for the work he has done not only for this company but for the New Zealand port industry in general, including the huge amount of work involved in the corporatisation and privatisation processes."

Secretary General Kusaka, on behalf of all IAPH members and those of the Tokyo Head Office, has expressed his warm congratulations to Mr. Cooper and Mr. Cooper's colleagues and family in Auckland for the honor conferred on him.

TFC Chair Amargos Appointed to CEFAC Committee

MR. Leandre Amargos, chair of the Trade Facilitation Committee of IAPH from the Port of Barcelona, has recently been appointed to the CEFAC Nominating Committee by the Chairman of the Working Party on Facilitation of International Trade Procedures (WP.4) of the UN Economic Commission for Europe.



According to Mr. Amargos, the Committee will nominate the members of the future CEFAC bodies and CEFAC will take over from the United Nations Economic Committee for Europe WE4, which has been responsible for most of the work carried out over the last twenty years, in the field of trade facilitation, including the UN/EDFACT messages used in ports.

Mr. Amargos comments in his recent letter to Secretary General Kusaka, "I believe the participation of IAPH and the Trade Facilitation Committee in this new organization will enable us to be in contact with the latest developments in the field of trade facilitation and that, through such contacts, IAPH's involvement in international organizations will be further enhanced."

The Nominating Committee, as announced by the UN Economic Commission for Europe, is composed of the representatives, one each from Belgium, Germany, Korea, USA, IAPH (Spain) and WCO (Belgium).

Special Meeting of LC 1972 Adopts 1996 Protocol to the Convention

MR. Anthony B. MacDonald, Chairman, IAPH Dredging Task Force, has sent his report on the Special Meeting of the London Convention (1972) which was held in London from 28



Dwayne G. Lee



Herbert R. Haar, Jr.

October to 8 November 1996. Mr. MacDonald, accompanied by Mr. Joseph LeBlanc, a Houston-based Legal Advisor, attended the meeting as the IAPH Representative.

Chairman MacDonald states in his letter of December 18 sent to the IAPH Secretary General as follows.

"After four difficult years of negotiations, the Contracting Parties agreed to adopt the 1996 Protocol to the Convention, which will establish a new

framework for regulating dumping at sea. The existing Convention will apply until the Protocol is ratified and goes into effect. The work of the IAPH Dredging Task Force over the years, and

particularly my predecessors Dwayne Lee and Herb Haar, has been instrumental in protecting the interests of the port community during the deliberations. As outlined in the report (which is featured in the OPEN FORUM section of this issue), there continue to be a number of issues of concern to IAPH members in connection with implementation of the Protocol and the ongoing activities of the LC 72 Scientific Group."

London Circulates Updated Programs for the 20th IAPH Conference

IN mid-January, the Port of London, our host for the 20th World Ports Conference of IAPH, circulated a newsletter to all IAPH members and related organizations informing them of the updated programs for the Conference focusing on the speakers for the six working sessions. For those who have not yet received the NEWS from London, we reproduce the information in this issue.

Essay Contest and IT Award

Winners to be selected for commendation in London

One of the special programs linked to the biennial conferences of IAPH consists of the commendations of the prize-winners in the IAPH essay contest and the IAPH Information Technology Award.

At the initiative of the Committee on Human Resources (chaired by Mr. Goon Kok Loon of Singapore), IAPH announced the conditions for entry to the essay contest in January 1996, setting the deadline for entries at 30 September 1996. By the closing date, a total of 14 entries had been received at the IAPH Head Office in Tokyo, which in turn passed them to Mr. Goon's office in Singapore for their evaluation by the panel of judges. By mid-January 1997, Chairman Goon, assisted by his colleagues from the PSA, had finalized his preliminary evaluation and was to refer the entries to the French and Spanish judges.

As soon as the panel of judges selects the winning entries, the respective participants will be informed of the results by the Tokyo Head Office, and the arrangements will be made for the top prize-winner to attend the London Conference.

Another competition was organized in July 1996 by the IAPH Trade Facilitation Committee (chaired by Mr. Amargos of Barcelona), in which IAPH members were encouraged to submit entries to information technology within a port. By the deadline for entries, which was set at the end of December 1996, a total of eight entries had been received at the Tokyo Head Office. The submitted entries are now being screened by the Selection Committee chaired by Mr. Amargos, and the winners of the gold, silver and bronze prizes will be notified in good time to allow presentation of the awards during the London Conference.

The entrants of the two contests are:

Entries to the 1996/1997 Award Scheme (Essay Contest)

NAME	SECTION	PORT, COUNTRY
1) Masoud Sharifi	Head of Statistics & Information Division	Ports & Shipping Organization, Iran
2) Behrooz Omaraei	Senior Expert/Ports & Transport Department of Research & Studies	Ports & Shipping Organization, Iran
3) H. Davoudi	International Relations Expert Department General International Maritime Specialized Agencies	Ports & Shipping Organization, Iran
4) Bo Yunfeng	Foreign Affairs Office	Nanjing Port Authority, China
5) Baomin Mo	Business Development Dept.	Port of Dalian Authority, China
6) S.N. Maharana	Deputy Manager (Elect. Maint.) Operation Dept.	Jawaharlal Nehru Port Trust, India
7) Gichiri Ndau	Principal Planning Officer	Kenya Ports Authority, Kenya
8) Li Chuli and Lou Longnian		China Ports & Harbors Asso., China
9) * Lawrence Oladele Alabi	Port Manager's Office	Nigerian Ports Plc. Nigeria
10) M. David Ernesto Hernandez Morales	Operadora Portuaria del Golfo	Port of Veracruz, Mexico
11) Premaratne	Manager (Statistics), Planning, Research & Development	Sri Lanka Ports Authority, Sri Lanka
12) * Rita Seno-Ogbinar	Training Center	Philippine Ports Authority Philippines
13) S.S. Nagar	Dy. Manager (P)	Jawaharlal Nehru Port Trust, India
14) ** Mohamed Nemouchi	Sous Directeur	Ministère des Transports, Algeria

* Mr. Lawrence Oladele Alabi and Mrs. Rita Seno-Ogbinar were respectively the recipient of "Merit Award" with a cash prize of US\$100 in the previous contest (1994/1995)

** Non-IAPH member

List of Entries to the IAPH Information Technology Award 1997

- Maritime and Port Authority of Singapore, Singapore
"Electronic Port Clearance System"
- Sydney Ports Corporation, Australia
"Application of the Harbor Management System in Sydney Ports"
- Vancouver Port Corporation, Canada
"Application of the Vancouver Port Corporation"
- Puertos del Estado, Spain
"Proposed Project"
- Townsville Port Authority, Australia
"Integrated Management Information Systems (IMIS)"
- Port of Copenhagen, Denmark
"Port of Copenhagen"
- Fremantle Port Authority, Australia
"Port Automated Management System (Port/AMS)"
- Saigon Port, Vietnam
"CY Management System in a Multi-purpose Port"

COURSE TITLE	DATES	DURATION (DAYS)	FEES (\$)*
Diploma in Shipping & Port Management	17 Mar - 21 Jun	30	5,500
Port Management & Operations	9 Jun - 20 Jun	10	2,100
Management of Port Equipment	7 Jul - 18 Jul	10	2,100
CDI Ship Inspection Familiarisation	15 Jul - 17 Jul	3	1,800
Management of Container Operations	14 Jul - 25 Jul	10	2,100
Management & Operations of a Break-Bulk Terminal	4 Aug - 15 Aug	10	2,100
Port Engineering	1 Sep - 19 Sep	15	2,750
Logistics Management	29 Sep - 3 Oct	5	2,300
Management of Port Security	29 Sep - 3 Oct	5	1,500
Project Management	13 Oct - 15 Oct	3	2,000
Shipboard Fire-Fighting & Oil Spill Control	13 Oct - 24 Oct	10	3,000
Handling, Transportation & Storage of Dangerous Goods	17 Nov - 28 Nov	10	2,100
Quay Crane Operations (Basic)	on request	18	9,850
Quay Crane Operations (Intermediate)	on request	10	6,200
Quay Crane Operations (Advanced)	on request	6	4,200
Rubber Tyred Gantry Crane Operations (Basic)	on request	18	5,000
Rubber Tyred Gantry Crane Operations (Intermediate)	on request	10	3,500
Rubber Tyred Gantry Crane Operations (Advanced)	on request	6	2,700
Practical Pilotage Attachment & Shiphandling Simulation for Licensed Pilots	on request	5.5	8,300
Practical Pilotage Attachment & Shiphandling Simulation for Ship Masters & Trainee Harbour Pilots	on request	11	13,000

* Fees exclude Goods and Service Tax (GST). Local Singapore participants will be required to pay 3 % GST on the fee. Non-company-sponsored overseas participants will also be required to pay GST.

With a training tradition of over 4 decades, the Singapore Port Institute (SPI) - Port of Singapore Authority's (PSA) training arm - offers over 200 courses annually. To date, some 100,000 personnel from the local port and shipping industry, and from 63 countries have benefited from them. For 1997, SPI will be offering 20 courses on port and shipping disciplines. Conducted by professionals from PSA, Nanyang Technological University (Singapore), University of Delaware (USA), United States Merchant Marine Academy (USA), and the Centre for Advanced Maritime Studies (UK), these courses can help to enhance your career potential. So before you set sail for the high seas, why not call on the Port of Singapore today.

**To sail
further in
your
career, let
Singapore be
your next
port-of-call.**

Report on the Meeting of IAPH/IMO Interface Group

11 December 1996, Houston, U.S.A.

By A.J. Smith
IAPH European Representative

WITH the enthusiastic support of Tom Kornegay, Executive Director, Port of Houston Authority, and his team, Group members met in Houston, USA, on 11 December 1996 under the chairmanship of Mr Jean Smagghe, 1st Vice President, IAPH.

As is customary, Group discussions centred primarily on port-related matters under current consideration by meetings of International Maritime Organisation (IMO) Committees, or soon to be so. The meetings to which reference was made were:

Maritime Safety Committee (MSC67)—
2 to 6 December 1996

Joint International Group of Experts
(JIGE) on Arrest of Ships —
2 to 6 December 1996

Sub-Committee on Flag State Implementation (FSI5) — 13 to 17 January 1997

Sub-Committee on Dangerous Goods,
Solid Cargoes and Containers (DSC2) —
24 to 28 February 1997

Marine Environment Protection
Committee (MEPC39) —

10 to 14 March 1997

Maritime Safety Committee (MSC68) —
28 May to 6 June 1997

Facilitation Committee (FAL25) —
30 June to 4 July 1997

Group discussions are summarised under the following headings:-

Maritime Safety

It will be recalled that IAPH's support of IMO initiatives to enhance Bulk Carrier Safety includes participation in a Joint Industry Working Group to address some areas of concern at the ship/shore interface for the safe loading and unloading of bulk carriers. Questionnaires have been prepared for completion by terminal operators and users respectively during February 1997 to establish possible problem areas in their relationships. It is hoped that analysis of results will provide information leading to more effective use of the industry's draft Code of Practice and the Ship/Shore Safety Checklist.

Procedural guidelines on Port State Control will shortly be issued by IMO.

The Group strongly supported a European Sea Ports Organisation (ESPO) statement on support of the PSC

process but cautioning against the assumption that port personnel could be expected to undertake responsibilities for ship inspection as part of their normal duties.

Guidelines for Vessel Traffic Services (VTS) are expected to be adopted by IMO's Assembly in November 1997. The Group has therefore asked the Marine Operations Committee to consider their possible application in a smaller port context together with advice on the training of VTS operators.

In the Group's view the requirements of planning associated with Emergency Preparedness and Response in Port Areas should cover all port-related aspects of safety and environmental protection. IMO's rejection of the preparation of a free-standing guidance document for that purpose was therefore regretted. The Port Safety and Environment Committee has been asked to prepare such a document for internal IAPH use.

IMO has asked its Ship/Port Interface Working Group to consider aspects of the provision of tug assistance in port waters. The Group has agreed to help as might be appropriate noting that IAPH's own guidance on that subject is currently being updated.

The Group has agreed to continue to support IMO in its intention jointly with the International Labour Organisation (ILO), and UN (ECE) to update approved Guidelines for Packing of Cargo Units on a regular basis. Assistance will also be given in the development of model courses on cargo



The combined meeting of the Port Safety and Environment and Marine Operations Committees was held in Houston on 9 and 10 December 1996, hosted by the Port of Houston. A report of the meeting, which was not available in time for inclusion in this issue, will be featured in a future issue.

handling in port areas.

IMO's Technical Assistance Programmes in maritime safety and marine environment protection are primarily designed to enhance the implementation of IMO's standards and recommendations and the application of IMO Conventions. The Group has therefore encouraged IAPH Technical Committees to focus attention on areas and issues wherein IAPH members might beneficially become directly involved in IMO's programmes.

Environmental Protection

Previous reports have highlighted the development of IAPH positions on the issues to be addressed by the International Conference on Air

Pollution Prevention to be held at IMO on 22 to 26 September 1997. The Group therefore took the opportunity to fine-tune relevant IAPH documentation.

In similar fashion the current status of IMO's Ballast Water Working Group was monitored in the knowledge that a great deal of research was underway in many countries in an effort to eliminate unwanted aquatic organisms in ballast water.

The Group was particularly appreciative of the large response received to date from IAPH members to the questionnaire on financing reception facilities for ships' wastes.

It was evident that a single solution approach to financing had no support. Almost all respondents favoured the

preparation of a menu of options which take account of the special interests and concerns of IAPH regions and localities.

The outcome of the work leading to the adoption of the 1996 Protocol to the 1972 London Convention was a matter of some satisfaction to the Group. The efforts of the Dredging Task Force in that regard had been well received. It was also noted however that a number of issues remained to be resolved. These would be addressed by IAPH Committees liaising with each other as might be appropriate.

Facilitation

The agenda of FAL25 is inclusive of that to the Ship/Port Interface Working Group. In both cases there are a number of matters on which IAPH would be expected to express its views. Some of these have been referred to earlier in this report; others however include EDI developments, facilitation aspects of the prevention of unlawful acts against ships and the prevention and control of illicit drug trafficking, and stowaways.

Legal Issues

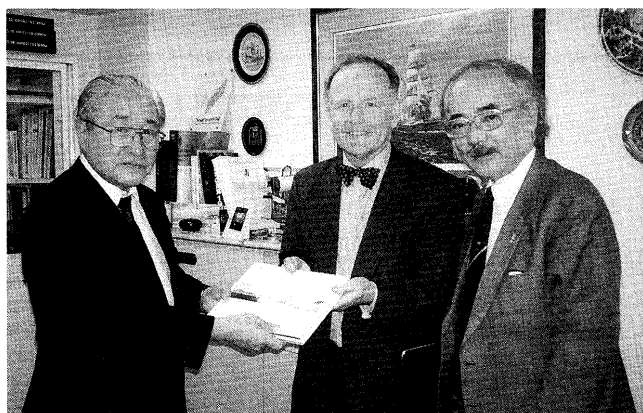
Matters are evidently coming to a head as respects work by JIGE on Arrest of Ships. A Diplomatic Conference on the subject may not be too long delayed. Outstanding issues of particular interest to ports are under current consideration by IAPH's Committee on Legal Protection as are other IMO matters such as liabilities and compulsory insurance, legal aspects of pollution from ships' bunkers and wreck removal.

The respective Chairmen of IAPH Committees dealing with the foregoing matters have been kept informed of the Group's views on developing situations.

Visitors

ON 24 January, Mr. Kristian R. Fuglesang, Assistant Director, INTERTANKO (The International Association of Independent Tanker Owners), visited the Head Office and met with Mr. Hiroshi Kusaka, Secretary General, and Mr. R. Kondoh, Deputy Secretary General. Mr. Fuglesang was visiting Tokyo to attend the Executive Committee meeting which was to take place in Tokyo the following week. On 28 January, a dele-

gation from the Oslo-based INTERTANKO gave a buffet party at the Japan Shipping Club in Tokyo to introduce Mr. Richard du Moulin, newly elected Chairman of INTERTANKO to its Japanese members and related organizations. IAPH was represented by Ms. K. Takeda on behalf of Secretary General Kusaka.



From left. Mr. Fuglesang of INTERTANKO, K. Takeda of IAPH, Captain Robert M. Bishop, Marine Environment Manager, INTERTANKO, Mr. Hans Laurin, Shipowner, Laurin Maritime (U.K.) Limited, and Mr. John Bjornebye, Ambassador of Norway to Japan.

African Ports Workshop in Mombasa

Postponed to January 1998 from April 1997

IAPH has been endeavoring to organize a workshop devoted to its members in African port at the initiative of the Committee on Human Resources of IAPH and with the cooperation of the regional port associations, namely the PMAESA (Port Management Association of Eastern and Southern Africa), based in Mombasa, and the PMAWCA (Port Management Association of West and Central Africa), based in Lagos.

By the end of last year, the groundwork had been laid by the parties concerned for organizing the event in Mombasa in April 1997. Draft programs and arrangements for the workshop were proposed to the regional meeting of IAPH African/European members, which was held in Rotterdam in late January 1997. As a result, the decision was unanimously made by the meeting attended by the representatives of PMAESA and PMAWCA as well as the officials from other West Coast ports on the following points.

The workshop, which was originally scheduled for April 1997, should be postponed to take place during the third week of January 1998 in Mombasa, Kenya.

The theme of the workshop will be "Are Ports prepared to face the next millennium?"

The workshop will be associated with the IAPH Europe/Africa regional officers' meeting, which will be held in Mombasa during the same week.

Further arrangements concerning the programs and logistics for participants will be finalized by the parties concerned during the IAPH Conference in London in June.

UNCTAD/IAPH Monograph No.14 Sent to IAPH Members

MONOGRAPH No.14, entitled "Sustainable development strategies for cities and ports" authored jointly by M.A. Pesquera, Vice President, IACP (International Association of Cities and Ports) and President, Port Authority of Santander, and by J.R. Ruiz, Geographer, Port Authority of Santander, was sent to all members from the Tokyo Head Office at the beginning of February 1997.

The monograph is one of the series being prepared by UNCTAD in collaboration with IAPH.

For each number, Mr. Rainer Vogel, Officer-in-Charge, Services Development Division of UNCTAD, used to contribute his introductory words to the series. Sadly, however, it has become the last time for the Monograph series to carry Mr. Vogel's message, as he passed away on 16 January 1997. IAPH expressed its deep condolences to his bereaved family and to his colleagues at UNCTAD through Mr. Gary Crook,

UNCTAD's Transport Section. (See OBITUARY below.)

New Appointments

Trade Facilitation Committee

PRESIDENT Cooper has recently appointed **Mr. R. Claude Mandray, President of Logisttrade** (an Associate Member and former Chief Officer of the Port of Rouen), **France** and **Mr. Mendi Zaltzman, Port Manager, Haifa, Port & Railways Authority, Israel** (a Regular Member of IAPH) to serve on the Trade Facilitation Committee chaired by Mr. Leander Amargos (Barcelona).

President Cooper, in his letter addressed to the appointees, welcomed their willingness to join the Committee's endeavors. Mr. Cooper says, "The success of our Association is very dependent on the willingness of members like your Chairman and your goodself who are prepared to devote their time and professionalism to this work."

PMAESA Launches Its Official Magazine

IN early January, the IAPH Tokyo Head Office received several copies of a publication from the Mombasa-based PMAESA headquarters. The publication, entitled *The PORT Folio*, was the first issue of the official magazine of the Port Management Association of Eastern and Southern Africa (PMAESA), published as Volume 1, 1996. The magazine is to be published twice a year in English and French and in full color.

Mr. Khirsnah Appadu, Secretary General of PMAESA, is confident that it will be a major tool for the improvement of communications through the exchange and dissemination of information among members on the developments and activities in the port sector, not only in Africa but in other parts of the world as well. For the benefit of IAPH members, we introduce a profile of PMAESA later in this issue based on the information from the first issue of *The PORT Folio*.



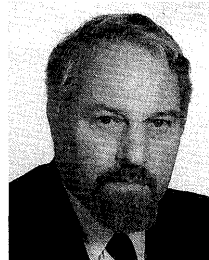
OBITUARY

Rainer Vogel – UNCTAD Shipping Division

MR. Rainer Vogel died in the early hours of Thursday 16 January 1997 at his residence in Founex, near Geneva (Switzerland) at the age of 58.

During his time with UNCTAD he held the position of Deputy Director of successive Divisions dealing with transport and shipping matters. During his thirteen years with UNCTAD his name was linked with all the major transport initiatives taken by the organization.

Prior to joining UNCTAD, Mr. Vogel served in several capacities in both the Ministry of Transport of his home country, the former GDR, as well as in the shipping industry. He studied at the University of Rostock, where he earned a Ph.D. in Shipping. He had an intimate knowledge of the transport industry in general and the shipping sector in particular. His perception of the problems of the industry and his concern for shipping in developing countries were acquired early in his professional career. Between 1964 and 1970 he was DSR owners representative in Ghana for West Africa and



responsible for the operation and management of Uniafrica-Line. Upon his return to Germany he was promoted to Head of the Asia/America Department of DSR-Lines Rostock. In this capacity he represented DSR in the India-Pakistan-Bangladesh-Ceylon European Conference and became Chairman of the INSA Liner Standing Committee.

With the wide experience acquired at DSR Mr. Vogel moved to Government service in the GDR, where he was named Head of the Department of Ocean Transport. He held this position from 1975 to 1983, when he joined the Shipping Division of UNCTAD.

Mr. Vogel is survived by his wife, Elke, and two sons, Peer and Alf. Tribute was paid to him by the Secretary-General and staff of UNCTAD at a special commemorative meeting on Monday 21 January 1997.

He will be remembered by colleagues and friends in the transport industry for his decency, hard work, objectivity and professionalism. (The news was received from Mr. Gary Crook, UNCTAD Transport Section)

Membership Notes:

New Members

Regular Members

Jurong Port, Jurong Town Corporation (Singapore)

Address: 37 Jurong Port Road
Singapore 619110
Mailing Address: Mr. Fong Yue Kwong, Director
Tel: 65-6609501
Fax: 65-6609550
E-mail: Yuekwong@jtc.gov.sg

Port of Palm Beach (U.S.A.)

Address: P.O. Box 9935, Riviera Beach
FL. 33419
Mailing Addressee: Mr. Edward R. Oppel
Executive Director
Tel: (407) 842 4201
Fax: (407) 842 4240

Changes

Melbourne Port Corporation [Regular] (Australia)

Address: 48th Floor, Rialto South Tower
525 Collins Street, Melbourne
VIC 3000
Postal Address: G.P.O. Box 261c, Melbourne
VIC 3001
Mailing Addressee: Mr. Jeffrey Gilbert
Chief Executive
Tel: 61 3 9628 7555
Fax: 61 3 9628 7550

Office of Marine Administration [Regular] (Australia)

(Former Office of Marine Safety & Port Strategy)
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20TH IAPH WORLD PORTS CONFERENCE

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

Venue : The Park Lane Hilton Hotel, London, U.K.

Conference Theme : Maritime Heritage-Maritime Future

Conference Chairman : Mr. David Jeffery, Chief Executive, The Port of London Authority

NEWS

ISSUED BY PLA PRESS OFFICE
22 January 1997

PORT OF LONDON TO HOST INTERNATIONAL PORTS CONFERENCE

European Transport Commissioner Neil Kinnock is to head-up a distinguished list of internationally renowned speakers at the 20th World Ports Conference of the International Association of Ports and Harbors (IAPH) to be held in London in June this year.

Hosted by the Port of London Authority (PLA), the Conference is expected to bring together more than 600 leading decision makers of ports and associated businesses from around the world. The five day Conference (Monday 2 June — Friday 6 June) will take place at the Hilton Hotel (Park Lane), London — the first time the Conference has returned to a host city in its 40 year history. London last hosted the Conference in 1965.

With the Conference theme "**Maritime Heritage — Maritime Future**", Commissioner Kinnock will present a Keynote Address on Thursday 5 June, speaking on the future of ports into the 21st Century. The Conference Opening Keynote Address (Monday 2 June) will be presented by Mr Hans Peters, Principal of the Transport and Maritime Industries, The World Bank, who will speak on the "**Opportunities for and Impediments to the Growth of International Trade**".

He will be joined by Mr Peter Sutherland, Former Director General of the General Agreement on Trade and Tariffs (GATT), and Mr Rubens Ricupero, Secretary General of the United Nations Conference on Trade and Development (UNCTAD), who will cover the contributions to be made by the developed and developing economies respectively.

During the week, delegates will be addressed by Her Excellency Grete

Knudsen, Minister, Trade and Shipping, Norway; Mr Alberto Aleman Zubieta, the recently appointed Administrator of the Panama Canal Commission; Sir Crispin Tickell, Chairman of the UK Government Panel on Sustainable Development; and Mr Charles Secrett, Director of Friends of the Earth.

Among other speakers presenting papers during the Conference will be Admiral Sir Nicholas Hunt, Director General of the Chamber of Shipping and Mr Juan Kelly, Chairman of the International Chamber of Shipping. Session chairmen include Mr William O'Neil, Secretary General of the International Maritime Organization; Sir Keith Stuart, Chairman of Associated British Ports Holdings PLC, and Sir Brian Shaw, Chairman of the PLA.

The four day Business Programme (Wednesday 4 June is reserved for a technical tour of the Port of Tilbury), covers all issues facing world ports in today's markets and those of the future. Senior figures from all sectors of the industry and organisations which have a major influence on the future development of ports are to take part in discussions. These will range from the question of private or public ownership of ports to the commercial issues and financial pressures facing the ports and shipping industries; from balancing the needs of the economic and environmental demands of operating ports to the regeneration of old port areas; and very importantly, safety on the seas and within ports.

Prior to the official business sessions, the Conference will be formally opened on Sunday (1 June) when delegates and guests will gather at the International Shakespeare Globe Centre and Theatre on the south bank of the Thames, where they will be entertained with a spectacular array of culture and music representing each region of Great Britain.

A full social programme has been planned to ensure delegates do not suffer from "conference fatigue". The programme includes a reception at the Guildhall, hosted by the Corporation of London, a full day technical tour of the

Port of Tilbury as guests of its owners Forth Ports PLC, and a gala dinner at Hampton Court Palace, which will bring the Conference to a close.

Delegates' accompanying partners, who are expected to number at least 250, will have their own programme of tours and visits running concurrently with the business sessions, including a journey on the Orient Express to Goodwood House in Sussex; a private tour of the Greenwich Observatory and Maritime Museum; and a tour of the Tower of London and Tower Bridge, including a traditional British pub lunch.

Commenting on the staging of the Conference in London Mr David Jeffery, PLA Chief Executive, said: "This Conference provides an ideal opportunity, not only for London but for the entire UK ports industry, to discuss issues that are relevant to the industry worldwide. The support we have received from the distinguished speakers proves the importance they place on the issues being raised and I am sure that the Conference will generate genuine and positive debate that will influence the future policy of ports of all the countries present."

"The agreement by European Transport Commissioner Neil Kinnock to speak, highlights the important role ports are seen to play in the wider transport arena. Although primarily looking at the industry from a European perspective, his thoughts and the policies of the European Union will have implications on the wider global scene", concluded Mr Jeffery.

Notes

Copies of the Provisional Programme are available from Port Promotion, Port of London Authority, Devon House, 58-60 St Katharine's Way, London E19LB, UK.

(Tel: +44 171 265 2656; Fax: +44 171 265 2699; E-Mail: marketing@portoflondon.co.uk.)

Further press releases will be provided in the run-up to the Conference. Invitations to the media to attend will be issued nearer the time.

For further information please contact Geoff Adam on 0171 265 2656.

20TH IAPH WORLD PORTS CONFERENCE

WORKING SESSIONS

Monday 2 June

President's Address: **Robert Cooper**, IAPH President

Working Session No 1

OPPORTUNITIES FOR AND IMPEDIMENTS TO THE GROWTH OF INTERNATIONAL TRADE

Session Chairman: **Robert Cooper**, IAPH President

Keynote Speaker: **Hans Peters**, Principal, Transport and Maritime Industries, The World Bank

Future Contribution from Developed Economies

Speaker: **Peter Sutherland**, former Director General, GATT

Future Contribution from Developing Economies

Speaker: **Rubens Ricupero**, Secretary General, UNCTAD

First Plenary Session – IAPH OFFICIAL COMMITTEE BUSINESS

Tuesday 3 June

Working Session No 2

COMMERCIAL ISSUES FACING THE PORTS AND SHIPPING INDUSTRIES

Session Chairman: **Jean Smagghe**, IAPH First Vice-President and Member of the Board, French Ports Association

Keynote Speaker: **UK Secretary of State for Transport**

Expectations of the Shipper

Speaker: **Stephen Harley**, Manager, Logistics Planning and Transport Operations, Ford Motor Company Ltd

Requirements of the Shipowner

Speaker: **John Lyras**, Immediate Past President, European Community Shipping Association and Member of the Board, Paralos Maritime Corporation S A

Intermodalism – Feeder Ports, the role of short-sea v other transport modes

Speaker: **Juan Kelly**, CBE Chairman of International Chamber of Shipping and Chairman, Maersk Company

Discussion Forum on issues raised during Working Session No 2, chaired by the Session Chairman

Working Session No 3

FINANCIAL PRESSURES ON THE PORTS AND SHIPPING INDUSTRIES

Session Chairman: **Akio Someya**, IAPH Third Vice-President and Executive Vice-President Nagoya Port Authority

Risk and Liability

Speaker: **David Martin-Clark**, Chairman, Through Transport Mutual Services (UK) Ltd

Financing the Development of Ports

Speaker: **Rt Hon John MacGregor**, OBE MP

Risk Management

Speaker: **Allan Rickmann**, Environmental Director, Willis Corroon

Discussion Forum on issues raised during Working Session No 3, chaired by the Session Chairman

Wednesday 4 June – TECHNICAL TOUR TO PORT OF TILBURY

Thursday 5 June

Working Session No 4

PORTS – AN ECONOMIC AND ENVIRONMENTAL BALANCE

Session Chairman: **Sir Brian Shaw**, Chairman, Port of London Authority

Keynote Speaker: **Sir Crispin Tickell**, GCMG KCVO, The Warden, Green College, Oxford and

Chairman, Government Panel on Sustainable Development

Environmental Issues

Speaker: **Charles Secrett**, Director, Friends of the Earth

Special Address: **Rt Hon Neil Kinnock**, Transport Commissioner, European Commission

Planner's Perspective

Speaker: **Eleni Paipai**, Senior Environmental Scientist, HR Wallingford Ltd

Port Designer's View – Development of Green Field Site

Speaker: **John Barker**, Maritime Director, Posford Duvivier

Discussion Forum on issues raised during Working Session No 4, chaired by the Session Chairman

Working Session No 5

REGENERATION OF OLD PORT AREAS

Session Chairman: **Dominic Taddeo**, IAPH Second Vice-President and Chief Executive Officer, Port of Montreal

Need and Role of a Facilitator

Speaker: **Sir Michael Pickard**, Chairman, London Docklands Development Corporation

Redundant Port Land – Turning a Liability into an Asset

Speaker: **Robert John**, Managing Director, IPC Advisors UK

Meeting the Needs of the Local Community

Speaker: Senior representative from the Port of Kobe

Discussion Forum on issues raised during Working Session No 5, chaired by the Session Chairman

Friday 6 June

Working Session No 6

SAFE SEAS AND SAFE PORTS

Session Chairman: **William O'Neil**, Secretary General, International Maritime Organisation

Keynote Speaker: **HE Grete Knudsen**, Norwegian Minister of Trade and Shipping

Safety at the Port Interface

Speaker: **Alberto Aleman Zubieta**, Administrator, Panama Canal Commission

Safe Ship Operation

Speaker: **Admiral Sir Nicholas Hunt**, GCB LVO DL

Director General, The Chamber of Shipping

Discussion Forum on issues raised during Working Session No 6, chaired by the Session Chairman

Working Session No 7

PORT OWNERSHIP – PUBLIC RESPONSIBILITY OR PRIVATE ENTERPRISE

Session Chairman: **Sir Keith Stuart**, Chairman, Associated British Ports Holdings PLC

Case for Public Ownership

Speaker: **Dr Dirk Kersten Behrendt**, Head of International Economic Relations and Shipping Division, State Ministry of Economic Affairs, Hamburg

Case for Private Ownership

Speaker: **William Thomson**, Chairman, Forth Ports PLC

Discussion Forum on issues raised during Working Session No 7, chaired by the Session Chairman

Second Plenary Session – IAPH OFFICIAL COMMITTEE BUSINESS

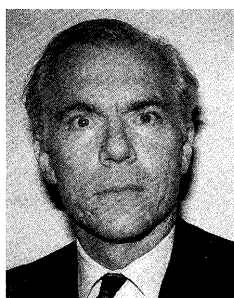
OPEN FORUM

LC 1972 London Convention Special Meeting to Consider and Adopt the 1996 Protocol IMO Headquarters - London, England 28 October - 8 November 1996

By Anthony B. MacDonald
Chairman, IAPH Dredging Task Force

A Special Meeting of the Contracting Parties to the London Convention 1972 ("Convention") was held at the headquarters of the International Maritime Organization, 4 Albert Embankment, London SE1, England, from 28 October-8 November 1996 to consider and adopt the 1996 protocol to the Convention. This was the culmination of a four year amendment process to update the Convention to reflect the greater environmental awareness that has developed since negotiation of the original text in 1972. IAPH attended the Special Meeting as an observer and was represented by Anthony MacDonald, Chairman, IAPH Dredging Task Force, as Head of the IAPH Delegation, and Joseph E. LeBlanc, Jr., as the IAPH Legal Advisor. The Special Meeting was attended by representatives of 43 Contracting Parties, an observer from an Associate Member of IMO, observers from 16 states that are not Contracting Parties to the London Convention 1972, and observers from 5 non-governmental international organizations, including IAPH.

The work of the Special Meeting occupied the full two weeks allotted to resolve outstanding issues and to arrive at an agreed Protocol text to amend the Convention. A Drafting Committee was formed at the outset of the Meeting to prepare final language as issues were resolved during the deliberations. Working groups were established on an



ad hoc basis to deal with especially difficult issues. Final decisions were not taken on many issues until the final days of the Meeting when time was clearly of the essence. The Protocol provisions of greatest concern to ports were all resolved in a manner acceptable to LAPH and consistent with positions supported by IAPH throughout the amendment process. Nevertheless, a number of issues debated at the Special Meeting highlight areas that will be of continuing concern to LAPH under the new Protocol. In addition, many important issues relating to implementation of the Protocol and the development of guidance will be addressed by the Scientific Group of the Convention. These are discussed below.

Although agreement has been reached upon the text of the new Protocol, it will be some time before sufficient ratifications are received for the Protocol to enter into force. Until then, the provisions of the existing Convention will continue to apply. Once the Protocol enters into force, there will be a "dual" regime under which the provisions of the Protocol will apply to the signatories thereto while the provisions of the existing Convention will continue to apply to States who have not yet ratified the Protocol. In both cases, future actions by Contracting

Parties can be expected to follow the changes adopted in the new Protocol.

1. Article 3(1) — The Precautionary Approach

The single remaining issue regarding the precautionary approach was whether the Protocol would require that Contracting Parties "should" or "shall" take preventive measures when there is "reason to believe" that harmful effects are "likely to" occur from dumping activity. The precautionary approach will be part of the General Obligations of the Protocol. The Special Meeting approved use of the word "shall" rather than "should." This was acceptable to IAPH based upon the earlier agreement that preventive measures would be taken when harmful effects "are likely" to occur and not whenever such effects "may" occur. In addition, the "reason to believe" — in combination with the "likely to" — language provides the objectivity needed to assure the workability of the precautionary approach in actual practice.

2. Article 3(2) — The Polluter Pays Principle

At the 18th Meeting of Contracting Parties in December 1995, it appeared that a consensus had been reached on the following text:

Each Contracting Party shall endeavor to promote practices, in accordance with the polluter-pays principle, whereby those it has authorized to engage in dumping or incineration at sea bear the cost of meet-

ing the pollution prevention and control requirements for the authorized activities, having due regard to the public interest.

At the Special Meeting, Greece, France, Mexico and Poland objected to this language because it did not define the "polluter pays principle." This reopened the discussion on this highly controversial issue and threatened to undo the compromise language supported by IAPH at the 18th Meeting to limit the concept to "the costs for the authorized activities", i.e., permit costs associated with sea disposal operations. The Working Group established to deal with this issue quickly reached an impasse. As a further compromise, IAPH recommended use of the "polluter pays" language in Principle 16 of the Rio Declaration which has received widespread acceptance. This approach was adopted with agreement upon the following text:

Taking into account the approach that the polluter should, in principle, bear the cost of pollution, each Contracting Party shall endeavor to promote practices whereby those it has authorized to engage in dumping or incineration at sea bear the cost of meeting the pollution prevention and control requirements for the authorized activities, having due regard to the public interest.

This language preserves the limitation to permit costs for authorized activities, thereby avoiding any implication that ports would be responsible for upstream pollution prevention. The use of the phrase "taking into account the approach that the polluter should, in principle, bear the cost of pollution" — in place of "in accordance with the polluter pays principle"— satisfied definitional concerns. This change was acceptable to IAPH.

3. Annex 2 — Waste Assessment Framework (WAF)

A significant dispute developed regarding a proposal to change use of the term "should" to "shall" at several places in the WAF Annex. The WAF Annex sets out the framework for reviewing the acceptability of waste or other matter for dumping at sea. Although this change was made in a number of provisions, the principal paragraph relating to dredged material paragraph 4, regarding control of

sources of contamination and authorizing the use of disposal management techniques for contaminated dredged material and recognizing the responsibility of national authorities to control upstream sources of pollution — remained unchanged. In other instances, qualifiers were added to use of the term "shall" to assure needed flexibility. Paragraph 5, for example, provides that "appropriate" consideration "shall" be given to other waste management options. Paragraph 6 similarly states that a permit shall be refused only if the permitting authority determines that "appropriate" opportunities exist for reuse, recycling, or treatment of the waste. These changes did not adversely impact the port position, and preserved the flexibility necessary to address the dumping and management of dredged material.

4. Article 15 — Responsibility and Liability

Article X of the original Convention provides:

In accordance with the principles of international law regarding State responsibility for damage to the environment of other states or to any other area of the environment caused by dumping of wastes and other matter of all kinds, the Contracting Parties undertake to develop procedures for the assessment of liability in the settlement of disputes regarding dumping.

This text focused upon State responsibility, not private liability.

At the 18th Meeting of Contracting Parties in December 1995, the following language was proposed for a new Article XV ("Liability and Compensation") of the Protocol:

In accordance with the principles of international law regarding State responsibility for damage to the environment of other States or to any other area of the environment, caused by dumping **or incineration at sea** of wastes or other matter, Contracting Parties undertake to develop procedures **for settlement of claims for liability and compensation regarding dumping or incineration at sea.** (New language in bold)

This text maintained the primary

focus upon State liability.

At the Special Meeting, a number of delegations made a determined attempt to expand this article to address private liability for pollution and to require the establishment of procedures regarding compensation and remediation on the part of permit holders and operators. Some proposals went so far as to propose requirements for insurance, surety bonds, letters of credit, or other financial instruments as a condition to obtaining a permit for sea disposal. Italy submitted a proposal to include provisions relating to insurance requirements in Article 15. The Solomon Islands proposed to amend the provisions of the WAF Annex to include liability and insurance requirements. Other delegations wanted to expand the polluter pays provisions (see discussion in the above) to include liability considerations.

IAPH opposed this last-minute attempt to expand these liability provisions without adequate opportunity for debate and deliberation. The issues are complex and will require careful study in the context of the status of ports as public or quasi-public bodies, funding limitations, the scope of legal liability (e.g., restoration and remediation costs and natural resource damage), the different roles of permit holders and operators, the need for indemnity arrangements between ports and contractors, and the ultimate impact upon the public fisc.

IAPH participated in the Working Group meetings on this issue, which resulted in adoption of the following text for new Article 15:

In accordance with the principles of international law regarding State responsibility for damage to the environment of other states or to any other area in the environment, the Contracting Parties undertake to develop procedures regarding liability arising from the dumping or incineration at sea of waste or other matter.

This retains the primary focus upon State responsibility, although the reference to "procedures regarding liability" is regarded by many delegations as broad enough to address private liability as well.

A concerted effort can be expected in the future to develop procedures for the

assessment of liability and compensation against private parties. At the Special Meeting, Jamaica, the Netherlands, and Spain submitted a resolution that would have committed Contracting Parties to "consider" the development of rules and procedures on private civil liability and compensation of claims for damages and to decide on the development of such rules and procedures by the year 2002. This was rejected at this late point in the protocol process. Nevertheless, it does indicate that the development of such a liability regime is a primary agenda item for many delegations.

IAPH must be prepared to address this issue to prevent the adoption of requirements that could severely hamper port operations. It is imperative that the port position on these issues be fully developed and forcefully presented.

5. Annex I — The Reverse List

The most protracted discussion at the Meeting dealt with certain categories on the "reverse list" of material that may be considered for dumping. There was no disagreement that dredged material should remain on the list. However, there was extensive debate regarding the inclusion of vessels and platforms or other man-made structures at sea and bulky items comprised primarily of iron, steel, and concrete.

During the Working Group discussions, some delegations expressed dissatisfaction with the provision in paragraph 3 of Annex 1 recognizing that *de minimus* (exempt) concentrations of radioactivity were not covered by the ban against dumping radioactive substances at sea. These are the same delegations that objected to the recent report to Contracting Parties by the International Atomic Energy Agency (IAEA), which proposed a risk-based definition of *de minimus* (exempt) concentrations. These delegations favor the use of numerical criteria regardless of risk.

This is an important issue to IAPH since all marine sediments have naturally occurring levels of radioactivity, and, in some cases, low anthropogenic levels. The IAEA has always recognized that substances containing naturally occurring levels of radioactivity are not considered to be "radioactive" for purposes of disposal at sea. IAPH must closely follow any further action taken

on this issue to assure that no prohibitions are adopted that could impact the disposal at sea of dredged material containing such natural levels or low levels from anthropogenic sources that pose no risk to the marine environment.

6. Article 21(3) — Basis For Amendments To The Annexes

The existing provisions of Article 15(2) of the Convention provide that amendments to the Annexes will be based on scientific or technical considerations. A number of delegations proposed to include legal, social and economic factors. This has been the subject of extensive debate throughout the amendment process. Agreement was finally reached on the following text for Article 21(3) of the new Protocol:

Amendments to the Annexes other than Annex 3 [arbitral procedure] will be based on scientific or technical considerations and may take into account legal, social and economic factors as appropriate.

Consensus was reached on this language because it provides that amendments to the Annexes will be based on scientific or technical considerations and may "take into account" legal, social and economic factors "as appropriate". The outcome was satisfactory to IAPH since the focus remains on "scientific and technical considerations" and because, as a practical matter, these other considerations are taken into account.

7. Future Considerations

With the amendment process now complete, Contracting Parties will begin the task of developing standards and procedures to implement the provisions of the new Protocol. While such actions will not take effect until the Protocol enters into force, they may still be put into effect on an interim basis under the existing Convention. The following is a list of some of the principal issues that will face the port community in the near future and upon which IAPH must be prepared to participate actively to protect port interests:

1. Establishment of a liability regime applicable to private parties, including permittees and operators, with compulsory requirements for insurance, surety bonds, letters of credit,

or other financial instruments.

2. Expansion of liability for pollution to include restoration, remediation, and natural resource damage.
3. Practical application of the Waste Assessment Framework Annex (Annex 2 to the Protocol) with regard to:
 - (a) Development of action levels, with efforts by some delegations to adopt global numerical standards;
 - (b) Risk assessment procedures and waste assessment;
 - (c) Application of biological assessment techniques;
 - (d) Application of impact hypotheses;
 - (e) Comparative analysis of alternatives;
 - (f) Efforts to control upstream sources of pollution; and
 - (g) Use of disposal management techniques for contaminated dredged material.
4. Operation of Article 3(3) of the Protocol, which provides that "[in implementing the provisions of this Protocol, Contracting Parties shall act so as not to transfer, directly or indirectly, damage or likelihood of damage from one part of the environment to another or transform one type of pollution into another.]"

The next Consultative Meeting of Contracting Parties has been set for 8-12 December 1997. The 20th Meeting of the Scientific Group will be held on 12-16 May 1997. The agenda items for these meetings can be expected to include some or all of the above issues.

Through IAPH's involvement in the work of the Convention over the past 16 years, and IAPH's participation in the amendment process during the last 4 years, a new Protocol has been adopted that takes appropriate account of port concerns and whose provisions provide for a fair treatment of dredged material in assessing its suitability for disposal at sea. IAPH's work must continue under the provisions of the new protocol and under the existing Convention until the Protocol enters into force. The issues outlined above, and others that will arise during future deliberations of Contracting Parties, will continue to require IAPH's careful review to assure that port interests are adequately protected.

(December 6, 1996)

WORLD PORT NEWS

Singapore Port Institute 1997 Training Courses

Managed by the Port of Singapore Authority (PSA) and offering a comprehensive range of container handling and supporting services, Singapore is the busiest port in the world in terms of shipping tonnage. It serves as a focal point for more than 400 shipping lines with links to some 600 ports worldwide. At any given time, there are more than 800 ships in the Port with a ship arriving or leaving every 2 to 3 minutes.

Singapore is also the world's top bunkering port and third largest oil refining centre. All the oil majors — Shell, Esso, Caltex, British Petroleum and Mobil—operate refineries in Singapore. These refineries have a combined capacity of over a million barrels per day.

Our reputation as a global maritime hub stems from not only Singapore's strategic location at the cross-roads of major shipping routes but also its excellent banking and financial services, efficient telecommunications network, stable government and a highly skilled workforce. All these factors have contributed to Singapore's reputation as one of the most efficient maritime centres in the Asia-Pacific region.

The Singapore Port Institute (SPI) is the training arm of PSA. It is responsible for organising and coordinating all training activities in the Port.

SPI's objective is to expand training opportunities for staff and personnel from the local and regional maritime industries. Since the 1970s, some 100,000 personnel from the local shipping industry and ports from 63 countries have been trained through the Institute's courses.

SPI offers some 200 courses on port management, operations, technical and marine subjects to its target populations. It has also organised customised training programmes on port management, operations and engineering for ports in Indonesia, Philippines, Brunei Darussalam, Mauritius, Oman, Sri Lanka, India, Italy, Vietnam, Hong Kong and the People's Republic of China.

SPI is equipped with modern facilities

to support its training activities. These include state-of-the-art crane and ship-handling simulation systems, mechanical equipment training circuit, technical workshops, video production studio and a maritime library.

Schedule of Courses

For 1997, SPI will be offering 20 courses covering port management, equipment operations, engineering, marine and related subjects to meet some of the training needs of personnel from the local and regional maritime industries.

Instructional resources for these courses will be drawn from PSA, Nanyang Technological University (Singapore), University of Delaware (USA), United States Merchant Marine Academy (USA) and the Centre for Advanced Maritime Studies (UK).

The schedule of courses is given below:

Administrative Details Application Procedures

Application for courses should be made through the enclosed application form. Separate forms should be used for different courses. (Please feel free to make photo-copies of the application form). Application forms should be signed by an authorised officer of the sponsoring organisation and stamped with the company or organisational seal.

Applications should include a cheque or bank draft for the total amount of fees in Singapore dollars made payable to the Port of Singapore Authority. Applications should reach SPI at least one and a half months before course commencement dates.

Medium of Instruction

The medium of instruction for all courses is English. Participants are expected to be proficient in the lan-

COURSE TITLE	DATES	DURATION (DAY)	FEES (\$S)*
Diploma in Shipping & Port Management	10 Mar-21 Jun	30	5,500
Port Management & Operations	9-20 Jun	10	2,100
Management of Port Equipment	7-18 Jul	10	2,100
CDI Ship Inspection Familiarisation	15-17 Jul	3	1,800
Management of Container Operations	14-25 Jul	10	2,100
Management & Operations of a Break Bulk Terminal	4-15 Aug	10	2,100
Port Engineering	1-19 Sep	15	2,750
Logistics Management	29 Sep-3 Oct	5	2,300
Management of Port Security	29 Sep-3 Oct	5	1,500
Project Management	13-15 Oct	3	2,000
Shipboard Fire-Fighting & Oil Spill Control	13-24 Oct	10	3,000
Handling, Transportation & Storage of Dangerous Goods	17-28 Nov	10	2,100
Quay Crane Operations (Basic)	on request	18	9,850
Quay Crane Operations (Intermediate)	on request	10	6,200
Quay Crane Operations (Advance)	on request	6	4,200
Rubber Tyred Gantry Crane Operations (Basic)	on request	18	5,000
Rubber Tyred Gantry Crane Operations (Intermediate)	on request	10	3,500
Rubber Tyred Gantry Crane Operations (Advance)	on request	6	2,700
Practical Pilotage Attachment & Shiphandling Simulation for Licensed Pilots	on request	5.5	8,300
Practical Pilotage Attachment & Shiphandling Simulation for Ship Masters & Trainee Harbour Pilots	on request	11	13,000

* Fees exclude Goods and Service Tax [GST]. Local Singapore participants will be required to pay 3% GST on the fee. Non-company sponsored overseas participants will also be required to pay GST.

guage.

Certificates

Certificates of Attendance will be issued to participants who complete the respective courses.

Accommodation

Arrangements for hotel accommodation will be made only if specifically requested.

Allowance

Sponsoring organisations are requested to ensure that their personnel have adequate funds to cover accommodation, meals, transport, medical and other incidental expenses while in Singapore.

Visas and Travel Arrangements

Participants will be responsible for their own visas and travel arrangements to and from Singapore. On arrival at Singapore Changi International Airport, they should obtain the required approval to stay in Singapore for the duration of their training from the Immigration Authority. Participants are advised to take up relevant travel and accident insurance policies.

Cancellation of Courses

SPI reserves the right to cancel any course if necessary.

Enquiries

For general information on SPI's courses, please contact:

Training Manager
Singapore Port Institute
SPI Building
2 Maritime Square
Singapore 099255
Republic of Singapore
Tel. : 321-1825 (local)
: (65)274-7111 Ext. 1825
(overseas)
Fax : 321-1416 (local)
: (65)276-9450 (overseas)

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Enquiries can also be sent through SPI's Internet electronic-mail address:
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4th Conference on Safety In Port Environment

The Human Factor
Bremen 14-16 April 1997

THE Fourth International Conference on Safety in the Port Environment will be hosted by the Senator of Ports, Transport and Foreign Trade, and sponsored by International Maritime Organization and Baltic and International Maritime Council, in co-operation with EBA, EHMA, IAPH, ICHCA, WMU, LL.

It will be supported by the German Federal Ministry of Transport, and organized by Port and Transport Consulting Bremen GmbH.

At the end of the 3rd International Conference on Safety in the Port Environment in October 1994 the participants recommended and agreed that the series of conferences should be continued with a 4th event. In further discussions of the preparatory group, the theme for that next conference was chosen as *The Human Factor*.

Under this heading the 4th Conference will discuss in plenary and in special working groups topics like ship/shore communication in port services, safety in port premises, future availability of qualified port and marine personnel and ship and port security.

The 4th Conference is planned from 14 to 16 April 1997 and will be held in Bremen again. The Bremen Senator for Ports, Transport and Foreign Trade has, as in the years before, the honour to request all experts in port and shipping safety management, communication services, manpower development and security to assemble in Bremen and voice their opinions on these important subjects.

Once more the Bremen host will be supported by the International Maritime Organisation (IMO), by the Baltic and International Maritime Council (BIMCO), by the European Union and by an impressive list of other international and national governmental and non-governmental organizations.

The venue for the conference will be the World Trade Centre, located right in the heart of this old Hanseatic city, quite near to the century old market square, town hall, Merchants Chamber

of Commerce, Cathedral and the city's green belt, the Wall.

For further information contact:
Port and Transport Consulting
Bremen GmbH
P.O. Box 107965
28079 Bremen, Germany
Tel +49 421 3983805
Fax +49 421 3983698

Maritime Vietnam: Organisers Join Hands

TWO renowned organisers of trade fairs, Hamburg Messe und Congress GmbH (Germany) and the Amsterdam RAI (The Netherlands), have agreed to closely co-operate in the organisation of maritime trade fairs in Asia. The first fruits of this collaboration will be the merger of the Maritime Vietnam and Vietportex trade fairs, resulting in the Maritime Vietnam incorporating Vietportex 97 fair – to be held in Ho Chi Min City from the 16th to the 18th of April 1997.

As a consequence of this new co-operation, Hamburg Messe has decided to allow its Vietportex 97 fair – initially planned for November 1997 – to amalgamate with Maritime Vietnam, which will be held in April. The change of name to Maritime Vietnam incorporating Vietnam Port 97 makes this move clear to all; from this point on, this fair will be called Maritime Vietnam incorporating Vietportex 97. The fair's organisation will be in the hands of RAI Exhibitions Singapore Pte Ltd, a branch of the Amsterdam RAI.

Messe Hamburg and the Amsterdam RAI expect to be able to develop an increased exhibition volume in Asia as a further result of their co-operation. In the near future, maritime trade fairs will not only be held in Vietnam but also in other Asian countries. Based upon their previous experiences in Asia and Europe (the SMM Hamburg and Europort Amsterdam fairs are, alternatively, the largest maritime trade fairs in Europe), both organisations have access to an extensive network of contacts. In the long term, both exhibitors as well as trade visitors will be able to profit from this co-operation.

New Publications

Transportation Project Opportunities in Africa

TRANSPORTATION Project Opportunities in Africa. Prepared for the U.S. Trade and Development Agency. NTIS Report # PB96-207592. (Washington, DC: August 26, 1996). 329 pages. Country profiles. Tables. Maps. Order from: National Technical Information Service, 5285 Port Royal Road, Springfield, Virginia 22161. Fax: (703)321-8547. Tel: (703)487-4650. Price: \$49. Credit card orders are accepted.

This report was developed by the U.S. Trade and Development Agency (TDA) as a resource guide to transportation projects in Africa for U.S. exporters.

The volume presents market overviews of 22 African countries that include financing and regulatory guidelines, statistics, and other pertinent

data and analyses.

Specifically profiled are some 40 aviation, port, rail, road, and multimodal projects representing total investment of almost \$10 billion and a \$2 billion market opportunity for the sale of U.S. goods and services.

The projects are individually described in exhaustive detail with respect to sites, timing, equipment and service demands, and key contacts.

The twelve port sector projects alone present a market opportunity worth \$1.1 billion.

This includes port construction and engineering services, cargo handling equipment, navigation aids, dredging, tug boats and other harbor craft, VTS systems, environmental control equipment, oil spill containment equipment, and various advisory and training services.

Among the more ambitious projects are new container facilities for Egypt, Ghana, Morocco, and South Africa; an export grain terminal for Dakar (Senegal); and a VTS system for the Gulf of Suez. The information is of obvious importance to companies desiring

to do business in Africa and of great value as well to others with an academic or professional interest in the region's transportation system.

(AAPA Advisory)

Ports Guide 1997, Ports Guide CD

THE complete guide to ports and terminals worldwide: over 3,200 ports and terminals, 1,700 colour plans and maps, 13,000 addresses, distance tables all contained in 4,000 pages or on a single CD.

Ports Guide 1997 published by Fairplay Publications Limited is the complete guide to the world's commercial ports and terminals. Designed for use by the ship master and in the operations department, *Ports Guide 1997* provides all the details that are required to manage efficiently your vessel's stay in port and minimise delays.

Details included in *Ports Guide 1997* are:

General

- Port or terminal name
- Position
- Time Zone
- UNCTAD code

Port description

- Location
- General overview
- Maximum vessel size

Pre arrival information

- ETA's
- Required documents
- Radio communications
- Health
- Customs and immigration
- Standard messages
- Flags
- Notice of readiness
- Regulations and general notices
- Agency

Navigation

- Port limits
- Sea buoys, fairways and channels
- Pilotage
- Anchorage
- Tides
- Dock density
- Weather
- VHF
- Navigation aids
- Charts and publications
- Traffic schemes
- Restrictions
- Tugs
- Coast guard
- Berthing and unberthing

Port Development Projects in Africa

Country	Agency	Location(s)	Total Project(s) Cost	Export Potential	Needed Goods/Services
Egypt	Ministry of Maritime Transport	Adabiya, Arish, Alexandria, Damietta, Gulf of Suez; Port Said	\$266 million	\$80 million	Port construction, engineering services, construction equipment; dredging; gantry cranes; navigation aids; tug and pilot boats; VTS equipment
Eritrea	Eritrea Ports Authority	Ports of Assab and Massawa	\$42 million	\$30 million	Forklifts, cranes, tugmasters, trailers, environmental control equipment, oil spill containment and recovery equipment, training and consulting services
Ghana	Ghana Ports and Harbors Authority	Port of Tema	\$164.1 million	\$40 million	Gantry and portal cranes, forklifts, port construction and engineering services, tug and boats, yard cranes
Ghana	Ghana Ports and Harbors Authority	Port of Takoradi	\$100.8 million	\$24 million	Gantry and portal cranes, forklifts, port construction and engineering services, tug and boats, yard cranes
Mauritius	Ministry of Planning and Economic Development	Port Louis	\$106.3 million	\$75.6 million	Port materials handling equipment; gantry cranes; straddle carriers; engineering consulting services; MIS; environmental control equipment
Morocco	Ministry of Public Works	Ports of Casablanca, Dekhla, Jorf Lasfar, Port Boukhalef, Tangier	\$431.5 million	\$100 million	Port construction and engineering services, gantry cranes, straddle carriers, port materials handling equipment, Ro-Ro terminal equipment
Mozambique	Portos e Caminhas de Moçambique	Port of Maputo	\$250 million	\$80 million	Rehabilitation of wharves and marshaling yard; dredging; general cargo cranes; pilot tug; construction of intermodal transfer facility and additional bulk storage; legal and financial advisory services.

Source: U.S. Trade and Development Agency, *Transportation Project Opportunities in Africa* (Washington, D.C. August 20, 1996), pp. 189-227.

Port Development Projects in Africa

Country	Agency	Location(s)	Total Project(s) Cost	Export Potential	Needed Goods/Services
Senegal	Port Autonome de Dakar	Port of Dakar	\$40 million	\$12 million	Container terminal equipment; port construction and engineering services; pneumatic and belt conveyors; bucket elevator; bagging plant and weighing equipment.
South Africa	Portnet	Port of Cape Town	\$300 million	\$150 million	Container and palletized cargo handling equipment; synchrolift; construction of piers, terminals and a wharf; VTS system; advisory services.
South Africa	Portnet	Port of Durban	\$630 million	\$300 million	Reconstruction of 2 wharves; construction of container terminal; channel dredging; VTS system; container and general cargo cranes; pilot tug; floating dock.
South Africa	Portnet	Port of Richards Bay	\$357 million	\$180 million	Construction of general cargo wharf and dry dock; VTS system; container and general cargo cranes; bulk cargo handling equipment.
Tanzania	Tanzanian Harbour Authority	Port of Dar es Salaam	\$85 million	\$45 million	Navigational aids; environmental control equipment; pipeline technology; oil spill containment, engineering and consulting services.

Source: U.S. Trade and Development Agency, *Transportation Project Opportunities in Africa* (Washington, D.C. August 20, 1996), pp. 228-250.

Berths and cargo

Berths
Facilities
Storage
Cargo
Barges
Ballast and slops
Security guards
Safety requirements
Cargo documentation
General berthing information

General

Repairs
Docking
Bunkers, water and stores
Medical facilities
Transport
Repatriation
Consuls
Banks
Holidays
Working hours
Developments
Surveyors
Recreation
Garbage removal
Officials and visitors
Fumigation
Pollution control

Port Dues

Charges
Worked examples

Address and contact

Port authority
Port agents
Stevedores
Ship repairers
Port bunkering
Towage companies
Seaman's mission

Plans and maps

Port location atlas
Colour port plans

Distance tables

Comprehensive distance tables
ETA speed calculator*
Bunker consumption*
Total voyage costs*

Country information

Flag*
Time zones
National holidays
Government departments
Currency
Quarantine, pratique and health
Customs
National regulations

*available on CD version only

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Review of Maritime Transport 1995

REVIEW of Maritime Transport 1995. By the UNCTAD Secretariat. (New York and Geneva: United Nations, 1996). 147 pages. Introduction. Tables. Boxes. Graphs. Annexes. Order from: Sales and Marketing Section, United Nations, Palais des Nations, avenue de la Paix, 1211 Geneva 10, Switzerland. Fax: 41-22-917-0027. Tel: 41-22-917-2613. E-Mail: unpubli@unog.ch. Price: US\$50.

This annual publication by the UNCTAD Secretariat reviews major developments in world transport and provides an abundance of statistical data on many facets of international shipping and port activity.

Chapter topics focus on seaborne trade; development of the world merchant fleet; ship productivity, supply and demand; ship building and demolition; port development; multi-modal transport and technological developments.

The final chapters update the status of various maritime conventions and UNCTAD initiatives in the area of human resource development, and review in depth maritime transport developments in Sub-Saharan Africa.

Statistical highlights of 1995:

- World seaborne trade increased for the 10th consecutive year, to record 4.65 billion metric tons. The annual growth rate continued to rise, to 3.7 percent, the highest since 1990.
- The world merchant fleet expanded to 743.9 million dwt by the end of 1995, a 2.1 percent increase over 1994 that reflects both increased delivery of new vessels and a drop in vessel demolition.
- Tons of cargo carried per dwt reached a record 6.33, up from 6.23 in 1994.
- The overall 1995 liner freight index fell to 71, a three-point decline from the 1994 average and lowest since 1988 (1985=100).
- Global container port traffic continued to expand in 1994 at the rate of 10.4 percent over 1993, reaching 124,964,000 TEUs, of which 49.5 percent were handled at the ports of developing countries (up from

38.6 percent in 1993).

- "Mega transport operations" continued to evolve in response to market demands for "highly sophisticated and adaptable organizations with practical worldwide door-to-door and just-in-time logistics capability."

With respect to ports, the UNCTAD Review makes the following points:

- "Institutional restructuring" continues in many ports with the private sector playing a greater role, particular in the form of joint ventures. Major reasons for port reform are to: (a) improve financial performances; (b) enhance port efficiency; (c) emphasize service; and (d) create inter-port competitiveness.
- The huge investments required in container ports and the reduced public sector role are forcing port authorities to turn more to the private sector to finance investments. Options include (1) self-financing from port reserves; (2) debt and equity financing by commercial lenders; (3) joint ventures between the port authority, operating companies, and private capital investment groups; and (4) user financing.
- Developments in the use of computers have led to the innovation of the so-called "intelligent container crane."
- A rapidly growing market exists for crane refurbishing services. More than 300 dockside container cranes (or a fifth of the world fleet) remain in service.
- A total upgrade covering the enlargement of all dimensions (including boom height, outreach, and rail span) and full replacement of mechanical and electrical parts is likely to cost more than 50-70 percent of the cost of a new built crane, and can be completed in a shorter time frame.
- A majority of the pre-1975 cranes are located in Europe and North America. (AAPA Advisory)

Status of the Public Ports of the United States

A Report to Congress on the Status of the Public Ports of the United States 1994-1995. By the U.S. Maritime Administration, Office of Ports and Domestic Shipping.

(Washington, DC: U.S. Department of Transportation, October 1996). 60 pages. 35 tables. 4 figures. 3 Appendixes. Order from: U.S. Maritime Administration, Office of Ports and Domestic Shipping, MAR-830, Room 7201, 400 Seventh Street, S.W., Washington, DC 20590. Tel: (2102) 366-4357. Fax: 202-366-6988. No charge.

The Maritime Administration's Report describes the U.S. port system as "a vital element in our national transportation system and an important contributor to our national economy and security." Coverage extends to coastal ports as well as the so-called inland, or shallow draft, port system.

The first section describes the industry's economic impact, cargo flows, facilities, capital expenditure, and financial status.

The second section discusses "the key issues" facing the port industry. These include financing facility development, container ship trends, global shipping alliances, environmental regulation, dredging and dredged material disposal, and intermodal access to marine terminals.

The final section discusses "related developments of interest or concern to the port industry," namely maritime trade opportunities in North America, military issues, and the conveyance of surplus federal property to public ports.

According to the study, national economic impacts of the port industry in 1994 were:

- 15.9 million jobs
- Income of \$515.1 million
- Sales in excess of \$1.6 million
- A \$783.3 billion contribution to national Gross Domestic Product
- \$154.3 billion in federal taxes
- \$55.8 billion in state and local taxes

Other data highlights:

- U.S. waterborne foreign trade will grow by an average 3.8 percent, from 1.0 billion metric tons in 1995 to 1.2 billion tons by the year 2000.
- U.S. seaport facilities in 1996 included a total of 1,940 terminals with 3,179 berths.
- U.S. public ports will make \$4.7 billion in capital expenditures in the period 1995-1999.

(AAPA Advisory)

National Dredging Needs of Ports and Harbors in the US

NATIONAL Dredging Needs of Ports and Harbors in the U.S. - Literature Search. Prepared for

the U.S. Army Corps of Engineers. NTIS Report #ADA 310865. (Washington, DC: October 1995). 73 pages. Tables, Appendices. Order from: National Technical Information Service, 5285 Port Royal Road, Springfield, Virginia 22161. Fax: (703) 321-8547. Tel: (703) 487-4650. Price: \$25 plus postage/handling. Credit card orders are accepted.

This useful document presents a synopsis of literature dealing with a variety of issues pertaining to U.S. ports.

The 232 citations come from public and private sources (including AAPA).

Subject areas include: port capacity; trade and capacity forecasts; environmental challenges; beneficial uses of dredged material; technological change; policy impacts; dredging maintenance and construction; economics and finance; legislation; and trade.

(AAPA Advisory)

Seaport Security

SEAPORT Security by Herman Gomez et al. (Miami: Port of Miami, 1996). 325 pages. Order from: Port of Miami Police Department, ATTN: Capt. Herman Gomez, 1015 North America Way, Miami, FL 33132. Tel: (305)347-4883. Fax: (305)347-4894. No charge. Distribution limited to seaport police and security professionals.

This volume is a collection of the papers and presentations delivered at the "First Inter-American Course on Port Security" held October 21-November 10, 1995. Jointly sponsored by the Organization of American States and the Port of Miami's Maritime Security Institute for the Americas, the course was attended by 28 participants from throughout the Western Hemisphere.

Subjects included in-house security forces versus contract security services, security issues in seaport operations planning, essential measures for controlling access to the seaport, patrolling port facilities, conducting theft investigations, and elements of a successful safety program and its relationship with seaport security.

Other topics included the U.S. Customs Services' Carrier Initiative program, stowaways, the IMO Security Guidelines for cruise terminals, conducting a seaport security survey, developing a seaport contingency plan, and countermeasures for combating organized crime and terrorism at seaports.

(AAPA Advisory)

Bulk Trade and Shipping: The Investment Outlook

IN the latest of its studies*, Ocean Shipping Consultants Ltd. has investigated prospective port development in the light of the forecast growth in the major bulk trades. Whilst the conclusions tend to be particularised by region and individual trade, the scale of forecast trade throughput in much of Asia indicates a continued pressure on port structures in this region.

By contrast, many of the bulk ports of the Developed World evidence a stable, if not declining, throughput level, with increased competition having direct impact on port operations and profitability.

The following is a summary of the main findings of the 297-page Report.

Trade Growth

At the aggregate level, the world's ports can look forward to a continued rise in throughput levels. Total seaborne trade of coal, iron ore, grain, phosphate rock and bauxite/alumina stood at around 976m tonnes in 1990, rising to an estimated 1,088m tonnes by 1995, and forecast to increase to around 1,188m tonnes by 2000 - a period increase of 22 percent.

By far the greatest prospective rise is forecast for the coal sector, with traded volumes of steam coal in particular escalating rapidly. The two main dry bulk trades of coal and iron ore were approximately equal in volume in 1990 and 1995, but a stagnant profile for iron ore is forecast for 2000, whilst that of coal is forecast an increase of 20 percent.

Collectively, in tonnage terms the remaining bulk trades have declined over the 1990-95 period, from an estimated 285m tonnes to just under 273m tonnes. This reflected developments in the grain and phosphate rock trades. However, by 2000 an overall period increase of 2.2 percent is forecast (to over 291m tonnes by 2000), with volume increases expected in all three trades, particularly that of the predominant grain sector.

Terminal Number and Vessel Capacity Rise

Although there are many terminals that have a dual role, by purely a functional definition, worldwide ports/terminals (35,000dwt+) involved with the load/discharge of these trades have increased in number from 967 in 1990 to 1,121 by mid 1996.

At the collective level, this development has been accompanied by a distinct upward shift in terminal capacity. Although terminal number have generally increased across all the capacity ranges, this has been particularly marked in the Panamax and 150,000dwt+ ranges. Much of this development can be traced to terminal upgrade rather than the introduction of entirely new facilities.

Based on an evolution of announced plans, terminal number is set to increase to 1,168 by 2000, much of this investment set for the discharge sector.

On the load side, although some modest investment is planned in the 35/50,000dwt range, the greatest development is to reside in the expansion of larger, 100,000dwt+ facilities.

In terms of the world's discharge facilities, the range of investment is far more broadly based, although the Panamax sector, in particular, is forecast to see the highest level of terminal additions, with substantial further investment committed to larger discharge terminal facilities.

In general, it is clear that parts will continue to invest in facilities able to handle larger vessels. This is central to a prominent position in a dry bulk market dominated by pressure to reduce shipping unit costs.

Sectoral Development

IRON ORE: Since the late 1980s trade in iron ore has escalated sharply. In line with the cyclical nature of industry demand, overall tonnages are forecast to re-approximate the current level (405m tonnes) by 2000.

Japan and EU will continue to provide a focus for much of this trade, but increased volumes are likely to be shipped to countries of the Far East. Despite the impact of production based on scrap, for example, the sheer scale of demand indicates increased production based on the blast furnace.

Implications for ports for the most part rest in the development of efficient port capacity in Asia, particularly PR China. Although further terminal capacity is planned, questions remain as to the overall adequacy of these investments. Much of Chinese trade is likely to be handled across less than optimum berths.

Load terminal development predominantly rests in terminal upgrade, which is characteristic of much of the world's load facilities across all bulk trades.

COAL: Coal trade development is likely to be one of the main drivers of increased bulk trade, particularly as

regards the strong development of coal-fired power stations in the Far East.

Once more, terminals have increased in average vessel capacity, boosted by the growth of newer supplies to the world market – from Indonesia and Venezuela, for example. Many of the world's active coal terminals continue to upgrade existent capacity and it is the larger end of the capacity size range that is scheduled for the sharpest development in the period to 2000.

This period is likely to see a continued re-orientation of trading patterns, with the EU likely to see a growing propensity to imports, and further Japanese, Indian and Chinese port investment underway. Indian port plans are relatively well advanced, there remaining considerable doubt over the overall efficacy of Chinese plans.

Newer world suppliers continue to fund further coal load terminal development, with much of the expansion of coal discharge facilities resting in the Panamax (Asian) sector.

GRAIN: Of grain terminals of 25,000dwt and above, the load and discharge function is roughly evenly distributed, the trade itself heavily centred on Handy Size and Panamax vessels. North America remains the hub of the supply of internationally traded grains and many of the load terminals here are restricted in vessel capacity. In conjunction with the importance of the broad Asian region as discharge area, as well as restrictions of other suppliers, average grain port capacity is set to remain limited.

However, there has been a recent pronounced shift of average capacity as many terminals limited to Handy Size vessels have been upgraded to Panamax. Terminal development in the period to 2000 is set to see further investment in facilities larger than Panamax.

Load facilities are largely in place and there are few instances of further major investment in this sector. The greatest developments are forecast for the discharge sector. The Asian region is the centre of terminal development, both of plans and likely further investment. None of these plans latter plans, however, include terminals with vessel capacities of more than 100,000dwt.

Confirmed plans for grain terminal (25,000dwt+) development indicate an increase of 10 terminals by 2000, to a total of 402. A further 10 plans are likely to be implemented.

PHOSPHATE ROCK: Consumption of phosphate rock is forecast to improve steadily as demand in the Developed

World improves, and that of the Developing World escalates. Actual traded volumes of phosphate rock itself, however, continue to be undermined by increased downstream processing at the site of production. Trade, therefore, is forecast only a gradual increase to 34m tonnes by 2000.

Although around 80 percent of phosphate rock shipping demand is associated with vessels of 50,000dwt or less, recent terminal development has centred on the Panamax sector. Over the 1990-96 period, terminals active in this sector rose from 15 to 35.

The stagnant outlook for overall phosphate rock trade suggests very little dedicated terminal investment. Indeed, over the 1990s much of the US load sector has withdrawn from handling phosphate rock. Limited development is forecast for PR China, this in relation to specific supplies to Japan.

BAUXITE/ALUMINA: With a reasonably strong demand profile over the coming years, traded volumes of bauxite/alumina are also forecast to increase. Contrary to much of the dry shipping market, the impulse towards larger parcel size is somewhat undermined by the continued increase of demand for alumina relative to bauxite. Indeed, virtually all relevant terminals are able to service vessels of less than 80,000dwt and the rise of the alumina trade has encouraged a resurgence of terminal number in the 35/50,000dwt sector. The growth centres of demand tend once more to be located in Asia, and port capacity is still relatively undeveloped in the region as a whole.

This could be problematic for PR China if demand for aluminium escalates too rapidly. There are a number of port development plans underway in India which should facilitate the country's growing level of exports. Although central to the supply trade, Africa's reliance on the bauxite trade threatens to undermine any port development.

Aside from the above individual trade points, there are a number of other important issues arising out of this study and these include:

The limited number of suppliers to the world market of most of the major bulk commodities has several consequences for the port sector. Load terminals tend to be specialist, with relatively sophisticated operations and often incorporating a high level of industry participation.

Discharge terminals are far more disparate, with a far greater propensity to handle a variety of commodities. They more frequently compete on an intra-

regional port basis with resultant high competitiveness. As much as for reasons of practicality as for reasons of marketing, these ports very often present themselves as 'multi-bulk'.

Vessel capacity development has a central position in securing relative competitiveness.

The maturation of the market in some regions indicates that some reorientation of load/discharge function is likely. This is underlined by developments in the US as regards phosphate rock, which include withdrawal from the export market. In Western Europe the demise of domestic subsidy on coal production is likely to lead to further imports. Both these central regions to the collective dry bulk port sector are relatively well-endowed with port capacity.

There is a serious potential lack of port capacity for the (essentially) import-centred Chinese market. Smooth handling of a number of the major bulk commodities is threatened by inade-

quate facilities and plans. These pressures could intensify as throughput volumes escalate.

The outlook for Indian ports – as the other major regional centre of development – is far more positive. A number of major plans are actively being pursued with finances, at least in part, secured. There will still remain, however, certain congestion problems, although it seems likely that export servicing will be adequately handled.

**Bulk Trade and Shipping: The Investment Outlook*

Published November 1996 – price GBP425-00 or US\$725.00

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Ocean Shipping Consultants Ltd.

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Chertsey

Surrey KT16 9BE

England

Tel: 01932 560332

Fax: 01932 567042

be determined. The Commissioners will serve to provide advice and counsel to the executive management of the Commission.

Executive Management

The executive management of the Commission shall be composed of a chief executive officer and a deputy chief executive officer, one of which shall be a citizen of Canada, appointed by the Minister of Transport, and one of which shall be a citizen of the United States, appointed by the Secretary of Transportation. These officers shall be appointed to serve a five-year term. The right to appoint the chief executive officer shall alternate every five years between the Minister and the Secretary, with the other appointing the deputy chief executive officer.

Performance Management

Both the chief executive officer and the deputy chief executive officer shall have a performance contract with the Minister or the Secretary of his or her country. Said contract shall contain performance measures and incentives in the areas of: safety, reliability, trade and traffic development, and management and financial accountability. Failure of the officers to fulfill the performance contract may result in dismissal and replacement by another citizen of the same nation to complete the remainder of the term.

Supervisory Management and Employees

Supervisory management shall be equally composed of Canadian and American managers. Workers at the 13 Canadian locks shall be Canadians, and workers at the 2 United States locks shall be Americans.

A rationalization (review) shall be undertaken of the structure of both the St. Lawrence Seaway Authority (SLSA) and the St. Lawrence Seaway Development Corporation (SLSDC), including management, administration, personnel, marketing, finance, engineering, maintenance, and operations, as well as the locations of the various SLSA and SLSDC offices, with the intention of eliminating duplication and effecting efficiencies in the services currently provided by both operating agencies.

Ownership of Assets

The governments of Canada and the United States shall each retain ownership of their current respective assets.

Financing

The United States Harbor

The Americas

Bi-nationalization Re St. Lawrence Seaway

A proposal to bi-nationalize operations of the Saint Lawrence Seaway was unveiled by U.S. Congressman Jim Oberstar (D-MN) and Canadian Member of Parliament Joe Comuzzi at a conference held October 15 in Duluth.

The new "St. Lawrence Seaway Commission" would replace existing U.S. Saint Lawrence Seaway Corporation and the Canada's St. Lawrence Seaway Authority.

The Commission would be composed of ten members, five to be appointed by the Canadian Minister of Transportation and five by the U.S. Secretary of Transportation. Top management would include a chief executive officer and deputy chief executive officer, one to be a U.S. citizen and the other a Canadian.

"The separate administrative structures of the current management system mean duplicative expenses and procedures, which translates into higher overhead expenses for shippers," Mr. Oberstar said. "A single authority composed of representatives from both

nations could manage the Seaway more efficiently, making it more attractive to domestic and international commerce."

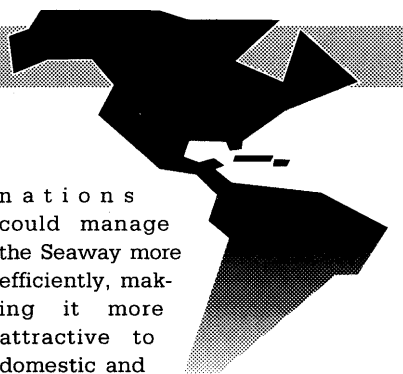
Proposed St. Lawrence Seaway Commission

Commission Goals

The Commission shall be responsible for the safe, reliable, and efficient operation of the locks and connecting channels of the St. Lawrence Seaway. The Commission shall also be responsible for promoting maritime commerce and business development to support the Great Lakes port communities served by the St. Lawrence Seaway.

Structure

The Commission shall be composed of 10 members, 5 of whom will be citizens of Canada appointed by the Minister of Transport, and 5 of whom will be citizens of the United States and appointed by the Secretary of Transportation, with terms of service to



Maintenance Trust Fund shall continue to make its annual allocation to the St. Lawrence Seaway operating agency.

Until an alternate method of financing can be found, Canada shall continue to fund its share of Seaway operating expenses through tolls as per the 1959 Memorandum of Agreement between Canada and the United States.

Canada and the United States shall pool their respective reserve funds to increase the size of the emergency reserve fund and develop a joint capital investment fund.

In any year in which an operating loss occurs, that loss will be offset by the reserve fund or, if the reserve fund is exhausted, each nation will be responsible 50 percent of the operating loss. Conversely, in the event that an operating profit occurs, 50 percent will be retained in the reserve fund, and an amount equal to 50 percent will be applied to the following years' accounts in the form of toll reductions.

The Commission will establish a St. Lawrence Seaway Infrastructure Bank and seek to attract federal, state and local government, and private sector participation to capitalize improvements in the St. Lawrence Seaway's physical infrastructure. The Commissioners will serve as trustees of the bank, but trusteeship will not be limited to members of the Commission.

(AAPA Advisory)

Halifax Expects 1996 Net Income to Increase 91%

THE Halifax Port Corporation (HPC) has reported that it will post a 91% increase in net income for 1996.

According to Merv Russell, Chairman of the Halifax Port Corporation, "the strong results at the port were led by a 12% increase in breakbulk cargo and continued steady growth in containerized cargo." Russell stated, "We are very proud of the results at the port in 1996 and fully expect to see even stronger performance as we introduce new facilities and continue to enhance capacity in 1997."

The 1996 results follow last year's profitable performance at the port. On a two-year basis, container cargo has increased by 27%, with U.S. midwest container traffic tripling. Russell noted, "With the opening of the Sarnia Tunnel and our excellent working relationship

with CN, we expect to see continued growth in Halifax's role as the gateway port to the central U.S. marketplace."

Port Corporation President & CEO, David Bellefontaine, said, "The commitment to competitiveness at the port, by labour and operators, and the Halifax Port Corporation, is essential to future successes." He noted, "The Board of Directors and management of HPC have taken steps to hold the line on tariffs by freezing them for the seventh year in a row, bringing new lines and investing in new facilities as part of a long-term program that is paying dividends for the port and the community." For 1997, the HPC will also continue to offer a developmental incentive programme for U.S. midwest traffic. The incentive discounts wharfage charged on this cargo by 98%.

Bellefontaine stated further, "We have a simple and effective approach that can be summed up by three management objectives: Profitable Growth, Performance Oriented Management, and Partnerships with our private sector operators."

Overall in 1996, the Port of Halifax handled approximately 13 million tonnes of cargo, accounting for an economic impact of 7,000 jobs and over \$230 million in income. Cruise ship business was also strong in 1996, with 49 cruise ship calls and 367,000 passengers, an increase of 22% in passenger volumes over 1995. This was Halifax's longest cruise season on record, generating an estimated economic spin-off of \$3 million.

Another important development at the port in 1996 included the announcement of a capital investment plan of \$46.3 million over the next five years to upgrade port facilities and enhance the efficiency of cargo operations. In 1997, in addition to other projects, this will include:

- a \$5 million redevelopment of the Pier A Terminal for the handling of forest products; the project is due for completion in March 1997.
- an upgrade programme for the Halifax Grain Elevator; the HPC will spend \$2.5 million for upgrades, with the first contract awarded in December 1996.

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

Montreal: Tariff Freeze, Tariff Incentive Program

THE Montreal Port Corporation is freezing almost all of its general tariffs for a fifth consecutive year and continuing its tariff incentive program for containerized general cargo in 1997.

"The tariff freeze and incentive program are part of the Montreal Port Corporation's ongoing commitment to its shipping lines and they ensure that the entire Port of Montreal System becomes even more competitive and productive," said Mr. Dominic J. Taddeo, president and chief executive officer of the port corporation. "Moreover, these initiatives are direct results of the port corporation rigidly controlling its own operating costs."

In 1997, wharfage charges on cargo in almost all categories will remain frozen for a fifth consecutive year, and some are even reduced.

With the freeze and bonuses, net wharfage charges on containerized cargo at the Port of Montreal will average \$1.93 per tonne in 1997, compared with the rate of \$2.25 per tonne in 1985. While net wharfage charges on containerized cargo at the port have decreased 14 per cent since 1985, inflation in Canada over the same period has exceeded 40 per cent.

The port corporation has decided to transform into a pure and simple reduction the rebate it had been giving temporarily on steel products. Thus, as of January 1, 1997, wharfage charges on steel products will be reduced by 98 cents per tonne or 43 per cent and will be set at \$1.31 per tonne.

This initiative is part of the collective effort taken to improve the Port of Montreal's competitiveness in the labour intensive non-containerized general cargo sector. Furthermore, a committee made up of the Montreal Port Corporation, the Maritime Employers Association, the longshoremen's and checker's unions, as well as terminal operators, will continue to study measures to be taken to increase productivity and improve services to shippers.

Raw sugar in bulk has now been added to the list of goods whose wharfage charges have been reduced. The corporation introduced a 33-per cent reduction on wharfage charges on raw sugar in bulk as of October 2, 1996. These charges have decreased to 98 cents per tonne from \$1.47 per tonne. Inbound movements of raw sugar in bulk are for the Lantic Sugar Ltd. and Redpath refineries.

Wharfage charges on petroleum products will increase by one cent per tonne or two per cent and will be set at 59 cents per tonne.

The tariff freeze for 1997 once again is on harbour dues and charges for anchorage and the railway. Passenger charges remain frozen for a seventh consecutive year. Berthage charges remain frozen except for vessels continuously moored in the port for non-commercial purposes. These charges will increase by five per cent.

Grain elevation and storage charges will increase by two per cent as of April 1, 1997.

The Montreal Port Corporation's tariff incentive program, which provides bonuses to shipping lines to encourage them to move as much container traffic as possible through port facilities, remains unchanged for 1997. In 1986, the Port of Montreal became the first Canadian port to introduce such a program.

Incentive Program for Containerized General Cargo

International cargo

- 74 cents per tonne for the first 175,000 tonnes handled;
- 84 cents per tonne for each additional tonne up to 1.5 million tonnes;
- \$1 for each additional tonne in excess of 1.5 million tonnes.

Domestic cargo

- 58 cents per tonne for the first 175,000 tonnes handled;
- 68 cents for each additional tonne.

Mediterranean traffic

- an additional 25 cents per tonne.

Western incentive

- an additional 17 cents per tonne for containerized cargo west of Ontario in Canada, and west of Michigan, Indiana, Kentucky, Tennessee, Georgia and Florida in the United States.

Additional total container throughput

- 50 cents per tonne to a shipping line for additional traffic registered at the end of the year compared with its average traffic of the three previous years.

Latin America

- an additional 25 cents per tonne for containerized cargo originating from or destined to latin American ports without transshipment.

Landbridge

- an additional \$1 per tonne for all containerized cargo between Asia and Europe routed through the Port of Montreal.

Captain Llewellyn Wins 2nd Gold-Headed Cane

IN keeping with a tradition dating back to 1840, the President and Chief Executive Officer of the Montreal Port Corporation, Mr. Dominic J. Taddeo, presented the famous Gold-Headed Cane to Captain Roger Llewellyn, master of the m.v. *OOCL Canada*, the first ocean-going vessel of the year to reach port without a stopover.

Captain Llewellyn received his second Gold-Headed Cane before The Honourable Stéphane Dion, President of the Queen's Privy Council for Canada and Minister of Intergovernmental Affairs, and several guests and representatives of the business sector and port community. Captain Llewellyn won his first Gold-Headed Cane in 1993 at the helm of the *OOCL Assurance* containership.

Only one other captain has captured the famous trophy more than once since the beginning of year-round navigation at the Port of Montreal in 1964. Captain Kaj Hindberg won his first Gold-Headed Cane in 1964 aboard the *Helga Dan*, the ship that inaugurated year-round navigation at the port. He also won the award the following year.

The first ocean-going vessel to arrive in the Port of Montreal in 1997 is a British/Hong Kong-flagged container carrier. The 2,300-TEU *OOCL Canada* is the largest containership navigating the St. Lawrence River. It was christened in Montreal in July 1996. The vessel is owned and operated by Orient Overseas Container Line, represented by OOCL (Canada) Inc.

Arriving from Le Havre, France, the ship crossed the port's limits at 2:24 p.m. on January 3, 1997. It then tied up at Racine Terminal where its cargo of



Mr. Dominic J. Taddeo (right), President and Chief Executive Officer of the Port of Montreal, presents the Gold-Headed Cane to Captain Roger Llewellyn, Master of the m.v. *OOCL Canada*.

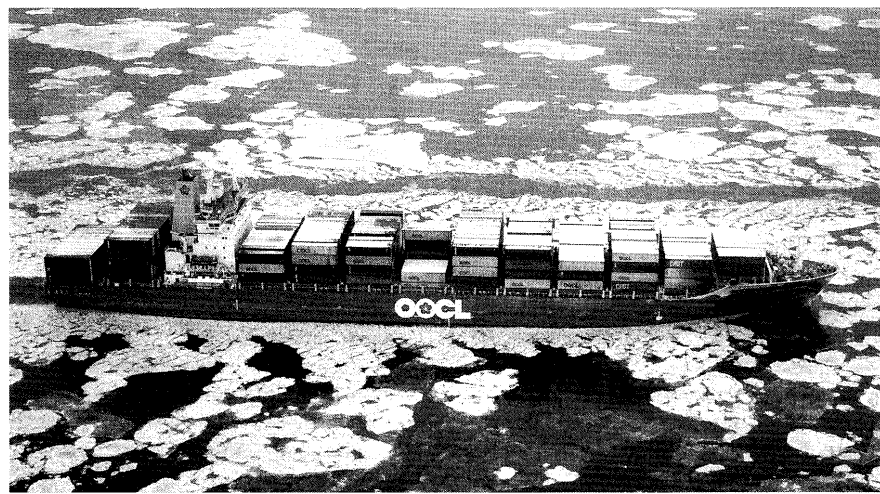
2,100 containers was handled by Racine Terminal (Montreal) Ltd.

The *OOCL Canada* left on January 6 for Felixstowe, United Kingdom; Antwerp, Belgium; and Le Havre before returning to Montreal.

OOCL operates its Gateway Express Service (GEX) through the Port of Montreal. The *OOCL Canada* sails on GEX 1, while the *OOCL Bravery* sails on GEX 2, linking Montreal with Hamburg, Germany; and Antwerp. Montreal and Liverpool, United Kingdom, make up GEX 3.

Captain Llewellyn is only the 16th master of a ship to win the Gold-Headed Cane more than once since the tradition began in 1840.

Born in 1944 in Manchester, England, Captain Llewellyn went to sea for the first time at age 16 and attained the rank of captain in 1975. He has been sailing the St. Lawrence River for nearly 30 years and was an officer aboard the first containership that called in



The m.v. *OOCL Canada*, first ocean-going vessel to arrive in the Port of Montreal in 1997.

Montreal in 1967.

The Port of Montreal also paid tribute to the pilots of Saint-Laurent Central Inc. who brought the *OOCL Canada* safely into port. Pilots F. Gaston Daneau and Jean Hébert were each presented with wine goblets bearing a commemorative inscription.

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

"Now, in addition to honouring the master of the first ocean-going vessel of the year, the Gold-Headed Cane also reinforces the importance of year-round navigation to Montreal," Mr. Taddeo said.

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

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

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

Port of Le Havre Is On Internet Network

B EING connected to the Internet network is now a must for a major international port like Le Havre, as this communication channel is an excellent economical means to convey multimedia data likely to strengthen the good fame of the Le Havre port place worldwide. This application is now available and the WEB server of the port of Le Havre can be accessed from the following internet address:

<http://www.havre-port.fr>

The data made available to users are written in English and consist of a brief general description of port facilities, together with a directory of a few essential useful addresses, overall statistics and the last outstanding events of port trade. This last heading is fed using the information published in "Port of Le Havre Flashes", a monthly bulletin also issued in English by the Director of Communications and External Affairs and intended for international customers. As for the data more specifically used by professionals thus provided by Internet for shippers, forwarders and shipowners, there is in addition a list of the ships expected to call at Le Havre, on import and export, per date and time and per geographic area of origin and destination... This list is updated in real time and is thus a most interesting working tool.

In addition to all this information, let's mention also the existence of an "E Mail" electronic message service which enables the professionals concerned to express their opinion about the services available and address further requests, should their thirst for knowledge of the port of Le Havre remain unsatisfied...

Africa/Europe



Le Havre: 1996 Overall Tonnage Best in 5 Years

W ITH a result of 56.10 million tonnes (Mt) exclusive of ship supplies against 53.78 Mt in 1995, the traffic of the port of Le Havre was 4.3% higher in 1996 and, adding ship supplies, the overall tonnage for 1996 amounted to 56.60 Mt. which was the best result in the last five years.

Two trades were particularly brisk, fuel products (38.50 Mt) and general cargo (13.61 Mt), that is, a new record figure (by a narrow margin) owing to containers.

Crude oil was also on the rise by 2.3% with 31.10 Mt, refined products by 25.8% with 5.10 Mt, coal by 66.8% with 2.30 Mt. Imports of crude oil rose by almost 900,000 t. and made their best result as regards these latest years with 30.78 Mt, while reshipment operations remained low with 349,000 t. On the other hand, as regards refined products, the exchanges remained balanced with 2.43 Mt on import and 2.17 Mt on export, the latter rising by 640,000 t. Lastly, coal traffic which is expressed only on import, also increased by almost 900,000 t. The other bulks, dry and liquid bulks, were slightly down by 380,000 t with 4 Mt.

Once again, the port of Le Havre thus ended the year with a new general cargo record, despite a very little increase by 0.2%. The good container results thus allowed to make up for the

loss recorded by cross-channel ro-ro trade, so that the rise amounted to about 34,000 t. As for containers, the pointer should stop at 1,020,000 TEU that is a rise exceeding 5% compared to last year; Le Havre's increase was thus largely higher than the average of the ports in the continent.

Corporate Savings Plan Launched at Le Havre

T HE Board of directors approved the creation of a Corporate Savings Plan ("Plan Epargne Entreprise, P.E.E.", in French) as from November 1st, 1996 as an accompanying measure and an incentive to the progressive early retirement and, more generally speaking, as an element to constitute an additional supplementary retirement pension for all the staff.

It authorised the Managing Director to delegate the Personnel and Social Affairs Management in close cooperation with the Financial Management to implement the measures concerning the setting-up of the "Corporate Savings Plan" at PAH.

Singapore and Hamburg Have Much in Common

D R. Hans Ludwig Beth, Chairman of Port of Hamburg Marketing and Public Relations (HHVW) took the opportunity of a brief visit to Singapore to emphasize the growing importance of South-East Asia for the Port of Hamburg. After a successful participation at Viet Portex, the port exhibition staged in Ho Chi Minh City (see Press Release 73/96), Dr. Beth stopped over in Singapore to talk to customers and the press.

In the first 10 months of this year, Hamburg's container turnover on South-

East Asian routes rose by 21% or 60,000 TEUs. Thus, South-East Asia grew faster than North-East Asian traffic which was 6% or 44,000 TEUs higher than the same period last year. For years now South-East Asia has been growing faster than North-East Asia but this year South-East Asia has also seen higher growth in absolute terms. With a total turnover of 347,000 TEUs, it is now third behind North-East Asia (770,000 TEUs) and Scandinavia (451,000 TEUs) in the list of Hamburg's most important trading regions.

The locomotive of this growth has been the region's dynamic economies and increasing exports by South-East Asian firms to Eastern Europe via Hamburg. However, the restructuring of the Far East consortia and additional capacities provided by NOL and K-Line, which are new in Hamburg, have also had a positive impact. Hamburg has the highest frequency of liner sailings to Singapore on Far East routes. And almost all of these are direct sailings with no transshipment required.

Although the Port of Singapore is reporting a fall in growth this year, HHVW expects an increase of 18% to a container turnover of 400,000 TEUs on the Hamburg-Singapore route. Additional direct sailings to other South-East Asian ports have boosted hopes of a high level of container turnover for the entire South-East Asian region.

Singapore and Hamburg have much in common. Both are city-states and important manufacturing centres. What's more, they have two of the most dynamic ports in their respective regions. Singapore is second in the world's container-port league, Hamburg sixth. Local traffic and transit cargoes play an important role for the two ports. In their respective regions both cities are distribution centres (for feeder traffic) – Singapore for the whole of South-East Asia, Hamburg for Scandinavia, Central and Eastern Europe. Moreover, Germany plays a leading role among Singapore's EU trading partners.

Double-digit Growth in Hamburg - S. Asia Trade

While delivering a series of lectures in India, the Chairman of Port of Hamburg Marketing and Public Relations (HHVW), Dr. Hans Ludwig Beth, took this chance to point to the country's huge import and export potential and the good opportunities for

business in Pakistan and Bangladesh. India's private sector has expanded rapidly as markets have opened up.

In recent years traffic on routes to and from Pakistan, India, Sri Lanka, Bangladesh and Myanmar has grown considerably and consistently. And Hamburg is the most important port for this region in Northern Europe. More containers are handled here than in Rotterdam and Bremen's Ports together. Now all the countries in this region have switched to containers, though there are still problems in some ports and with hinterland traffic. Nowadays, all the shipping lines serving this region are using modern tonnage.

After a relatively quiet year in 1995, container traffic on these routes has been marked by double-digit growth this year.

In the first ten months of 1996, 88,350 TEUs of cargo were handled, an increase of 13% on the same period last year. Incoming traffic was 16% higher.

In 1995 the Port of Hamburg handled 1.9 million tonnes of cargo for Pakistan, India, Sri Lanka, Bangladesh and Myanmar (of which outgoing traffic accounted for 1.3 million t). Some 1.2 million tonnes of total turnover was accounted for by general cargoes. Container turnover reached 90,000 TEUs with incoming traffic accounting for 53,400 TEUs and outgoing for 36,000 TEUs. For incoming traffic the containerization rate was 97% while outgoing traffic was around 73% (and rising) – figures that reflect the structure of cargoes handled. German exports are dominated by bulk cargoes such as potash-based fertilizers and scrap as well as non-containerized general cargoes such as iron and steel. The shipment of numerous locomotives for Bangladesh Railway Co. was an eye-catching feature of trade in 1995 and 1996. The main imports are coffee, textiles, leather goods and carpets, which are transported in containers. Tea and spices continue to be important, especially in transit traffic.

Services between Hamburg and the Indian sub-continent have improved dramatically in the past two years. More than 20 shipping lines offer regular liner services and charter tonnage between Hamburg and the ports of this region. But despite such positive developments, direct services to India's ports are declining in favour of feeder services via Singapore and Colombo offered by Far Eastern container lines. But the direct services are now attempting to counter this trend by introducing faster ships. Nevertheless,

the markets of the Indian sub-continent and those of the Far East are somewhat interdependent because of the inter-modal nature of container transport.

India, by far the largest and most populous country in this region, is the most important partner in freight traffic with Germany's seaports.

Many of India's severe import restrictions have now been lifted as part of a policy of economic liberalization that has been in force since 1991. At the same time, the collapse of markets in the ex-Soviet Union forced India to look for alternatives in Western Europe. Both developments have been the driving force behind the growth of bilateral trade. In 1995 the Port of Hamburg handled 1,156,000 t of German trade with India (up from 932,500 t in 1993) and 160,000 t of transit cargoes.

Hamburg has more than 700 firms involved in German-Indian trade, importing and exporting goods, representing Indian firms in Germany or taking part in joint ventures. The sub-continent's shipping lines are also represented in Hamburg. In all, 25 liner services call in at Indian ports. At the end of 1994 almost 2,000 Indian citizens were permanently resident in Hamburg. India has had a Consulate General in the city since 1956.

Vietnam Increasingly Significant for Hamburg

AT Viet Portex, a trade fair for planning and developing port facilities and shipping routes took place in the Vietnamese Ho-Chi-Minh City from November 26 - 29. Dr. Hans Ludwig Beth, Chairman of Port of Hamburg Marketing and Public Relations (HHVW), spoke on the subject of "The Future Development of Ports".

Dr. Beth also pointed to the host country's increasing significance for the Port of Hamburg. In 1995 German foreign trade with Vietnam totalled DM 1,156 million. Approx. DM 816 million of this was accounted for by imports, a 22% increase on 1994, while German exports rose to DM 340 million, an increase of 41%.

In 1995 German-Vietnamese trade via the Port of Hamburg totalled nearly 70,800 t with imports accounting for 58,000 t and exports 12,800 t. A further 35,000 t of transit cargoes were also handled in Hamburg. The volume of incoming transit traffic was 2.5 times higher than outgoing.

Although Vietnam's ports are not

served by direct liner services from Hamburg but only via the Asian hub port of Singapore, there are some direct charter sailings. However, direct trade between Hamburg and Vietnamese ports was only around 9,000 t in 1995.

Freight traffic with Vietnam mainly takes the form of general cargo. German imports and incoming transit traffic are dominated by coffee, rubber, consumer goods (cheap textiles and shoes, glassware, stoneware, pottery, porcelain, plastics and plastic goods), tea and spices. Automobiles, building materials, malt, wood pulp, cellulose, paper, cardboard and machinery are the main outgoing commodities.

Transit goods mainly came from the Czech Republic, Finland, Russia, Denmark and Slovakia while Vietnamese transit goods were mainly bound for Poland, Denmark, Sweden, the Czech Republic and Finland.

The first six months of this year saw further dynamic growth in German foreign trade with Vietnam (direct and via Singapore). Exports were up 81% on the same period last year to reach DM 271 million. Imports were up 9.5% to DM 445 million – trends also reflected in Hamburg's figures.

In recent years Vietnam has made a name for itself as a coffee producer and is now one of Asia's leading coffee-growing countries. The Port of Hamburg, for its part, plays a key role in the world coffee trade as Germany's leading coffee port, the hub of trade with Scandinavia and the gateway to Central and Eastern Europe, Austria and Switzerland.

Hamburg is an attractive place for Vietnamese shippers because of its centuries-old symbiosis of trade, transport and port. The right blend of trading companies with innovative service concepts and port operators with modern, trendsetting performance profiles and intelligent logistical solutions is the secret of Hamburg's success.

Hamburg is the home of leading European coffee traders as well as companies specializing in other agricultural commodities, pharmaceuticals and chemicals. These trading firms, Hamburg-based mail-order companies such as Otto, department stores and retail chains work closely with tallymen and warehousemen to form a vital link between Vietnam and consumers in Germany, Scandinavia, Central and Eastern Europe.

Hamburg's tallymen and warehousemen provide a very wide range of warehouse and distribution facilities to suit a customer's precise requirements and all

kinds of goods: in warehouses in Hamburg's traditional "Warehouse City" (Speicherstadt), modern high-bay warehouses for general cargo, spacious depots and computerized silo facilities for bagged and bulk goods (e.g. coffee). In addition to product processing and enhancement, Hamburg's warehousing and distribution specialists also provide additional services such as customs clearance, order picking and data processing.

The Vietnamese government's infrastructure development programme also offers interesting prospects for Hamburg-based consultancy firms, some of them port operators' subsidiaries. HHVW is participating at Viet Portex to sound out the possibilities of business in these fields.

Amsterdam Sea Ports Sailing to New Record

GOODS transshipment in the Amsterdam Ports Area – which includes the ports of Velsen, Beverwijk, Zaanstad and Amsterdam – rose over the last nine months by no less than 7.1% to 40 million tons. On the basis of this continued growth, the Amsterdam Port Management expects to break last year's record in goods transshipment of 50.3 million tons by rounding off this year at more than 53 million tons. Goods handling increased particularly sharply in the Port of Amsterdam by 16.7 percent to a total of almost 27 million tons.

Of the 40 million tons of transshipped goods, 26.5 million tons consisted of dry bulk (+6.7%) and 7.6 million tons (+0.7%) of liquid bulk. Over the last nine months, almost 6 million tons of general cargo were transshipped, representing a respectable growth of 18.9%.

Godfried van den Heuvel, the Port Management's Executive Director is delighted with the results. "The growth in the transshipment sector is proving all the more remarkable considering the fact that the ports around us (domestic as well as international) are currently experiencing a stagnation or even decline in business. The position of the Amsterdam Ports is clearly getting stronger structurally. Thanks to the positive results in our region, the Dutch share amongst the ports in the Hamburg-Le Havre range is still clearly on course."

Dry Bulk

Over the last nine months, 6.7% more

dry bulk were handled than in the same period last year; from 25 million to more than 26.5 million tons.

Liquid Bulk

The transshipment of liquid bulk rose slightly over the period. A total of 7.6 million tons of liquid bulk were transferred (+0.7%).

General Cargo

The general cargo sector also performed particularly well over the last nine months. It grew by 18.9%, to a total of almost 6 million tons.

An important part of this increase was due to the strong growth in container handling. As a result of the increasing use of containers in traffic to West Africa, and the growth in container transport to South America, this transport sector grew by 54.7% to 1.3 million tons.

Within the general cargo sector only the roll on/roll off traffic performed less well. Movement amounted to 388,000 tons, a decrease of 23.6%.

Owing to a growth in export of steel products, 'other general cargo' (a.o. bagged and baled) booked a strong increase. More than 4.2 million tons were transshipped, a growth of 16.7%.

Helsingborg: Ro-Ro Traffic To UK Seen Increasing

P&O Ferrymasters have decided to enlarge the capacity of the Ro-Ro traffic between Great Britain and Port of Helsingborg. From mid-January a weekly call by the *Tidero Star* will be added to the already existing weekly Ro-Ro traffic with the *Elk*. The *Tidero Star* built in the Netherlands is 156 meters in length and with space enough for appr. 90 trailers on three decks.

The enlarged transportation possibilities for trailers to Great Britain are welcomed by the Swedish industry, especially the exporters of steel, wood and paper. Electronic equipment and food products, but also steel and paper, are shipped from Great Britain to Sweden.

The *Tidero Star* will call Port of Helsingborg on Thursdays which means that the cargo will be in Middlesbrough in Great Britain on Saturdays and by the British importers on Mondays. In connection with the new weekly service Ferrymasters will also enlarge its trailer fleet which today consists of appr. 1,000 trailers.

'Galaxy' Makes Inaugural Call at Southampton

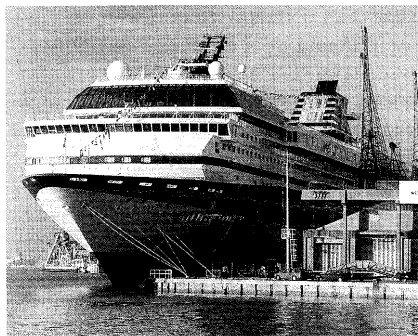
CELEBRITY Cruises' brand-new cruise ship, *Galaxy*, made her inaugural call at Associated British Ports' (ABP) Port of Southampton recently where the 44,413 gt* vessel berthed at the port's Queen Elizabeth II Cruise Terminal. During her maiden season from January to April 1997, *Galaxy* will cruise the West Caribbean.

Andrew Kent, Port Manager, ABP Southampton, said: "We are delighted *Galaxy* called at Southampton, which

offers first-class service and facilities unmatched by any other UK port. We will be continuing our long-term investment programme to ensure that the port stays at the forefront of the UK cruise industry."

A traditional plaque-and-keys ceremony was held onboard the ship where the Port Manager presented an engraved crystal decanter to *Galaxy's* ship master, Captain Iakozos Korres.

*gt = gross tonnage



Celebrity Cruises' 77,713 GRT *Galaxy* arrives at Associated British Ports' Port of Southampton for her inaugural call.

Quay Length Increased 40% at Southampton

ASSOCIATED British Ports' (ABP) £60 million investment in the Port of Southampton reached a milestone on 23 December when P&O's Containers' vessel, *Shenzhen Bay*, called at the brand-new container berth, Berth 207.

Shenzhen Bay was the first vessel to use Berth 207 following handover of the berth to the operator, Southampton Container Terminals (SCT). The 420-m long fourth berth has increased the con-

tainer port's total quay length by 40 per cent and its handling capacity to more than one million container units a year. Berth 207 is supported by additional terminal storage areas.

The construction of Berth 207 is part of a £60 million investment by ABP in Southampton to accommodate the rapid growth of the container trades at the port. ABP's investment also includes the dredging of the approach channel from 10.2 m to 12.6 m below chart datum to provide the world's largest container ships with a greater operational window than any other major UK container port – on average, 18 out of every 24 hours.

Andrew Kent, Southampton Port Manager, said:

"Southampton is one of Europe's leading and fastest-growing container ports. The development of Berth 207 and the dredging programme demonstrate our commitment to providing the shipping world with the best and most modern facilities available. This commitment has already been recognised by the major container lines now operating from the port: almost half of all UK trade to the Far East now passes through Southampton."

SCT Managing Director, Bruce Dawes, commented:

"The new berth will increase the competitiveness of the terminal and further improve our service to existing and potential customers. We are committed to maintaining our development to match the growth of our customers and the investment currently underway will enable SCT to expand throughput further."

Three new quayside gantry cranes are also to be commissioned in the summer of 1997; larger format straddle carriers have been added to the fleet and new areas have been added to the terminal.

ISO 9002 Certificate For Port of Göteborg AB

THE Port of Göteborg AB has received an ISO 9002 quality certificate for its entire organisation. Over a period of three years, the port company has won ISO 9002 certification for parts of its organization step by step. The company's goal has been Total Quality Management, and this was achieved in December, when a representative of Det norske Veritas, the

classification society, handed over the final, over-all certificate to the Port's president, Gunnar Nygren.

ISO quality certification is very much a matter of the relations between supplier and buyer, and we see our quality certificate as a recognition of our role as a link in the transport chain rather than a terminal point for a mode of transport, commented Mr Nygren on the occasion.

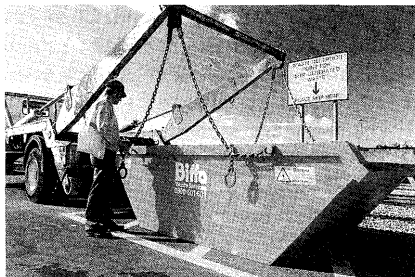


Port president Gunnar Nygren (right) is seen here receiving the certificate from Det norske Veritas representative, Mattias Widmark.

Best Possible Standards For Waste Management

ASSOCIATED British Ports (ABP), the UK's largest ports group, has taken a strong lead in the port-side management of ship-generated waste, which includes oil, garbage and sewage.

Every one of ABP's 22 ports recently submitted and is now implementing a plan outlining the waste-reception facilities available at each port to the Maritime Safety Agency (MSA) in compliance with the Department of Trans-



Waste-reception facilities at Associated British Ports' (ABP) Port of Immingham.

port's Merchant Shipping Notice, M1659. ABP's move proactively supports the UK Government's aim to discourage the dumping of waste at sea through improving the provision, awareness and use of waste-reception facilities.

Alastair Channing, Managing Director, ABP, said:

"ABP believes that a fully qualified waste-reception industry is the best way to provide waste-management facilities in the UK. The Company's objective is to tailor that belief to meet the requirements of IMO, the MSA and the European Commission for waste-reception facilities that are easy to use and properly promoted. ABP is co-operating with the MSA to promote the best possible standards for Port Waste Management in the UK."

Graham Rabbitts, Environment Manager, ABP said:

"ABP's ports have always complied fully with the MARPOL requirement to arrange for the provision of waste-reception facilities at the ports. ABP believes the diverse circumstances that exist at the ports make the voluntary system the best policy to pursue. In progressing these plans, ABP is anticipating the intent of the Merchant Shipping Notice which was included in the recent Queen's Speech."

ABP's Port of Immingham provided a template for the plans produced by ABP's other ports, which include Hull, Southampton, Cardiff and Plymouth.

David Jeffery of London Elected ESPO Chairman

MR David Jeffery, Chief Executive of the Port of London Authority (PLA), has been elected Chairman of the European Seaports Organisation (ESPO), based in Brussels, on Friday 24 January.

He succeeds Mr Fernand Suykens who has retired after holding the post

for the four years since the Organisation was formed in 1993. Mr Suykens has been made Honorary Life President of the Organisation in recognition of his contribution to it.

Mr Jeffery who continues as Chief Executive of the PLA, was a founding member of ESPO and has been a Vice-Chairman and an Executive Committee member since its inception. As Chairman, he will head the Organisation which represents ports throughout the 13 maritime states of the European Union (EU).

The objective of ESPO is to promote European ports' interests through regular contact with the European Commission, including EU Transport Commissioner Niel Kinnock and other authorities, to ensure that they are aware of the ports' views on policies that affect European ports. The Organisation also works with other relevant maritime bodies, including the International Maritime Organisation and the International Association of Ports and Harbors.

Speaking immediately after his election, Mr Jeffery, who is convinced of the importance of the single market to European prosperity, said: "I am honoured to have been elected Chairman of ESPO which, over the years, has become an increasingly important collective voice of the ports of Europe."

"As an organisation we speak with authority, collaborating with other interests in the transport, environmental and other fields to ensure that the ports' views influence the making of European policy. I believe we must promote stronger and more comprehensive links with the European Commission to ensure that a two-way dialogue leads to sensible priorities and practical solutions.

"Each nation has its own priorities in terms of policies. I have experienced the wide national diversity between the ports that make up the membership of ESPO and the difficulty on some issues of finding common ground. Where there are differences of emphasis or priority, I will have to stand above such differences to ensure that a coherent message is conveyed and understood", he concluded.

Other elections included:

Dr Dirk Kersten Behrendt (Germany): Joint Vice-Chairman (Former Executive Committee Member)

Mr Jean M Pietri (France): Joint Vice-President (Former Executive Committee Member)

Mr Mariano Navas Gutiérrez (Spain): Member of Executive Committee

Mrs Maria Nygren (Sweden): Member of Executive Committee (Formerly Chairman of Transport Committee)

Profile of PMAESA

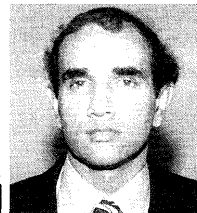
1. Introduction

THE Port Management Association of Eastern and Southern Africa (PMAESA) was established in July 1973 under the auspices of the United Nations Economic Commission for Africa (UNECA), following a recommendation made at a meeting of the Conference of African Ministers of Transport held in Tunisia in 1971.

As at June 1996, the Association has thirteen active full members and seventeen associate



Mr. S.E.M. Luhigo
Chairman of PMAESA
1997/98
(Director General, Tanzania
Harbours Authority)



Mr. Khirsnah Appadu
Secretary General of
PMAESA



members. The regular members are: Djibouti, Ethiopia, Kenya, Malawi, Madagascar, Mauritius, Mozambique, Seychelles, South Africa, Sudan, Tanzania, Zambia and Zimbabwe. Portnet, the Authority which controls the seven major ports in South Africa, joined as a regular member in 1993.

The Association is headquartered at Bandari College, Mombasa and the Secretariat gets all the logistic and

other support it needs from the Kenya Ports Authority.

A Headquarters' Agreement between the Government of the Republic of Kenya and PMAESA was signed in October, 1994. This gives the Association as well as its senior officers diplomatic status in Kenya.

2. Objectives

The objectives of the Association are mentioned below:

- i. to offer a propitious framework for meetings and exchange of information and ideas between members and to create an enabling environment whereby member-status can interface with one another in the port, transport and trade arenas;
- ii. to work towards improving conditions of utilisation and management of ports in the Eastern and Southern African region as well as enhancing their efficiency;
- iii. to establish and maintain relations with other port authorities or associations, regional and international organisations, governments or other institutions, for the study of matters of interest to all members of the Association and to ensure the development of the maritime activities of members.

3. Membership Categories

Members of the Association falls into three categories, as follows:-

- a. Full membership open to:
 - i. National Port and Harbour Authorities within the territories of the states of Eastern and Southern Africa
 - ii. Governments of the states of Eastern and Southern Africa.
- b. Associate membership open to any organisation, undertaking or association which is connected with or ancillary to the port industry. It includes cargo handling companies, railways authorities, road transporters, manufacturers of cargo handling gear and/or equipment, ship builders, importers and exporters, etc.
- c. Individual membership open to individuals in their private capacity, who are interested in any port aspect.

4. Organs of the Association

- i. The Council
The supreme organ of the Association is the council which consists of persons nominated or

appointed by the members. It meets, at least, once a year.

The Council has one Chairman, two Vice-Chairmen and the Treasurer.

- ii. The Secretariat
The secretariat of the Association is located in Mombasa, Kenya. It is headed by a Secretary General.
- iii. Committees
There are, at this day, four committees and one workgroup established by the council:
 - Executive Committee
 - Finance Committee
 - Technical and Training Committee
 - Constitution and By-Laws Committee
 - Workgroup on Cruise Tourism.

5. Projects

The main projects which have already been started or which are in the pipeline are mentioned hereunder-

a. Port Guide

A port guide giving relevant data on African ports has been published under the auspices of PMAESA and the two other port management associations in Africa. This document certainly enables its readers to better appreciate, both at the sub-regional levels, the tremendous economic and commercial potentials that the African continent can offer to its various trading partners, the world over. Work has already started on the publication of the second edition of the directory which, hopefully, will be ready before the end of 1996.

b. Newsbulletin

The Association's newsbulletin is a major tool for the improvement of communications mainly through the exchange of information and the dissemination of data on developments and activities in the port sector, not only in Africa but throughout the world.

The first edition of the newsbulletin was published in 1994. Impala Publishers has been appointed as the official editor of the bulletin for the three-year period 1996-1998. Members of PMAESA get an opportunity to voice their views and suggestions on various issues relevant to the port industry, through the bulletin.

c. Marine Environment Protection

A project for the protection of the marine environment is being implemented by the Association, with technical assistance from the International Maritime Organisation. It took off in April, 1995 in Mauritius with a regional seminar on the Ratification of Con-

ventions for the Marine Environment Protection. The second activity, a regional workshop on Integrated Waste Management in Port Cities and Towns was held in Dar es Salaam in Tanzania in June, 1995. The remaining activities for this project, which are mentioned below, are expected to be implemented in 1996/97.

- i. Survey of Port Reception Facility requirements and costs
- ii. Development of a Harmonised Regional System for Ship Surveyors and Inspectors
- iii. Establishment of a Regional Emergency Response Centre
- iv. Development of a Regional System for Marine Pollution Surveillance
- v. Preparation of environmentally sensitive maps and a seminar on the subject
- vi. Seminar on Handling of Hazardous Materials at Ports
- vii. Seminar on the Integration on International Maritime Law into national marine environment protection legislation.

d. Directory of Port Experts

The Association is, at present, compiling a directory of port experts available in the Eastern and Southern African region. Africa has many talents and expertise which, perhaps, have not been fully tapped or utilised. These experts will be made known to all organisations which could make use of their competence and expertise.

The document which will contain details of qualifications, experiences, as well as assignments carried out is expected to be finalised by August 1996.

e. Manpower Development and Training

Though the primary responsibility of training lies with individual ports and countries themselves, PMAESA has to ensure that manpower development plans are prepared and implemented so that staff in ports of the region are available in the required number and with the necessary skills to meet present and future needs. The Association serves as a liaison between ports and sub-regional institutions to help provide optimal use of the available training centres for the port training requirements to be met.

The aim of the Association is to coordinate training activities at the regional level, in cooperation with member-states, in order to estimate the requirements in training and to design a comprehensive programme of training for

ports.

A survey of training needs and facilities available in PMAESA member-states, which is funded by the Dutch Government and carried out with technical assistance from the International Labour Organisation, has just been completed. The recommendations would be examined by the PMAESA Executive Committee at its 16th meeting in July/August, 1996.

PMAESA is completing the organisation of courses on a regional basis which will benefit all the member ports and countries. One of these is a diploma course in Clearing, Warehousing and Freight Forwarding which is organised by PMAESA in conjunction with the Bandari College in Mombasa.

f. Cruise Tourism

PMAESA is actually involved in coordinating the efforts made by member-states for the development of the region and its promotion and marketing as a worthwhile cruise destination, so that it becomes the darling of the international cruise travel. A workgroup under the Chairmanship of Portnet of South Africa was set up in July, 1995. It submitted its first report to the PMAESA Council in Durban in November, 1995. Following the recommendations made in the report, PMAESA was represented at the Cruise Tourism Convention held in Miami in March, 1996. A stand was also hired to exhibit our tourist attractions and the facilities available at ports in the PMAESA member-states.

The Association's aim is to project a unified image and work together in promoting our area to cruise operators. The establishment of an Indian Ocean Cruise body similar to the ones which exist in the Caribbean, Mediterranean and European regions, preferably under the PMAESA umbrella, is also contemplated.

g. Port Tariffs

There is a growing awareness among ports in the region of the necessity for the rationalisation of tariff structures and the need for harmonisation, which will provide an important tool for comparison of the competitiveness of ports.

It is realised that harmonisation of tariff structures will not be easy to achieve. The Association is offering assistance to members either for the streamlining and rationalisation of their tariff structures or for the introduction of new ones.

In the meantime, a comparative study of tariffs and tariff structures of all ports in the sub-region is being carried out.

h. Dredging Pool

The Association is also collecting

data from all member-ports to be able to establish a pool of information on the dredging requirements as well as the equipment, skills and resources available in its member-states. This will assist in the coordinated utilisation of equipment by member-ports and avoid an under-utilisation of equipment and resources.

i. Other Projects

The other projects which are in the pipeline are mentioned below:-

- i. Harmonisation of port statistics and performance indicators. This will enable an objective comparison of the efficiency of individual ports in the region and/or ports in the region to ports in other areas on the basis of agreed performance indicators.
- ii. Establishment of a Data Bank
The idea is to have data on all member ports' activities stored in a computerised system in a standardised form. The data will be updated regularly and systematically and made available to members, on request.

4. Other activities

A seminar on the Re-structuring of Ports organised by the Southern African Transport and Communications Commission and the Port Management

Association of Eastern and Southern Africa and financed by the United States Agency for International Development was held in Dar es Salaam from 13th to 15th December 1995. It was attended by 72 delegates from 17 countries in the Eastern and Southern African region.

The Association is contemplating the organisation of a port symposium for the whole of Africa this year, in Mombasa, Kenya, in conjunction with the Port Management Association of West and Central Africa. This event is expected to bring together some 200 participants from the port community in Africa and elsewhere. It is supported by the International Association of Ports and Harbors (IAPH) and will deal with several major themes of crucial importance to the port and maritime sectors.

PMAESA, as a regional coordinator in the Eastern and Southern African region, has a vital role to play in the promotion of cooperation and coordination among ports in the region with the view to improving efficiency and productivity, which in turn will benefit all port users. The Association is trying to broaden its base by getting more organisations operating in the port industry to become members, to the mutual benefit of all parties concerned.

(PORT Folio)

Asia/Oceania

Gladstone Port Prepares Strategic Development

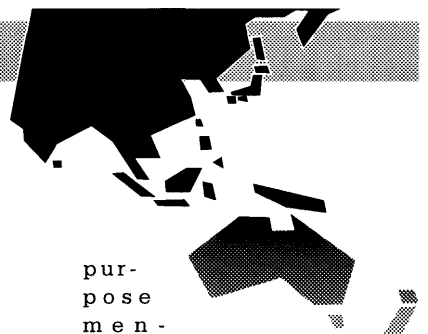
Methodology for Preparation

PREPARATION of a Port Authority Land Use Plan is a requirement in Queensland of the "Transport Infrastructure Act", part of a suite of legislation basically drafted to cover the corporatisation of Government Owned Enterprises.

The Land Use Plan required by the legislation is virtually a catalogue of land strategic to the present or future use of the Port.

The criteria for strategic land is defined as:-

- a) for the operation of its Port; or
- b) for use by industries requiring Port facilities or that would enhance the usage of the Port; or
- c) for integration between sea or air transport and another transport mode; or
- d) for a buffer land required for a



purpose mentioned in paragraph a, b or c and other land.

As Gladstone Port Authority is very aware of the need to reserve suitable land fronting the Harbour to ensure that the Port can develop to its potential, it has prepared a Strategic Development Plan for the ensuing fifty years. The Strategic Plan identified the land required for future development, including land which has to be reclaimed. This Strategic Plan became a significant input to the land use plan.

Gladstone's Land Use Plan virtually comprises two parts:-

- Existing land usage - ie. Real Property

- Future land usage – Development Plan

Non-strategic land, eg. for employee housing or the like, is not shown on either the Strategic or Land Use Plan.

Risk Management

Risk management studies were carried out for the Authority by a consultant as part of the overall planning process. The study was undertaken well prior to the Land Use Plan's preparation and was carried out over the Petroleum and LPG Tank Farm and Tanker Berth only.

The Study showed that societal risk contours from these facilities barely encroached on the residential areas of the city. There was thus no justification for relocating the facilities as a result of the output of the studies.

Consultation

Consultation with Government Departments took place when the Strategic Plan was prepared.

Consultation with Local Government and regional representatives of State Government took the form of an invitation to an afternoon briefing and a comment period.

Consultation with the public involved a three week advertised period, including two late closures to catch people on the way home from work. A Gladstone port representative was on call at all times to discuss the plan.

The Land Use Plan was not controversial enough to create a lot of interest, but it gave more opportunity for local people, to look at the ports future planning.

Approval Process

The approval process was carried out by Queensland Transport.

Preparation of Plan

The time to prepare the Plan was not recorded but it is estimated that it took about 4 months from start to finish of the project. People who were involved (part-time) included:-

- Planning & Environment Manager
- Senior Administration Officer
- Administration Officer
- Draftsmen
- Typists

Use of Consultants

Gladstone felt that it was appropriate to prepare the Plan "in house" rather than by commissioning consultants, as the work involved collating a lot of data held by the Authority. If consultants had been used, there would still have

been considerable staff time involved in preparing data and information for the consultant. On the other hand, if there had been a need to identify the amount of land needed for future development (which had been done for the Strategic Plan), involvement of consultants may have been justified.

(AAPMA Newsletter)

Melbourne: Turnaround Times Reduced

CONCERN about unreasonable criticism of the port performances and unfounded statements from minority groups about the failure of waterfront reform prompted the Victorian Road Transport Association Inc. to summarise recent port improvements.

The VRTA has advised the Federal minister for transport and regional development that there has been a virtual disappearance of truck queues. Since 1990, there has been a dramatic improvement in truck handling in container terminals. As a result, demurrage charges to importers have been eliminated with average turnaround times reduced from over two hours to less than 50 minutes in 1996.

The truck turnaround time for P&O Ports Terminal is now consistently between 15 and 19 minutes. There have been few industrial stoppages and the port performance and landside activities in particular must come close to World's Best Practice.

The VRTA believes a generally harmonious atmosphere pervades the Melbourne waterfront as a result of all the players recognising the need to work together for the benefit of the port as a whole.

(P&O Ports)

Expansion Planned for Kooragang Coal Terminal

AN Environmental Impact Statement for a \$700M expansion of Port Waratah Coal Services (PWCS) Kooragang Coal Terminal has been on public exhibition and is now being processed.

Key elements of the planned PWCS expansion are:

- additional rail receipt and departure tracks and a third rail receipt hopper with its associated convey-

ors and facilities,

- additional coal stockyards along the southern side of the completed Stage 2 expansion, including the conveyors, stacking and reclaiming machinery and related equipment and facilities,
- additional amenities and general services,
- further harbour dredging to suit navigational and loading requirements,
- third and fourth ship loading berths,
- a third shiploader with supporting conveyors and facilities.

The expansion will bring total capacity at the Kooragang facility to 77 million tonnes per annum and make PWCS the largest coal loader in the Southern Hemisphere.

The timing of expansion works will depend on market conditions. The \$700M expansion consists of six stages – Third Berth; Third Stockpile Pad; Third Rail Receipt Station; Fourth Berth; Third Shiploader; and Fourth Stockpile Pad. Each of the six stages require two to three years to construct and can be undertaken sequentially, concurrently or in smaller stages to suit the rate of growth of coal exports. (SCUTTLEbutt)

Newcastle: New Stage Of Basin Redevelopment

A \$1.1M capital works project by the Corporation will further enhance trade opportunities for the Port and signals the next phase in the Basin Redevelopment Project.

The million dollar contract, awarded to Maitland firm Keller Civil Engineers P/L, for works at Eastern Basin Berth No 2 includes 24,000 square metres of hard stand area, significant drainage works and allowance for a rail corridor at the rear of the berth.

The work will seal the current area at Eastern Basin 2, making the berth more useable for a wider variety of cargo in all weather conditions and alleviating concerns arising from the existing unsealed surface.

The contract follows the completion of reclamation and preparation work at Eastern Basin 2 valued at \$500,000.

The new contract extends the \$1.1M already spent by the Corporation in the resurfacing of Eastern Basin No1 berth.

"The project is the next stage in our continuing preparations for growth in trade, particularly general cargo," the Corporation's Chief Executive Officer Dr Glen Oakley said. "Work undertaken to

date at Eastern Basin 1 has significantly enhanced cargo handling efficiencies in timber, aluminium and steel product trades. With the availability of duplicated facilities at Eastern Basin 2, further efficiencies in these existing trades and importantly, opportunities for new trades, will be created as a result."

Work commenced on the project in late October and is expected to take approximately 16 weeks.

(SCUTTLEbutt)

India: Privatization Guidelines Approved

CABINET has approved clear and transparent guidelines for private sector participation in ports to cover the following areas:

(1) Leasing out existing assets of the Port.

(2) Construction/creation of additional assets, such as:

- a) Construction and operation of container terminals.
- b) Construction and operation of bulk, break bulk, multipurpose and specialised cargo berths.
- c) Warehousing, container freight stations, storage facilities and tank farms.
- d) Cranes/Handling Equipment.
- e) Setting up of Captive Power Plants
- f) Dry docking and ship-repair facilities.

(3) Leasing of equipment for port handling and leasing of floating crafts from the private sector.

(4) Pilotage.

(5) Captive facilities for Port based industries.

The salient features of the guidelines are as under:

(a) The existing legislative framework permits private sector participation in ports.

(b) Ports will continue to discharge their regulatory role under Major Port Trusts Act, 1963 and will continue to fix the ceiling of tariffs until an independent Regulatory Authority to fix and revise port tariffs is established. Ports will also take steps to frame regulations consistent with the guidelines in order to enable private sector participation.

(c) In identified projects to be put out on tender on BOT basis, the feasibility report will be made at the expense of the port, the cost of which will be subsequently recovered from the successful tenderer.

(d) BOT model will be generally used for private sector participation with the assets reverting free to the port after the concession period. Evaluation will be made on the basis of criteria laid down clearly in the tender document and will be on the basis of maximum realisation to the port using NPV analysis.

(e) Generally a concession period of up to 30 years will be permitted. However, in exceptional cases where investments are very large, the concession period may be up to 50 years.

(f) The Port will give no guarantee either for financial return or for the traffic which can be expected.

(g) The tariff will be revised by suitably every three years on the basis of rise in wages, operational cost, inflation etc.

(h) Private sector participation will be on the basis of open competitive bidding.

(i) The criteria for evaluation in taking on lease equipments/port crafts by Port Trusts, and for pilotage will be the least cost to the ports.

(j) There will be no adverse effect on port labour. No retrenchment will be done without the concurrence of labour and only in accordance with Industrial Disputes Act and relevant labour laws. Lessee will be bound by all the labour laws of the country.

(k) There will be total transparency in inviting bids following the two cover system.

In addition the Ports will be permitted to lease out existing assets/facilities of the Port Trust to the private sector, if such leasing results in upgradation/augmentation of facilities/fresh investment by the entrepreneur, and as a result there is an increase in throughput and higher productivity.

The Ports have also been permitted to allow captive facilities and captive oil jetties/SBMs to Port based industries including Central/State PSUs and Central oil companies without recourse to tender, provided such industries are port specific and approved by concerned administrative Ministries, and the port is paid a revenue based on market rates.

The Central Government will also encourage innovative unsolicited proposals in the port sector put forward by private entrepreneurs and such proposals will be evaluated by a committee set up for the purpose. An independent Regulatory Authority to fix and revise ports tariffs will also be established.

In order to achieve the above objectives, further delegation of financial and

administrative powers are also being given by Government to Port Trusts on the lines of MOU signing PSUs.

(PIB Press Release, Indian Shipping)

Yokohama: Creation of Pier for 21st Century

MINAMI Honmoku Pier is a huge project which involves reclaiming 217 hectares of land to create a pier for the 21st century. The aim of this pier is to be able to cope with transportation reforms such as developments in containerization and the increasing size of container vessels. The project includes the creation of four large-scale, high-standard container terminals, a compound distribution terminal and an air terminal. Construction work is presently being carried out, so that the pier can join Honmoku Pier and Daikoku Pier, becoming Yokohama's third general cargo terminal centre.

The site of Minami Honmoku Pier is near Yokohama's downtown area. It is directly linked to main roads, National Road 357 and Highway (Bay Shore Route), and has excellent access to the Metropolitan area. Among the piers in Tokyo Bay, this pier lies closest to the mouth of the bay, making it a very convenient place for ships to navigate.

This year, work on the quay walls of the two planned container terminal sites will begin, and everything is on schedule for the pier to open in 1999.

On completion, the two container terminals will be high-standard terminals with quay walls which have a total length of 700 metres, a width of 400 metres (there are plans to change this to 500m), and a water depth of 15 metres. They will easily be able to accommodate 60,000 TEU class container vessels which have recently been commissioned.

As well as the work at Minami Honmoku Pier, there are also plans to deepen the water to 15-16 metres at both Honmoku Pier and Daikoku Pier. The appearance of terminals with a water depth of 15 metres or more is expected to make the Port of Yokohama even more convenient for its users.

Based on the long-term plan, land reclamation work is expected to be completed in the year 2005. By that time, Minami Honmoku Pier will be equipped with a general cargo distribution terminal and two container terminals with water depths of 15 metres (there are plans to change this to 16 metres). Upon its completion, Minami

Honmoku Pier will play the role of an international distribution centre which can deal with the developments of the Port of Yokohama in the 21st century.

(Port News)

Seventh Malaysia Plan: Balanced Development

THE Seventh Malaysia Plan, which was tabled in Parliament recently by the Prime Minister, Datuk Seri Dr Mahathir Mohamad, aims at achieving balanced development through sustained growth momentum. The five-year plan (1996-2000) reveals that the regional development strategies in Johor will have a domestic and international dimension.

At the domestic level the Johor state government is expected to give more emphasis on maximizing the utilisation of untapped resources and harnessing the economic potential in the various district. At the international level, sub-regional economic cooperation through the growth triangle will be directed at bringing greater trade and investment opportunities.

According to the Seventh Malaysia Plan, the strong growth momentum of 6.7 per cent per year recorded by the state during the Sixth Malaysia Plan (1991-1995) is expected to be sustained during the Seventh Plan. Johor's Gross Domestic Product at purchasers value was RM13.8 billion in 1995 and is expected to achieve RM21.4 billion by the end of the Seventh Malaysia Plan.

The strong economic growth contributed to the increase in household incomes. Johor recorded an average growth of 10.7 per cent during the Sixth Malaysia Plan period. Household income grew by 83.8 per cent to RM2,111 in 1995 from RM1,148 in 1990. This shows the average monthly income for Johoreans exceeded the national average of RM2,007 in 1995. Per capita income of the population is estimated to grow from RM5,654 in 1995 to RM7,831 by the year 2000.

Economic growth in the Johor state was largely due to the significant increase in private investments during the Sixth Malaysia Plan period. Johor

attracted, a total of RM13.4 billion of capital investments from industries like electrical and electronics, food and textile products. Johor state managed to capture 11.5 per cent of the total approved manufacturing projects worth RM116.2 billion capital investment during the five-year period. This indicates a 71.8 per cent growth over the previous year Plan. Employment expanded to 129,394 from 115,259 people in the previous plan.

(Johor Port Monitor)

Port Klang: VTS to Be Ready Early This Year

PORT Klang's vessel traffic system (VTS) will be operational early this year. Radar and VHF radio stations will be installed at West Port, Pulau Angsa and Bukit Jugra to enhance navigational safety in the port's waters. The VTS which is under the supervision of KPA cost RM9 million to develop.

The VTS control centre's radar, which is situated on the eighteenth floor of West Port's commercial building, will cover a radius of 26 nautical miles offshore. Information on vessels transiting the harbour will be available at the centre. This include particulars such as cargo on board, last and next port of call and the vessel's particulars (grt, LAO, etc.). The centre will also provide an attending pilot with more accurate information on the vessel's latest position and density of traffic converging towards the same point.

Positions and speeds of vessels entering or leaving the harbour can be made available to all pilots well in advance thus enhancing passage planning. The VTS will really come into its own when visibility is poor especially in busy sea lanes such as the Straits of Malacca.

The system will be linked to other VTS centres including coast radio stations, the Maritime Rescue and Coordination Centre, harbour masters, pilot offices and the Maritime Enforcement Coordinating Centre in Lumut.

Control Centre

Meanwhile, work on the VTS control center is proceeding on schedule. Two radar antennae will be mounted on the roof of the centre to provide radar coverage for the harbour. Installation and tests of associated equipment are scheduled for October.

The control's hardware and software

are being tested and integrated into the system by the main contractor. These equipment include items used for radar processing and display, ship data processing, VHF radio and controls, audio logging and microwave equipment. Installation and test runs for these equipment are scheduled for October.

Pulau Angsa Station

A 29m high reinforced concrete tower is under construction on Pulau Angsa. The tower which will house radar equipment will take over the function of the existing lighthouse.

Also under construction are a generator building for a triple generator system for the supply of prime AC power and a fuel tank building. The latter will house fuel tanks which will be needed to run the generators for six months at a stretch.

A 7.5m radar antenna has been installed in the tower. Other equipment are scheduled for installation in September.

Bukit Jugra Station

A 20m high tower with a 7.5m dual band radar antenna has also been built at Bukit Jugra. Installation of associated radar equipment is scheduled for August.

Training

The VTS contractor is conducting technical training for VTS personnel while theoretical training on the various aspects of the system is being done at the Maritime Academy in Malacca. This will be followed by practical training on system operations.

(GATEWAY Malaysia)

Penang Embarks on Development Plans

PENANG Port Sdn. Bhd. (PPSB) has embarked on several development plans in its efforts to keep abreast with the rapid growth in port throughput as well as to further enhance its performance to customers.

I. Container Handling Operations and Facilities

The highly computerised North Butterworth Container Terminal (NBCT) will be further expanded on a modular basis between 1996 and 2005.

(a) Immediate: PPSB has embarked on Phase IIA expansion of the NBCT which entails the extension of the existing 350 metre wharf by an additional 250 metres. PPSB is currently in the

Johor's labour force, employment and unemployment (1990-2000)

				Average annual growth (%)	
	1990	1995	2000	6MP	7MP
Labour Force	862.4	1,002.3	1,139.0	3.1	2.6
Employment	833.9	982.2	1,114.3	3.3	2.6
Unemployment (%)	3.3	2.0	2.2		

process of prequalifying contractors for the job. Tender for the project is scheduled to be invited in January 1997. Construction of the wharf is expected to commence by mid-1997 for completion by end of 1998. NBCT IIA will be fully operational by early 1999.

NBCT I and NBCT IIA with a 600 metre long berth will have a complement of six quay cranes and 22 transfer cranes in 1999.

The Port of Penang will have a capacity to handle 976,000 teus in 1999 and close to one million teus per annum by the year 2000.

Nevertheless, with present facilities at the Butterworth Wharf Container Terminal and NBCT I, the Port of Penang has an annual capacity of 668,000 teus per annum.

This capacity is more than sufficient for the Port to handle containers at an efficient level until 1999 when NBCT IIA is operational.

Container vessels are now well serviced and leave on time while import containers are delivered to importers within four days upon discharge from vessel. This is because PPSB has invested RM11.1 million in state-of-the-art computer system at the NBCT. The comprehensive container and cargo management system integrates all the various complex activities of the container terminal as well as the container freight station, provide on-line data to shipping lines, manufacturers, importers and exporters, accelerate and streamline the operations of these facilities.

Today, yard utilisation stands at 30 per cent. As such, congestion at the Port is now history and the Port of Penang is now synonymous with greater efficiency and higher productivity.

(b) Long Term: Extension of the 600 metre berth at NBCT by an additional 750 metres by the year 2005 with a total complement of 14 cranes for the 1,350 metre wharf at NBCT.

II. Bulk Cargo

(a) Immediate: The Prai Bulk Cargo Terminal (PBCT) will have its second access bridge operational by late 1997. The commissioning of the second access bridge with highway loading capacity will further improve productivity at the terminal.

The PBCT with a berth length of 588 metres is currently serviced by only one access bridge.

Meanwhile, the new dolphin berth at the Prai Bulk Cargo Terminal dedicated

for the handling of dangerous cargo will be operational in early 1997. The development of this special berth for dangerous cargo handling will result in higher productivity and faster turnaround time of vessels calling at PBCT.

International safety standards are practiced at the terminal which is provided with state-of-the-art fire-fighting equipment and other safety features.

(b) Long Term: PPSB and its joint-venture partners are currently conducting a feasibility study on the development of a central petroleum and chemical terminal and jetty facilities for the handling and storing of petroleum and chemical products for Northern Peninsular Malaysia. If found feasible and viable, the joint venture will seek to undertake the development of the facility by the year 2000.

III. Penang's very own International Cruise Terminal

Penang will boast as the preferred cruise destination of the rich and famous in the world with the develop-

ment of an International Cruise Terminal at Swettenham Pier. The terminal capable of berthing the largest cruise liner in the world will have related commercial and tourism complexes, hotel and apartments. The project is targeted to complete by the year 2006 with its first phase operational by the year 2000.

IV. Free Commercial Zone at Penang Port

A Free Commercial Zone has been established within Butterworth Wharves to provide facilities for value-added services with minimal customs formalities.

In its initial phase which commenced operations in July 1996, 18,660 square metres of warehouse space have been rented out to warehouse operators and forwarding agents for free commercial zone activities.

Plans are being finalised to construct integrated warehouses for chilled and frozen products and other dry cargo which will be ready by late 1997.

Port Taranaki: New Wharfside Grain Store

A new wharfside grain store at Port Taranaki is a major success, with the facility proving invaluable for the controlled and efficient handling of grain imported for the Taranaki region's poultry industry.

The store is owned by AJ Cowley Ltd, and is sited at the base of the Blyde Wharf on land leased from Westgate. Previously a stores building, originally for the former New Zealand Electricity Department and then used by Shell Todd Oil Services, the facility was purchased by Cowleys in 1992 for conversion into a specialised grain store.

This conversion work is now complete, and the store is capable of holding a total of 7,500 tonnes of grain in four separate areas, with all storage and handling meeting Ministry of Agriculture and Fisheries requirements for quarantine grain.

From there the grain is transported to various poultry facilities in Taranaki which are operated for Tegel Foods Ltd.

While grains storage sounds a simple task, there are in fact plenty of complications due to such factors as the free-running nature of grain, variations in

the types and ages of grains that are imported, and the MAF requirements.

To handle the grain itself, the store has been divided into four large partitions, each featuring specially strengthened 4.3 metre-high precast walls with plinths at their bottoms. When each truckload of grain is delivered from shipside to the store, a loader with a specially built 8 metre-long 'broom' pushes the grain to the rear of the storage area, the pre-cast walls bearing the weight.

While this method helps ensure efficient storage and movement of the grain, it is also necessary to meet MAF requirements. In the clear area at the front of each store workers use compressed air to ensure no grain gets into the tyres of trucks or the loader. Since this grain is imported from Australia and Canada, and potentially contains seeds of unwanted plants, it is vital that this high level of cleanliness is maintained.

The grain store is divided into four storage partitions because there is a need to separate grains of differing ages and specification.

AJ Cowley Ltd general manager Mark Wilson says location of the grain store on the Blyde Wharf has markedly improved grain handling efficiencies.

Ship turnaround times have been halved because the grain now has to be transported just 500 metres from ship-side to the store, instead of being trucked to another store at Bell Block.

"There's also less impact on the environment, because we now don't need to have trucks travelling from the port to Bell Block at all times of the day and night."

Mr Wilson adds that while it might be considered a little unusual for a private company to operate such a port facility on land leased from the port company, it reflects the sound business relationship AJ Cowley Ltd has enjoyed with Westgate for many years.

"The co-operation we've had from the port has never been anything other than excellent. We've had a close association with Port Taranaki for the past 46 years," he said. (Westgate Port Taranaki)

PSA: World's Highest Container Traffic Growth

The Port of Singapore Authority (PSA) has achieved a strong 9.3% container traffic growth in 1996 with a throughput of 12.95 million TEUs.

This is an increase of 1.1 million TEUs over the 11.85 million TEUs handled in 1995 and represents the world's highest container traffic growth in 1996. PSA is the only port to achieve a throughput increase of more than 1 million TEUs in 1996.

With this strong performance, PSA has narrowed Hong Kong's lead. The number of containers handled by the colony, which grew by only 5.6% last year, registered 13.2 million TEUs for 1996. The margin between Singapore and Hong Kong has narrowed from 650,000 TEUs in 1995 to 250,000 TEUs last year.

PSA's growth remains high, despite the slowing down of growth rates in the region's economies. Other service indicators are also positive. Productivity is up for 1996. Value-added per employee grew by 9.7% while value-added per employee dollar grew by 1.8%.

PSA's Chief Executive Officer, Mr Khoo Teng Chye said, "I am happy with PSA's performance. This could have only been done with the hard work and dedication of our staff and close cooperation between our customers and PSA. PSA has done well and will aim to do even better in 1997 with our renewed focus to provide its customers with a package of services at a competitive

Port of Hakata Links Japan with World



A gateway to Kyushu, the Port of Hakata holds a very important place not only as a support to the economy of Kyushu, with Fukuoka City as its nucleus, but because it sits at a close range to China and other Asian countries now seeing rapid economic progress, it also plays an essential role as a hub port linking Japan with the world.

The island of Kyushu has a total area of 40,000 square kilometers and a population of some 14 million people, the economic equivalent of a nation.

In the Kyushu hinterland, production activities are carried on in many fields, including tires, motorcycles, chemical products, office machines and other high-tech products such as integrated circuits. All of this is shipped to the world through the gateway port of Hakata.

In addition, automobile manufacturing plants have been built in succession as leading Japanese automakers have moved into Kyushu over the recent past. Toyota Motor Corp. is a prominent example, starting production in Kyushu at a new plant that sits just 30 kilometers from Hakata Port.

Since then, auto parts manufacturers have also relocated to Kyushu so as to be close to the automakers. This auto industry concentration is expected to provide the basis for further economic expansion. In line with the arrival of leading automakers, Hakata Port has become a base for the domestic distribution of automobiles.

Meanwhile, since Hakata Port has also become a gateway for imported

consumer goods to gain access to Kyushu, it is expected that the port will see further growth in the handling volume of various imports, including foodstuffs and manufactured items.

Aiming to satisfactorily respond to expected growth in imports in the days to come, the Port of Hakata is going all out for further improvement of its import-related facilities to develop itself into an easy-to-use port.

In the aspect of road traffic, Hakata Port is linked to various parts of the hinterland through expressway networks which give smooth access to and from the port.

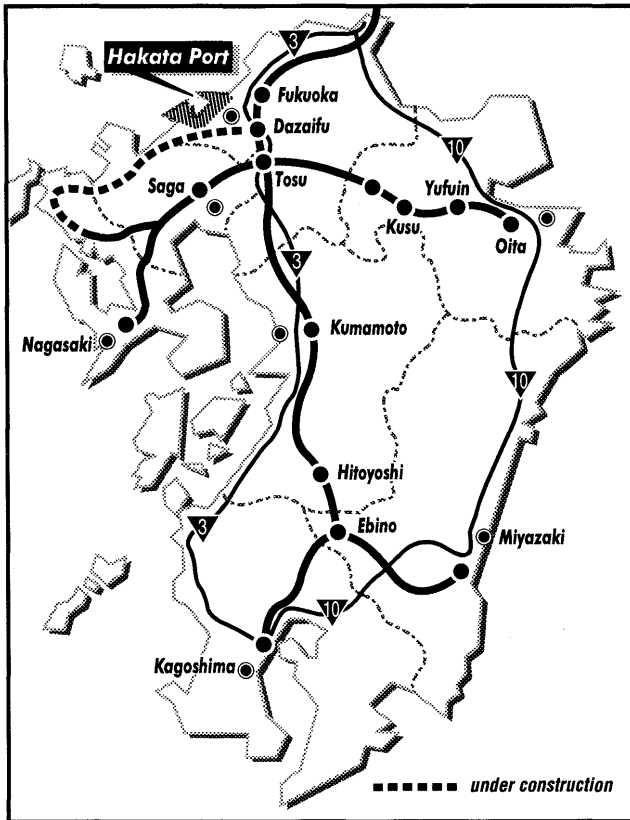
First, the North-South Kyushu Expressway links Honshu, the mainland, via Fukuoka City and the Kanmon Bridge, stretching southward from Fukuoka to Saga, Kumamoto, Kagoshima and Miyazaki prefectures.

Second, crossing this expressway is the East-West Kyushu Expressway, which is expected to be open for traffic on Mar. 28 following the completion of recent construction.

Hakata Port is linked to Nagasaki, Saga and Oita prefectures via expressways that put Hakata Port within about 40 minutes of the Tosu Junction that connects the North-South and East-West Kyushu expressways.

Since each wharf in Hakata Port is connected with the North-South Kyushu Expressway via the Fukuoka Interchange and bypasses, it takes only about 20 minutes from any of these wharves to the interchange, increasing the accessibility to the port.

Also, since a ferry route is planned to



ly favored location because of its proximity to major East Asian cities, with Pusan (South Korea), for instance, about the same distance from Hakata as the latter is from Hiroshima. Hakata is also equidistant from Shanghai and Tokyo, and from Beijing and Sapporo.

Historically, too, Hakata Port has served as a gateway



linking Japan and other Asian nations. With the economies of these Asian countries making remarkable progress and Japan's imports from them on the continuous increase, the role of Hakata Port can only gain in importance.

(Shipping and Trade News)

open in April this year to link Hakata to Naoetsu Port (Niigata Prefecture), a physical distribution network will also be established between Hakata and Hokkaido via the Sea of Japan.

To look at distances between Hakata and various Asian cities, Pusan (South Korea) is just 200 kilometers away, while Keelung (Taiwan), Shanghai and Dalian (China) are within 1,500 kilometers, and Manila (the Philippines) within 2,500 kilometers.

Hakata Port is thus in a geographical-



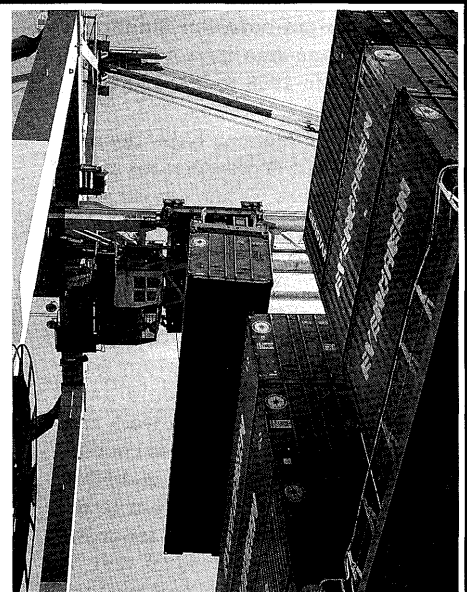
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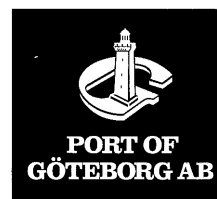
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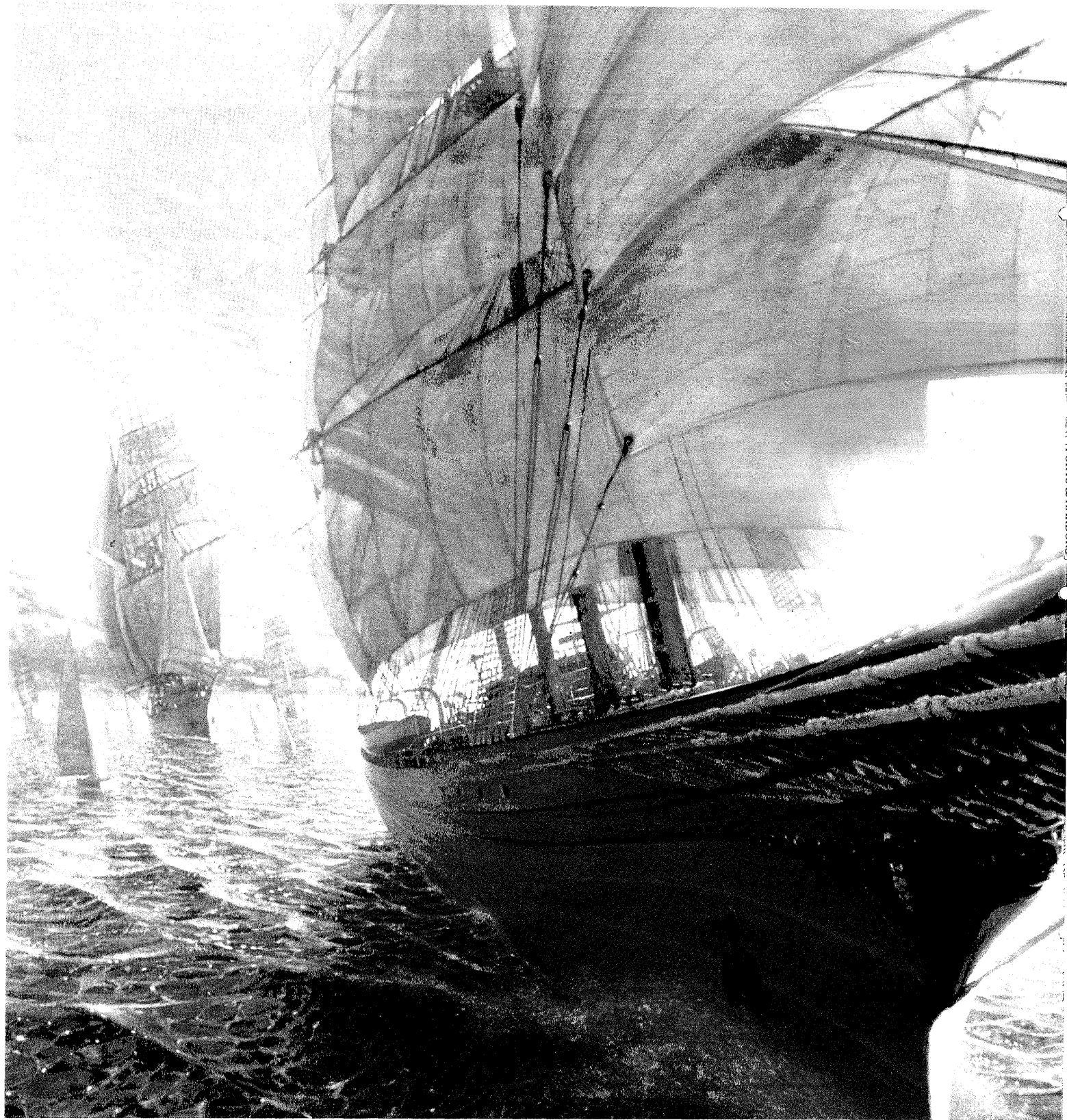
partnership with shipping companies, road haulage companies and exporters.

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