



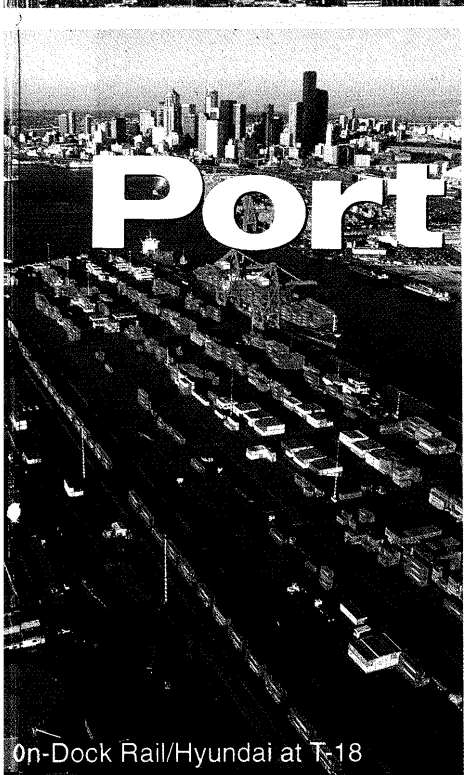
Ports & Harbors

A p r i l 1 9 9 7 V o l . 4 2 N o . 3

Elliot Bay



Seattle



On-Dock Rail/Hyundai at T-18

Port of Seattle



Rotterdam hosts the Meeting of IAPH Officers in Africa/Europe Region

Spectacular increase in container cargo for the Port of Montreal

BMW Ports Distribution Centre Opens in Singapore



Terminal 30

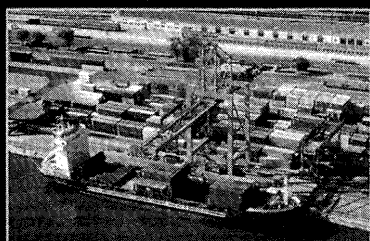
(Photos by Don Wilson, Port Photographer, Seattle)



Port of Lisbon Authority

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IAPH Officers

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Adviser to the Board
Ports of Auckland Ltd.
New Zealand

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

Second Vice-President:

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

Third Vice-President:

Akio Someya
Executive Vice President
Nagoya Port Authority
Japan

Conference Vice-President:

David Jeffery
Chief Executive
The Port of London Authority
U.K.



Port of Seattle

SEATTLE is currently the fifth largest U.S. container port. Due for completion in January 1998, the \$250 million Southwest Harbor expansion project to make room for a 77-acre expansion of Terminal 5, financed with municipal bonds, promises economic benefits for the area. The expansion will provide 1,500 new jobs within the transportation and service sectors, \$220 million annually in new business revenues and \$4.7 million annually in new taxes collected by the state and local governments. More news on the Port of Seattle on page 25.

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The port of Antwerp is unique.

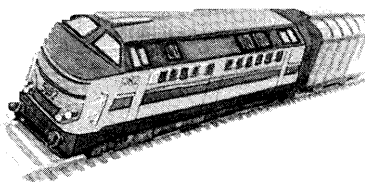
Antwerp lies in the heart



of Europe, close to Brussels,

the capital of the European Community. Situated at the intersection of

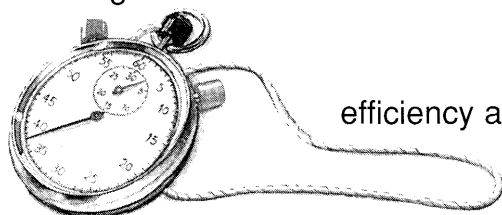
major road-, rail and waterway networks,



Antwerp is

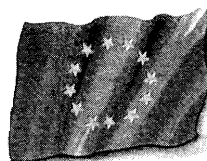
unrivalled as a storage and distribution centre. The Port of Antwerp is world famous for the

speed,



efficiency and quality of its goods handling and is very

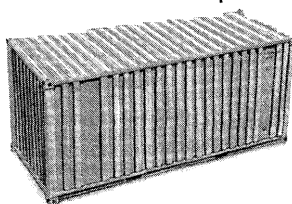
attractive to business and industry. Antwerp is



an abundant source

of added value. But the Port of Antwerp is much more than just location, infrastructure

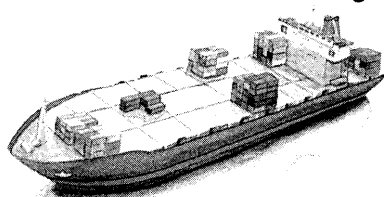
and technology.



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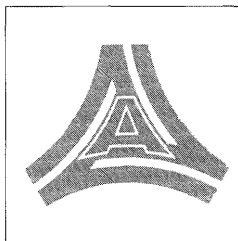


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IAPH ANNOUNCEMENTS AND NEWS

Africa/Europe IAPH Officers' Meeting

At The Marine Safety International
Rotterdam
29/30 January, 1997

AT the call of Mr. J. Smagghe, 1st Vice President of IAPH, and hosted by the Port of Rotterdam, the Africa/Europe IAPH Officers' Meeting was held at the MSR for two days, Wednesday and Thursday, 29 and 30 January 1997, being attended by more than 40 officials as listed in the following page.

Welcomed by Mr. H. Regelink, Marine Safety International Rotterdam (MSR), and Mr. P. Struijs, Executive Director of Shipping, Port of Rotterdam, Mr. Smagghe chaired the meeting which involved such items as:

IAPH situation in general: membership, finance

Role of IAPH in the Africa/Europe Region and involvement of the ports of the region in IAPH activities and Technical Committees

Relations with ESPO, PMAWCA and PMAESA

Relations with IMO in the context of the IAPH/IMO Interface Group

Relations with UNCTAD

Impact of the work of the Technical Committees on the port policy

Expected new orientation of the Technical Committees' activities to



Group Picture taken in front of the MSR (Photo: Courtesy of the Port of Rotterdam)

cope with the aims of IAPH

The state of preparation for the 20th Conference in London

The two-day meeting adjourned in silent prayer for the late Mr. R.U. Kumedzro, Director, Port of Tema, Ghana Ports Authority, who passed away last year.

Though most of the matters discussed would have to be implemented at the London Conference, among the various results of the extensive discussions and debates, the following items should be noted:

- The holding of the PMAESA/IAPH workshop in Kenya in the 3rd week of January 1998
- Study on the continuation of the Combined Transport and Distribution Committee
- Formulation of a special ad hoc group studying the impact and

direction of port reformation

Upon the completion of the meeting, the delegates were invited to join the technical visit to the MSR site, guided

by the MSR specialists (Mr. J. Sinke, Mrs. M. Berrend, and Mr. R. Struijs), and experienced computer-aided bridge maneuvering.



Mr. Smagghe (second from right) chairs the meeting in Rotterdam.

List of Participants:

J. Smagghe, 1st Vice President as chair, UPACCIM, France
P. Struis, Executive Director, Shipping, Port of Rotterdam (IAPH Exco Member), Netherlands
P.C. van der Kluit, Port of Rotterdam (Chair, IAPH Committee on Port Safety & Environment), Netherlands
T.V. Vellinga, Head, Waterside Infrastructure Management and Member, Permanent Environmental Commission, Netherlands
Fineke de Vos, Training Officer, Technical and Managerial Port Assistance Office, Port of Rotterdam, Netherlands
J. Perrot, Port of Le Havre Authority, France
B. Coloby, Port of Le Havre Authority, France
A. Graillet, Executive Director, Port of Le Havre Authority, France
Y. Guillemot, President, Port Autonome de Nantes Saint Nazaire, France
M.F. Ravenscroft, Dy. Managing Director, Associated British Ports, UK
I.D.K. Jangana, Managing Director, Gambia Ports Authority, Gambia
S. Kassim, Board Chairman, Tanzania Harbours Authority, Tanzania
F.J. Gauze, Secretary General, Port Management Association of West & Central Africa (PMAWCA), Nigeria
L. Amargos, Port of Barcelona (Chair, IAPH Trade Facilitation Committee), Spain
A. Ahmed Douale, General Manager, Djibouti Port Authority, and as the representative of the Port Management Association of Eastern & Southern Africa (PMAESA) Djibouti
Abdoulkarim Moussa Omar, Commercial Manager, Djibouti Port Authority, Djibouti
J.M. Moulod, Director General, Port of Abidjan, Cote d'Ivoire (IAPH Exco)
A. Kablankan, Study Leader, Port of Abidjan, Cote d'Ivoire
I. Badarou-Soule, Managing Director, Port Autonome de Cotonou, Benin
Moukaram Anjorin, Head of Mission, Port Autonome de Cotonou, Benin

E. Fialho Borralho, President, Port of Sines, Portugal
M. Tchouta Moussa, General Manager, Cameroon National Port Authority, Cameroon
Paul Valls, Inspecteur General, Bordeaux, France
Hans Ludwig Beth, Port of Hamburg, Germany
Bruno Vergobbi, General Manager, Port of Dunkirk, France (Chair, IAPH Legal Protection Committee)
J. Braems, Head of International and European Affairs, Port of Dunkirk, France
Carl Veng, Director, Port of Copenhagen (Chair, IAPH Constituion & By-Laws Committee)
Alex J. Smith, IAPH Liaison Officer with IMO, UK
Patrick J. Keenan, Chief Executive, Port of Cork, Ireland (IAPH Exco Member, Coordinator for International Affairs)
D.J. Jeffery, Port of London Authority, UK (IAPH Conference Vice President, and President of European Seaports Organization)
K.T. Dovlo, Director General, Ghana Ports and Harbours Authority, Ghana
Pamela Le Garrec, Secretary General, European Seaports Organization, Belgium
P. Ndiaye, General Manager, Port of Dakar, Senegal
J.M.H.G. Philippen, Managing Director, Port of Flushing and Terneuzen, Netherlands
J. Gattullo, Commercial Director, Port of Marseilles, France
R. Kondoh, IAPH Head Office
M. Azzou, UAPNA, Morocco

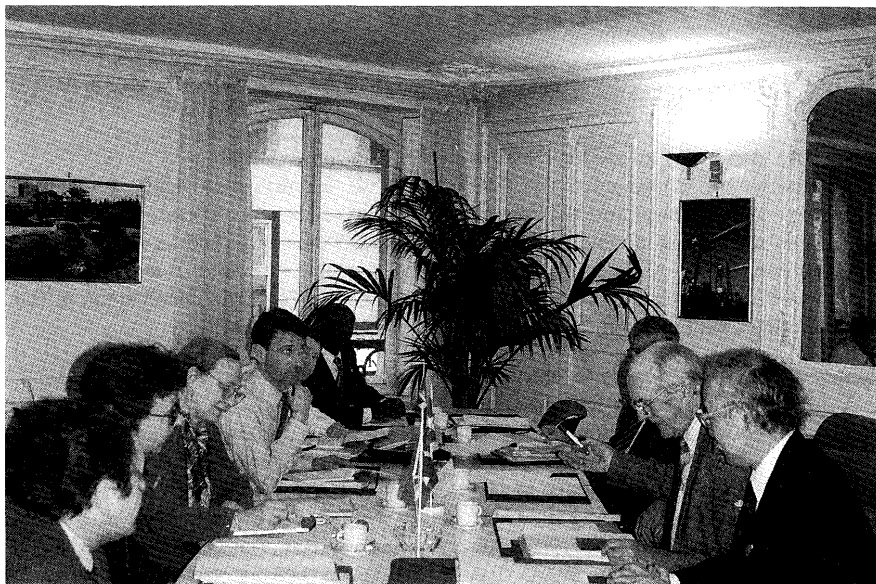
Special Guests:

Gary Crook, Economic Affairs Officer, UNCTAD, Switzerland
J.C. Leams, Dy. Executive Director, Shipping, Port of Rotterdam
W.J.W. Cornelissen, Director Public Affairs, Port of Rotterdam
F.J.W. van Zoelen, Manager, Legal Affairs, Port of Rotterdam
J. Gardeitchik, Advisor, Hazardous Materials, Port of Rotterdam
C. de Keijzer, Advisor, Environment and Safety, Shipping, Port of Rotterdam

Regrets:

C.B. Kruk, Director, Technical and Managerial Port Assistance Office, Port of Rotterdam

Legal Protection Committee Meets in Paris



Picture: Courtesy by Mr. Kablankan

ON Friday, 31 January, 1997, a meeting of the Legal Protection Committee was held at the Paris Office of the Port of Le Havre.

The meeting was presided over by Mr. Bruno Vergobbi, General Manager of the Port of Dunkirk, the newly appointed CLP chairman, and attended by Mr. Tchouta Moussa from the Office National du Cameroun, Mr. M. Zoelen, Legal Officer from the Port of Rotterdam, Mr. Andre Pages, a CLP Member from Bordeaux, Mrs. Pamela Le Garrec, ESPO Secretary General, Mr. Jacques Braems, Head of Department European

and International Affairs from the Port of Dunkirk, Mr. Marcel-Yves Le Garrec, Secretary General of the Port of Bordeaux (IAPH Liaison Officer with CMI), Mr. Paul Mallon from Through Transport Mutual Services UK Ltd (TT Club), Mr. Alex J. Smith, IAPH London Office, Mr. Assemian Kablankan, Port of Abidjan, and Mr. R. Kondoh from the IAPH Tokyo Head Office.

Among the other topics, the meeting discussed the matters related to the survey results on Arrest of Sea-going Ships in Ports and the report to be submitted to the London Conference.

Ad Hoc Group IAPH 2000 to Meet in London

AT its meeting of Africa/Europe IAPH Officers held in Rotterdam in late January 1997, a proposal was made to set up an ad hoc task force to study the future course of IAPH technical committees to enable them to best cover their subject areas in the light of the trends under way in ports throughout the world, such as port privatization. On the basis of this proposal, which was supported by the participants of the Rotterdam meeting, Mr. Smagge suggested to President Cooper and the other Vice-Presidents, Mr. Taddeo and Dr. Someya, that an ad hoc group be set up before the London Conference with the aim of holding its first meeting in London prior to the opening of the Conference.

Mr. Cooper has agreed to chair the meeting in London. Initially this will be a meeting of the President, Vice-Presidents, Secretariat and other senior personnel such as the Immediate Past President and the Charge de Mission.

The first meeting of the ad hoc task force is to be held in London on the afternoon of Saturday 31 May. There, the task force will discuss the problems concerning the establishment of a new technical committee as well as reviewing the existing committees and their terms of reference so as to streamline the new work areas to be covered by the respective committees. As a result of the initial meeting in London, a further decision will be made to set up the strategic group so as to be able to resolve the composition of the group and its terms of reference.

Bursary Recipient Announced

MR. Goon Kok Loon, Chairman of the IAPH Committee on Human Resources from the Port of Singapore Authority, has recently approved the following individual as recipient of an IAPH Bursary.

Mr. Hadi Hussain Babul
Chief Planning
Chittagong Port Authority

to attend the 13th International Program for Port Planning & Manage-

ment (IPPPM) from 3 to 14 March 1997 in New Orleans, USA.

The Secretary General has arranged for the IPPPM to receive a total amount of US\$3,500 as the course fees and living expenses for Mr. Babul, while the airfare has been paid by the applicant himself in accordance with the Bursary conditions. (Note: The costs to be incurred for the proposed training are the course/tuition fees, accommodation and subsistence should be quoted, explicitly **excluding international airfares or other forms of primary traveling costs**. If the total cost exceeds US\$3,500, the balance shall be borne by the applicant's organization.)

London Issues Newsletter No.3

MR. David Jeffery, Chairman of the forthcoming IAPH Conference, in the recently issued Newsletter No.3, again expressed his warm welcome to the IAPH members and potential participants and reminded them of the closing date for early registration set at 28 February. For those who might not have received this news, we introduce Mr. Jeffery's welcoming message and some of the information from Newsletter No.3 in this issue.

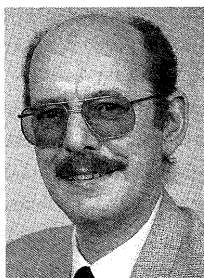
Combined Meetings of the Committees on Port Safety & Environment and Marine Operations

Houston, USA, 9 and 10 December 1996

By Peter C. van der Kluit

*Chairman, Committee on Port Safety and Environment of IAPH
Port of Rotterdam*

THANKS to the warm hospitality of the Port of Houston Authority, it was possible to hold the combined meetings in Houston on this occasion. As



many as 17 people, both members and interested experts, attended. The meetings were chaired by Mr. P.C. van der Kluit and Mr. I.B. Dale.

Just before the meeting, the sad news of the untimely death of the Committee member Kumedzro had reached Mr. Van der Kluit. The meeting expressed its sincere condolences and Mr. Van der Kluit undertook to inform the Secretariat in Tokyo of the tragic news.

The minutes of the previous meeting in Rotterdam in March 1996 were discussed and approved.

The discussions included the following issues.

Aquatic Organisms in Ballast Water

The meeting agreed that the provision of reception facilities in ports for ballast water contaminated with harmful aquatic organisms is no real option. The quantities involved are so huge that it will prove impossible for ports to provide such facilities. Consequently it was felt that IAPH efforts should be aimed at eliminating every reference to reception facilities in the draft Ballast Water Guidelines, which are presently under discussion in IMO.

Financing of Reception Facilities

The questionnaire on this subject, which was circulated amongst IAPH member ports, has resulted in 87 reactions containing a wealth of informa-

tion. The data are presently being processed by the Chairman of the IMO Correspondence Group, and the results will be submitted for consideration by the members of the Group in the first instance. Further discussions will take place in MEPC and in SPI in 1997.

Safety and Health Policies for Ports

A draft policy document had been circulated for comments. Further contributions were offered at the meeting. The aim is to finalise the document at the Committee meeting preceding the IAPH London Conference in June 1997. The Committee will suggest to EXCO that the document be translated into Spanish and French.

Waste Management Policies for Ports

The draft policy document, which had been circulated for comments was discussed. Some amendments were agreed upon, such as the inclusion of a paragraph indicating its relationship with the IAPH Environmental Policy Statement which is under development.

The document should be approved at the IAPH London conference. The Committee suggested that it be translated into Spanish and French.

Air Pollution from Ships, Including Fuel Oil Quality

This issue will be discussed in the March 1997 meeting of MEPC. IAPH' views have in principle remained unchanged, but need some re-editing as a consequence of editorial changes in the relevant IMO document. The IAPH document will be updated and submitted to the meeting of the IAPH/IMO Interface Group in February 1997.

IAPH Environmental Policy Statement

Several examples of environmental policy statements had been circulated before the meeting. It was decided that an IAPH policy document should be concise, clear and to the point. It was agreed that, on that basis, a document would be produced for the meeting of the IAPH/IMO Interface Group in February 1997.

VTS in Small Ports

The essence of a draft document which had been circulated before the meeting was accepted as a good basis for a paper in which reference could also be made to the conclusions of the VTS-96 Conference.

Tug Assistance in Ports

A circulated draft document may serve as an update for the relevant section of the IAPH Guidelines. It will also be submitted for information to IMO's Working Group on the Ship/Port Interface, SPI. The Chairman of SPI will be consulted as to the best way in which this can be done.

Entry of Disabled Ships into Ports

A draft document, containing guidance for ports, was discussed. Editorial changes were discussed and agreed. The amended document will be submitted to the IAPH/IMO Interface Group, which meets in February 1997.

Bulk Carrier Safety

IAPH is involved in the activities of an Inter-Industry Working Group on bulk carrier safety. Early in 1997 a worldwide survey will be conducted among captains of bulk carriers and bulk terminals to identify problem areas during cargo handling operations. These may serve as input for editorial changes to the Code of Practice which is presently being formulated at IMO.

Emergency Preparedness and Response

The meeting agreed that a port is subjected to many more types of risks than those of oil and chemical spills. A document illustrating that was discussed and its further development agreed upon. The final document will be submitted to MEPC through SPI.

Next Meeting

Port Hedland has kindly offered to organise the next combined meeting in Fremantle, Australia in December 1997.

P.C. van der Kluit

(based on personal notes made at the meetings)

IAPH/ IMO INTERFACE GROUP

***A summary report of the Group meeting
held in the offices of the British Ports Association, London, UK
on Wednesday 12 February 1997***

By A.J. Smith

IAPH European Representative

IN the absence of Mr Jean Smagghe, 1st Vice-President, IAPH, Mr Pieter Struijs (Port of Rotterdam) chaired a stimulating and informative meeting to establish IAPH positions on a range of port-related matters to be discussed at various IMO meetings over the next few months. These meetings include:-

- 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
- Legal Committee (LEG75) – 21 to 25 April 1997
- Maritime Safety Committee (MSC68) – 28 May to 6 June 1997
- Facilitation Committee (FAL25) – 30 June to 4 July 1997
- Ship/Port Interface Working Group (SPIWG5) – 30 June to 4 July 1997
- Sub-Committee on Safety of Navigation (NAV43) – 14 to 18 July 1997

The issues considered were:

Air Pollution from Ships

An International Conference on the subject will be held in London from 22 to 26 September 1997.

IAPH views have evolved over some time. Essentially, there should be a global cap on the sulphur content level of fuel oil supplied to ships. Such a cap would be a first step in a reduction process leading to a low, non-harmful level of sulphur emissions, at which the need for designated emission control areas would no longer exist. Such designations, it should be noted, can give rise to competitive distortions in certain circumstances.

Responsibility, moreover, for the quality of fuel oil supplied to ships falls squarely on the supplier and not on the port in which the bunkering process takes place.

Unwanted Aquatic Organisms in Ballast Water

Though much research remains to be carried out at local, national and international levels, all indications currently available to IAPH point emphati-

cally to the need to disregard the provision of reception facilities at ports as a viable realistic ameliorative option to eliminate the perceived problem.

Sustainable Financing and Operation of Port Reception Facilities for MARPOL 73/78 Wastes

Having received an impressive response from IAPH members to a survey of local port situations it was evident to the Group that no single globally applicable solution could cover the problem. Guidance options were required which could be tailored to suit local needs and circumstances. That process is underway and results should soon be made available to the IAPH membership.

Emergency Preparedness and Response in Port Areas

Notwithstanding IMO's current rejection of an SPIWG 4 recommendation that a stand-alone guidance document should be prepared for ports covering the generality of emergencies likely to be encountered at the ship/port interface, the Group took the view that the matter should continue to be pressed in the interests of providing effective guidance to IAPH members. Support is therefore given to a proposal to expand planning for oil-related emergencies as at present, to include those linked with hazardous and noxious substances, in a suitable protocol to the OPRC Convention.

EDI Matters

In considering electronic methods to facilitate the movement of ships, persons and cargoes the Group took particular note of a so-called PROTECT initiative to develop the concept of reporting dangerous goods by electronic means. This initiative by some six major European ports supported by ports in other IAPH regions was seen as a good example of the concept and is to be promoted as such at IMO's FAL25 meeting

Aspects of Port State Control (PSC)

The Group appreciated that it was the responsibility of each government to establish and implement a PSC regime for its locality. It was felt to be necessary however to restate IAPH's view that port personnel should not be expected to assume responsibilities for

ship inspection as part of their normal duties unless special arrangements to do so had been mutually agreed by the government and the port. Nonetheless, being fully supportive of the PSC process as a measure leading to the elimination of sub-standard shipping, port personnel would normally be expected to report unacceptable defects in ships where these were seen in the course of their normal duties.

Pilotage Pre-planning

In considering a proposal for the development of a pilotage pre-planning form the Group took the view that no widespread problems were so apparent as to merit such action and that, in any event, prescriptive solutions should be avoided. In effect pilotage problems, where they are believed to exist, were best resolved locally.

Arrest of Ships

The Group was disturbed to note that in current discussions to revise the existing 1952 Convention on the Arrest of Ships, port concerns appeared to be largely disregarded and left to be dealt with under national legislation.

The view was taken that IAPH members should urge their respective national delegations to the projected Diplomatic Conference on the subject to insist on the need to recognise port concerns formally within, perhaps, the Preamble to a possible new Convention.

Safety of Bulk Carriers

In the Group's view, shipping industry proposals to amend the Draft Code of Practice for the Safe Loading and Unloading of Bulk Carriers were not justified so far as matters of substance were concerned. Support could only be given to simplification and/or editorial amendments.

In any event, neither ship nor terminal safety should be compromised in any way by amendments, nor should there be any derogation from the fact that the Master's responsibility for the safety of his ship is final.

Other Matters

More generally and touching on matters which have a bearing on IMO's twin objectives of securing safety at sea and marine environmental protection, the Group discussed the outline of elements which should be included in an IAPH Environmental Policy Statement. In broad terms such a statement should take account of the role of ports and the influence they are capable of exerting on land and waterside operations both within and external to port boundaries.

A draft is being prepared for further consideration.

As respects problems resulting from the Acceptance of Disabled Ships in Ports the attendant ever-present risks to which ports must have regard point to a need to ensure that emergency

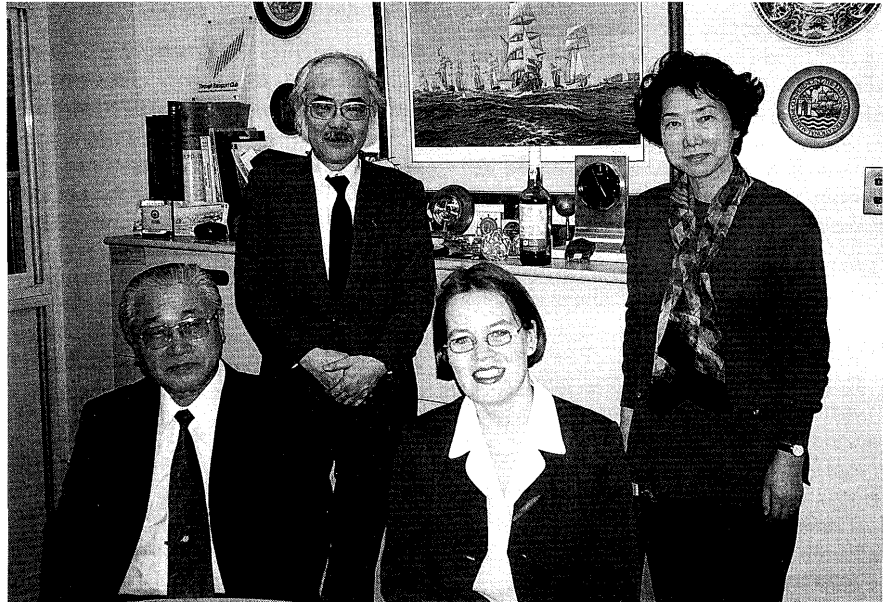
plans are in place and capable of being actioned presuming of course that entry has been authorised by the appropriate authority in the first instance. In so far as entry is approved by a higher authority against the wishes of the appropriate authority provision should be made

for indemnification against any damage to the port resulting from that decision. A guidance note on the subject is being prepared for general use by IAPH members.

Finally, the Group will next meet in London, UK, on 31 May 1997.

Visitors

ON 12 February, Ms. Janet Kroes (seated, right), a researcher from Leiden University, the Netherlands, visited the Head Office, where she was met by Secretary General Kusaka and his staff. Her visit to the IAPH Head Office had been arranged by Prof. Ir. K. d'Angremond of Delft University of Technology (a former Managing Director, Port of Amsterdam). According to Professor d'Angremond, Ms. Kroes, a former student at the Faculty of Civil Engineering of Delft University of Technology specializing in hydraulic engineering, was visiting for a seven-month stay in Japan, as one of 20 students selected for this year's



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"Japan Interuniversity Programme", a highly prestigious Japan study program set up by the Dutch Ministry of Education, Culture and Science.

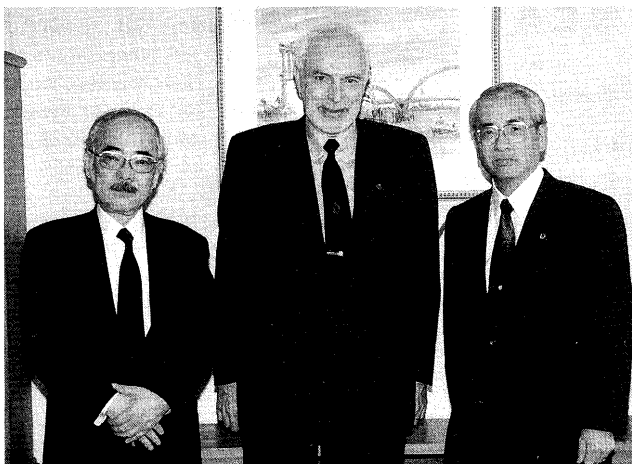
Mr. Smagghe in Tokyo

On 24 February, Mr. Jean Smagghe, First Vice-President of IAPH (UPPACCIM, Paris) visited the Head Office and was welcomed by the Secretary General and his staff. The main purpose of his visit to Tokyo was to exchange views and information with the Head Office members concerning IAPH household affairs so as to better prepare for the London Conference. During his week-long stay in Japan, Mr. Smagghe visited the Port of Nagoya to meet with Dr. Akio Someya, Third Vice-President of IAPH, and met various other port officials, including Mr. Hideaki Kimoto, Director General, Ports & Harbours Bureau, Ministry of Transport, Mr. Akio Miyama, Director General, Port of Hakata, as well as the key officers at the ports of Tokyo and

Yokohama, where he was guided around their port facilities. Mr. Smagghe was also invited to a promotional seminar for the Port of Hakata held in a Tokyo hotel on the evening of 24 February, where he met Mr. Keiichi Kuwabara, Mayor of Fukuoka City. On



Mr. Smagghe (center) is pictured with Mr. Keiichi Kuwahara (second from left), Mayor of Fukuoka, and Mr. Akio Miyama (second from right), Director General, Port of Hakata, together with the senior staff members of IAPH.



Mr. Smagghe (center) and Mr. Kondoh visit the Port of Nagoya and receive Dr. Someya's warm welcome.



Seated from left: Someya (Nagoya), Smagghe (Paris) and Kusaka (IAPH). Standing: Igarashi (Osaka), Takeda and Kondoh (IAPH), Hirota (OCDI), Toshima (MOT), Monnin (Le Havre's Tokyo Office) and Iijima (Yokkaichi)

the evening of Friday, 28 February, Secretary General Kusaka hosted a dinner for Mr. Smagghe, who enjoyed meeting with the resident IAPH members serving as IAPH Directors or Committee members.

New Appointment

Cargo Operations Committee

PRESIDENT Cooper has recently appointed Mr. Donald G. Meyer, Interim Executive Director, Port of Tacoma, to act as the



Chairman of the Cargo Operation Committee for the period leading up to the London Conference to fill the vacancy created by Mr. John Terpstra*, who recently resigned from the Port of Tacoma as Executive Director.

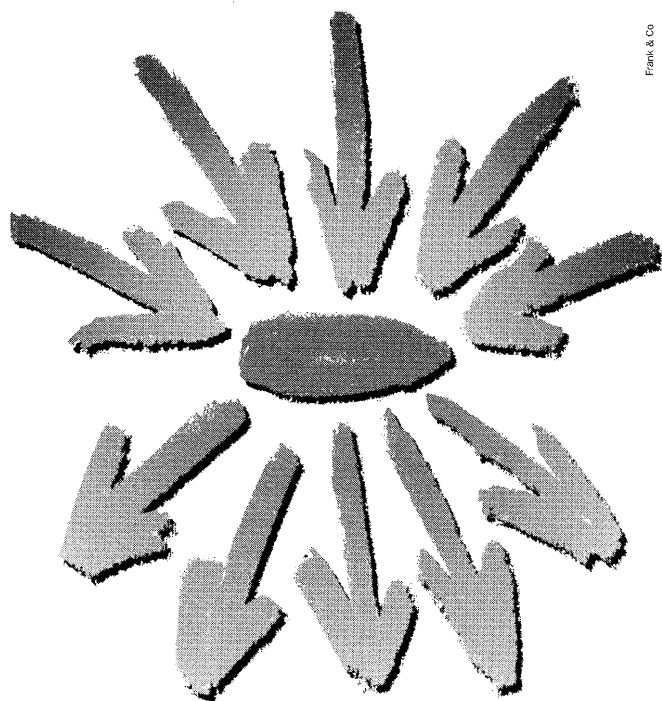
Mr. Cooper, with the support of Mr. Smagghe, the Co-ordinating Vice-President for the Technical Committee in the "Port Affairs" Group, welcomed Mr. Meyer's offer to bridge the gap in heading the Cargo Operations Committee until the London Conference, where the technical committees are likely to be restructured. Aiming at looking towards the future course of IAPH and the work areas to be covered by the technical committees, an ad hoc group "IAPH 2000" was to be set up, holding its first meeting in London.

(Note: Mr. John Terpstra has joined HDR Engineering, Inc. as national director of ports in the company's Seattle office. Mr. Terpstra served as co-chairman of the 19th World Ports



John Terpstra

Conference of IAPH held in Seattle in 1995 and a member of the Executive Committee while chairing the Cargo Operations Committee for IAPH. According to the News Release dated 20 February 1997, HDR Engineering, Inc., one of HDR, Inc.'s three operating companies, provides transportation, water, and waste and energy services. HDR employs nearly 1,600 architects, engineers, scientists, planners and support staff in 41 offices in the USA.)



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Membership Notes:

New Members

Associate Members

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Address: 2-10-26, Fujimi, Chiyoda-ku, Tokyo 102
Mailing Addressee: Mr. Fumiyasu Hiromoto
Director
Tel: (03) 5276-5118
Fax: (03) 5276-5165

Port Management Association of Eastern and Southern Africa [Class B] (Kenya)

Address: P.O. Box 99209, Mombasa
Mailing Addressee: Mr. Khrisnabsamy Appadu
Secretary General
Tel: 223245
Fax: 228344/311867

Norwegian Ports Federation [Class B] (Norway)

Address: P.O. Box 51 1360 Nesbru
Mailing Addressee: Mr. Arne Fuglum, Secretary General
Tel: +47 66846880
Fax: +47 66980124

Peter Fraenkel Maritime Ltd. [Class A-3-2] (U.K.)

Address: 356 West Barnes Lane
New Malden, Surrey KT3 6NB37
Mailing Addressee: Mr. Peter M. Fraenkel, Chairman
Tel: 44-181-942-8222
Fax: 44-181-949-6539

Raytheon Engineers & Constructors, Inc.

[Class A-2-1](U.S.A.)

Address: P.O. Box 1281 Houston
Texas 77251-1281
Mailing Addressee: Mr. Bill W. Colston
Vice President, Project Development
Tel: 281-529-7950
Fax: 281-529-7723
E-mail: BILL.W.COLSTON@RAYTHEON.COM

Changes

Empresa Nacional de Administracao dos Portos, E.P.

[Regular](Cape Verde)

Mr. Osvaldo Lina Lopes, Director of Porto Grande is serving as IAPH Alternate Director from Cape Verde.
Tel: 324414, 324515, 324330, 324332, 324233
Fax: (238) 324337, 322170

Institut Portuaire du Havre (IPER) [Class D] (France)

Address: 30, Rue de Richelieu,
76087 Le Havre Cedex
Mailing Addressee: Mr. Jean Bihan, Director
Telex: 779663 F
Tel: (33) 02 32 92 59 92
Fax: (33) 02 35 41 25 79
Director: Mr. Jean Bihan
Programme Advisor: Mr. Gustaaf De Monie
Cestex-Cestip Course Coordinator:
Ms. A. Tiffon





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

Newsletter No. 3 (January 1997)

COUNTDOWN TO JUNE



WHILE sending you every good wish for health and prosperity in 1997, it comes to mind that the 20th World Ports Conference in London is this year – only 17 weeks away and counting!

Since publishing the Provisional Programme, I am delighted that European Transport Commissioner Neil Kinnock has accepted my invitation to present a Special

Conference Address. He will head-up a list of distinguished speakers, further details of which are given in this Newsletter.

Hosting a conference of this size takes months, indeed years, of planning. Knowing the pressures that beset us all in business today, it is gratifying to note that so many internationally renowned speakers have committed themselves so far in advance.

You should by now have received the Provisional Programme which was despatched in December. (If not, please contact our Conference Secretariat at the PLA, details are given on the back of this Newsletter). I am delighted at the quality of the business, social and accompanying persons' programmes and am confident that these will meet the expectations of all delegates and their partners.

I am encouraged too, by the early registrations already received from as far away as Australia, the USA and Japan. Accommodation at the conference hotels is on a "first come-first served" basis, I hope, therefore, that you will take advantage of the "early bird" delegate fee by registering before 1 March.

Arrangements for the social programme are now in the final stages of planning. The Opening Ceremony at the Globe Theatre (Sunday 1 June) is all but complete, while the details of the Gala Dinner at Hampton Court Palace (Friday 6 June) have all been confirmed.

The Corporation of London's generous hosting of the reception at the Guildhall (Tuesday 3 June) has been recognised as a major calendar event for June by the City's institutions. I would encourage you not to miss this once in a lifetime opportunity to be part of the pageantry of the City as guests of our Conference Patron, the Lord Mayor of London.

Klang Port Authority, host of the Malaysian Evening at the Royal Lancaster Hotel (Thursday 5 June), will be sending a representative to London in March to finalise details of the event.

For accompanying persons' – all the arrangements for the Orient Express are complete! Sheila Hatton has sampled a journey on the train and assures me that it will be most memorable event. Details for the visits to the Tower of London, Tower Bridge and Greenwich are being finalised as I write.

Support of the exhibition from the ports and associated industries from around the world has been tremendous, with all stands now taken. There is even a reserve list. Similarly, support in the form of sponsorship has come both from overseas and the UK. I am extremely grateful to all concerned who have already committed themselves to support us. Needless to say there remain a range of opportunities for potential sponsors and we continue to welcome any who might wish their name to be associated with an outstanding event for our industry.

There will be one more Newsletter before the Conference which I and my PLA colleagues remain committed to making an exceptional success. The Conference Secretariat and Concorde Services are always ready to assist with any enquiry. Please do not hesitate to contact them.

Don't forget, the "early bird" registration fee is for those registering before 1 March. So don't delay!

See you in London.

David Jeffery

As of 10 March, Registrations stood at IAPH Members - 258, Non-Members - 16, Honorary Members - 12 and Accompanying Persons - 178

DISTINGUISHED SPEAKERS SUPPORT LONDON CONFERENCE

European Union – GATT – World Bank – UNCTAD – Panama Canal – IMO

EUROPEAN Transport Commissioner Neil Kinnock will head the list of speakers attending the 20th World Ports Conference in London this June. Commissioner Kinnock will speak (Thursday 5 June) on the future of ports into the 21st Century, highlighting the important role ports are seen to play in the wider transport arena. His thoughts and the policies of the European Union will have implications on the wider global scene.

Presenting the Conference Opening Keynote Address (Monday 2 June) will be 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 Peter Sutherland, Former Director General of the General Agreement on Trade and Tariffs (GATT) and currently Chairman of Goldman Sachs International; and 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; Alberto Aleman Zubieta, the recently appointed Administrator of the Panama Canal Commission; Steven Harley, Head of Logistics Planning and Transport Operations, Ford Motor Company; Sir Crispin Tickell, Chairman of the UK Government Panel on Sustainable Development; and Charles Secrett, Director of Friends of the Earth.

Among other speakers presenting papers 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 Organisation; Sir Keith Stuart, Chairman of Associated British Ports Holdings PLC, and Sir Brian Shaw, Chairman of the PLA.



Sir Brian Shaw — Chairman of the PAL



William O'Neil — Secretary General of the International Maritime Organisation

The two IAPH Technical Committee days and the four day Business Programme (Wednesday 4 June is reserved for a technical tour of the Port of Tilbury) of the full Conference, will cover all issues facing world ports in today's markets and those of the future. 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.

The 20th World Ports Conference provides an ideal opportunity for all in the world's ports scene to hear the thoughts of the distinguished speakers and discuss the issues that will affect the industry globally over the next few years and beyond.

INSTANT INFORMATION ON INTERNET

Since January this year details of the IAPH 20th World Ports Conference have been available on the Internet. Anyone requiring instant information is advised to call <http://www.portoflondon.co.uk/>

THE RT. HON NEIL GORDON KINNOCK



EUROPEAN Transport Commissioner Neil Kinnock will be making a Special Address to the conference during Working Session No: 4 (Thursday 5 June).

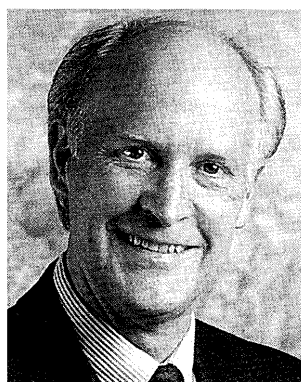
Neil Kinnock, a member of the European Commission since 1995, is a leading figure in the formulation of Europe's new maritime strategy which will eventually provide a legislative framework for the Council of Ministers and thence

the European Parliament. He is an ardent campaigner for greater ship safety, particularly ro/ro ferries, and an advocate of maritime programmes.

Graduating in Industrial Relations and History from University College Cardiff, he has been associated with politics since 1970 when he was elected as a member of the United Kingdom Parliament. His considerable parliamentary and political experience includes being Leader of the Labour Party and Leader of Her Majesty's Opposition from 1983-92. His wife, Glenys, is the member for South Wales East at the European Parliament.

Neil Kinnock will have a significant contribution to make towards an authoritative Conference.

HANS J PETERS



HANS Peters, Principal of the Transport and Maritime Industries, The World Bank, based in Washington, USA, is the Conference Keynote Speaker (Monday 2 June). His subject will be – "Opportunities For And Impediments To The Growth Of International Trade".

A descendant of Baltic traders, his professional career has been closely linked with seatriade and shipping, having served as a naval reserve officer with the Allied Forces Northern Command in Europe. Following an academic education in civil engineering and economics at European and North American universities, he joined the World Bank where he has held various positions related to the promotion of waterborne transport and port development in more than 30 countries.

Hans Peters has been adviser to governments and maritime industry organisations in Africa, Australia, India, Latin America and Southeast Asia. More recently, he has assisted in the formulation of reform programmes for the waterfront industries in countries of the former Soviet Union. At present, his main focus is sponsoring public-private partnerships in financing and managing national port systems throughout the world.

JUAN H KELLY CBE



JUAN Kelly, Chairman of the London-based International Chamber of Shipping and President of the International Shipping Federation, is to speak on "Intermodalism – Feeder Ports, the Role of Short-Sea v Other Transport Modes" within Working Session No. 2 "COMMERCIAL ISSUES FACING THE PORTS AND SHIPPING INDUSTRIES" (Tuesday 3 June).

Juan Kelly is Chairman of the Maersk Company Ltd and of the Isle of Man Steam Packet Company. He is a Liveryman of the Worshipful Company of Shipwrights and a past president of the General Council of British Shipping (now the Chamber of Shipping). A former Chairman of Shell Tankers (UK) and Shell Aircraft, he also held the post of Managing Director of Shell International Marine. Juan Kelly has been a board member of the Port of London Authority since 1990 and its Vice Chairman since 1993.

SIR MICHAEL PICKARD



SIR Michael Pickard, Chairman of London Docklands Development Corporation, will be speaking on the topic of "Need for and Role of a Facilitator" as part of Working Session No 5 "REGENERATION OF OLD PORT AREAS" (Thursday 5 June).

A Chartered Accountant, Sir Michael carried out a number of tasks in industry before becoming Managing Director of Trusthouses Ltd and later the enlarged group, Trusthouse Forte. On leaving Trusthouse Forte in 1971, he started his own businesses including the Happy Eater family restaurant chain throughout the UK, which was sold to the Imperial Group in 1980.

He became Executive Chairman of Courage, the UK-based brewing group, and subsequently Deputy Chief Executive of Imperial Group. After Imperial was acquired by Hanson he joined Sears plc, where he was Chief Executive until he retired from the company in 1992, at which time he took up his present appointment.

Sir Michael is also Chairman of Bullough plc, a Non-Executive Director of a number of companies and a Committee Member of The Automobile Association. He was a Founder Director of the British Tourist Authority. He was awarded a Knighthood in the 1997 New Year's Honours List.

20TH IAPH WORLD PORTS CONFERENCE

OUTLINE PROGRAMME

Date	Time	Business Programme	Social Programme	Accompanying Persons' Programme
Saturday 31 May		Committee Members Registration		
	Morning	IAPH Satutory Committee Meetings		
	Afternoon	IAPH Satutory Committee Meetings	London City Sights Tour	London City Sights Tour
	Evening		Welcome Cocktails for Early Arrivals at Hilton Hotel	Welcome Cocktails for Early Arrivals at Hilton Hotel
Sunday 1 June	Morning	IAPH Satutory Committee Meetings	London City Sights Tour	London City Sights Tour
	Afternoon	Pre-Conference Joint Meeting of IAPH Board/ Committee Executive		
	Evening	Registration for delegates	Opening Ceremony and Welcome Reception at the International Shakespeare Globe Centre	Opening Ceremony and Welcome Reception at Shakespeare Globe Centre
Monday 2 June		Registration		Orient-Express and Goodwood House Tour (Full day)
	Morning	Opening Session		
	Afternoon	Working Session No 1		
	Evening	First Plenary Session	Free	Free
Tuesday 3 June		Registration		
	Morning	Working Session No 2		Tour to Greenwich
	Afternoon	Working Session No 3		Free
	Evening		Reception at Guildhall, City of London	Reception at Guildhall, City of London
Wednesday 4 June		Registration		
	Morning	Technical Tour – Port of Tilbury		Technical Tour – Port of Tilbury
	Afternoon	Technical Tour – Port of Tilbury		Technical Tour – Port of Tilbury
	Evening		Free	Free
Thursday 5 June		Registration		
	Morning	Working Session No 4		Tour to the Tower of London and Tower Bridge
	Afternoon	Working Session No 5		Malaysian Evening at the Royal Lancaster Hotel
	Evening		Malaysian Evening at the Royal Lancaster Hotel	Malaysian Evening at the Royal Lancaster Hotel
Friday 6 June		Registration		
	Morning	Working Sessions Nos 6 and 7		Free
	Afternoon	Second Plenary/ Closing Session		Free
	Evening	Post-Conference Joint Meeting of IAPH Board/ Executive Committee	Gala Dinner at Hampton Court Palace	Gala Dinner at Hampton Court Palace



Shipping and Trade News

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TUESDAY, APRIL 16, 1996

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 Tsukiji Hamariku Bldg., 3-3 Tsukiji 5-chome,
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GUILDHALL - NOT TO BE MISSED



EACH of the social events of the 20th World Ports Conference has its own characteristics and have been designed to ensure that "conference fatigue" does not spoil your visits to the London Conference.

The reception at the Guildhall - not to be missed - hosted by the Corporation of London will be a once in a lifetime experience where you will have the opportunity to meet the Conference Patron, the Lord Mayor of London. It will be a memorable evening full of traditional London pageantry.

For more than 800 years, Guildhall has been the centre of civic government and the scene of far more than elections and civic activity. It has witnessed the trials of traitors, remonstrances to kings and parliaments, clamour for reform and brilliant receptions to Emperors, Presidents and royal Personages.

TRADE EXHIBITION

THE popularity of the Conference has already meant that all the stands at the trade exhibition were allocated by the end of last year. The mix of exhibitors guarantees a high calibre range of port related equipment manufacturers and service providers will be on show to delegates visiting the exhibition. A reserve list is open for others interested in participating. Should stand space not be available, sponsorship opportunities still exist.

NEWS EXTRA

LOYDS of London Press Ltd and its main title, Lloyd's List, the daily international shipping publication, has been appointed the Official Publication to the 20th world Ports Conference.

Throughout the Conference Lloyd's List will produce a daily news sheet highlighting relevant issues from the conference and external issues generated by you the delegates.

NIGHTLIFE

LONDON is the world's official capital for entertainment. There are 49 theatres - twice the number to be found on Broadway, New York. In addition there is a wide variety of clubs, cabarets and concert halls to be enjoyed. There is entertainment to suit everyone's tastes. Bookings can be made direct from your hotel or via one of the listed ticket agencies.

GOOD NEWS FOR GOLFERS

GOLFERS looking to have a quiet round of golf during their stay in the UK before or



following the conference, will be pleased to know that agreements have been reached with a number of private golf clubs around the London area. Handicap certificates are essential. A list of courses and all relevant details will be available shortly from the Conference Secretariat.

EATING OUT

Nowhere in the world can boast the variety of cuisine available in London's restaurants. London offers a huge variety of international cooking styles, eg; American, Chinese, French, Indian, Malaysian, Italian, Thai to name but a few - and of course excellent British fare. There will always be a London restaurant to suit your requirements.

EVENTS IN LONDON AROUND 20TH WORLD PORTS CONFERENCE

MAY

- 22-23** Chelsea Flower Show - Royal Hospital, Chelsea Embankment
- 24-26** Richmond Horse Show - Old Deer Park, Richmond, Surrey
- 31** 1st rehearsal for Trooping the Colour - Queen's Official Birthday Celebrations - The Mall



JUNE

- 1** (to August 10) Royal Academy Summer Art Exhibition - Royal Academy of Arts
- 2** Gun Salute for Coronation Day, Royal Horse Artillery, Hyde Park
- 4-5** Beating Retreat by the Household Division of the Queen's Escort - Horse Guards Parade, Westminster
- 5-15** Fine Arts and Antiques Fair - Olympia Exhibition Centre
- 7** Derby Day - Epsom Racecourse,

- 7 Surrey
2nd rehearsal for
Trooping the Colour –
Queen's Official Birth-
day Celebrations – The
Mall
- 10 Gun Salute for Duke of
Edinburgh's Birthday,
Royal Horse Artillery,
Hyde Park
- 10-21 Grosvenor House
Hotel Art and
Antiques Fair, Park
Lane
- 14 Trooping the Colour –
Queen's Birthday
Celebrations – The
Mall



CONFERENCE LAPEL BADGES

Sponsored by Cleanaway Limited, the Port of London Authority has produced a special commemorative lapel badge, based on the Conference logo, to mark the 20th World Ports Conference, which delegates and accompanying persons will receive at the Conference registration desk.



INFORMATION FOLDERS

ALL delegates and accompanying persons will receive an information folder at the time of registration at the Hilton Hotel. Among other items it will also contain; comprehensive details for sightseeing suggestions, including boat trips and walks in London and the sur-

rounding area; a list of restaurants – with an indication of price per head; and the current London theatre guide. To help you find your way around London, there will also be a street map of the central London area.

Also in the folder will be details of the "White Card" scheme which provides entrance to 15 major London museums and galleries for £15.00 and is valid for 3 days.

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

Sheila or Terry Hatton
IAPH
20th Conference Headquarters
Port of London authority
Devon House
58-60 St. Katharine's Way
London E1 9LB
England
Tel: +44 - (0) 171 265 2656
Fax: +44 - (0) 171 265 2699

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WORLD PORT NEWS

1997 IPER Programme: Seminars & Courses

IPER is the joint creation of the Le Havre Chamber of Commerce and the Port of Le Havre Authority to provide a structure for research into maritime transport as well as high-level teaching courses in related technical fields. As the years have gone by, IPER has diversified its training programmes, offering various seminars on port operations, marketing and management together with courses related to the application of advanced technology

such as computerisation and automation. This development has been stimulated by the changing role of ports in the international transport chain.

Since its foundation in 1977, IPER has welcomed over 5,000 participants to its various training programmes, including over 2,400 overseas students from more than 136 different countries.

IPER draws upon the experience and expertise of the Port of Le Havre community. Located at the heart of Europe's North Western seaboard, Le Havre is France's leading port for containers and general cargo. It is this highly competitive environment that forces Le Havre

to continually strengthen its position in the face of fierce European competition. The demand for high performance and efficiency makes it now, more than ever before, essential for all those involved in the Le Havre port to continually modernise their management techniques and tools of trade (development of data processing networks for the port community computer-assisted equipment maintenance systems,...).

One of the principle reasons for the success of the Port of Le Havre is the quality of those who are the driving forces of the port community. The experience of these managers, together with the contribution of internationally acknowledged experts, is made available to our students.

IPER offers training in a complete range of skills and practices built up over the years in response to the demands of its clients.

The listed activities are all part of the vocational training programme organized by IPER and the Port of Le Havre.

For additional information and registration:

Please send the registration form at least one month before the start of the programme to :

Institut Portuaire du Havre
30, rue de richelieu - 76087
LE HAVRE CEDEX
Tel.: 02 32 92 59 92
Fax: 02 35 41 25 79
Telex: 779 663 F

Subjects	Type	In Association with	Period	Price in FF
Port Management and Operations				
Human resources management: workshop for designing in-company training programmes	Seminar		21/25 April	6,900
Port Finance				
- Cost Accounting in ports - Budgetary planning - Project appraisal - Port pricing	Seminar	UNCTAD	12/23/May	10,900
Advanced port management: modern principles and methods				
- Strategic port management - Private sector involvement - Port competition and marketing	Seminar	UNCTAD	02/13 June	10,900
Port planning and operations				
- Strategic planning - Long and medium term planning - Management information systems - Terminal operations : new developments - Performance measurement	Seminar		16/27 June	10,900
Informatique portuaire et EDI	Séminaire		13/17 Oct.	6,900
Maritime Structures and Port Maintenance				
The management of port equipment maintenance	Seminar	UNCTAD	03/07 Nov.	6,900
Cycles Transport - Export - Logistique				
3ème Cycle Transport/Export/Logistique – Certificat d'études supérieures de transport International et activités exportatrices – CESTEX	Cours	AFT/IFTIM	Année académique 06 Oct. 97 31 Dec. 98	Etudiants: C.E.E.: 19,500 Autres : 29,000 Professionnels : 40,000
Programme of IMO –IPER Seminars				
Advanced course on port operations and management	Course	IMO	08 Sept./10 Oct.	(1)
Port Operations (for Shipping Management Group of the World Maritime University)	Seminar	WMU	20/31 Oct.	(2)

(1) Applications should reach the Secretariat of IMO through local representative UNDP

(2) Seminar only for students from the World Maritime University of Malmo

Delft: 33rd Seminar On Port Management

FROM May 13 - June 20, 1997, the 33rd International Seminar on Port Management will be held at the International Institute for Infrastructural, Hydraulic and Environmental Engineering (IHE) in Delft, The Netherlands. The Seminar is organized in close cooperation with the Municipal Port Management of Rotterdam and the Municipal Port Management of Amsterdam (North Sea Canal Area).

Observation periods in the ports of Amsterdam and Rotterdam are part of the programme. These periods include a number of visits to terminals, a visit to

the Shipping & Transport College Rotterdam (including crane simulator) and a visit to the ship simulator of MarineSafety Int. Rotterdam. IHC Holland and Damen Shipyards will host the participants for an afternoon. Furthermore a one-week study-tour to ports in Germany (Duisburg, Bremerhaven, Hamburg, Kiel, Travemünde and Rostock) and a free day in Berlin form part of the programme.

The 'theoretical' part at IHE-Delft comprises a.o.:

One-day seminar on Port Privatization
One-day seminar on Intermodal Transport and the Role of the Port
Two-day workshop 'Europort Management Simulation'
Three-day workshop 'Resource Management'

Lectures on Port Administration & Management, Port Reform and Port Strategy, Aspects of Containerization, Environmental Aspects, Maintenance Dredging, Port Planning and Design, Human Resources, Port Tariffs, Heavy Duty Port Pavement, EDI, Port Equipment and Maintenance, etc.

Demonstration of AQIS Information System and Tracker: Cargo Tracking on Railways as implemented in East Africa.

Participants statements

Address for detailed information and application:

IHE
P.O. Box 3015
2601 DA Delft
The Netherlands
Tel. +31.15.2151715/2151700
Fax +31.15.2122921
e-mail: rdh@ihe.nl

Rector: Prof. ir W.A. Segeren

Panama Canal Congress: Implications of Change

THE Panama Canal is arguably the world's most important short cut, handling a massive share of international trade.

In December 1999 Panama assumes responsibility for the management of the Canal, raising inevitable questions about its future. As the transfer date approaches, so a new event will focus on the implications of change – for all those economically linked to the Canal Zone.

The Universal Congress of the Panama Canal, to be held 7-10 September 1997 at Atlapa Convention Centre,

Panama City, has already attracted widespread interest from governmental, academic and commercial bodies. Initiated by the President of the Republic of Panama the event gives participants a chance to interact with those instrumental in the Canal's future. Among the topics to be discussed:

- The transition process to the year 2000
- The shaping of Panama's maritime policy
- Transshipment and port development
- The prospects for regional cruising and tourism
- Investment opportunities in the former Canal Zone
- The Panama Canal in the 21st century

Plus:

- A Canal Users' Forum
- An exhibition of products and services associated both with the Canal and Panama's own maritime infrastructure.

Be part of this unprecedented – and historic – event: register your interest today.

For further information, please contact:

Gillian Belsham, The Seatrade Organisation
Tel: +44 1206 545121
Fax: +44 1206 545190

UNCTAD Information Available Thru Internet

UNCTAD Press Releases

UNCTAD press releases in general are available on Internet at: <http://www.unicc.org/unctad/>.

Events and Meetings

UNCTAD's Web Site has been updated to include more information on its events and meetings, including the forty-third session of the Trade and Development Board (Geneva, 7-18 October 1996) and the UNCTAD Global Investment Forum (10 October 1996). The Internet address is: <http://www.unicc.org/unctad/-en/enhome.htm>

UNCTAD Publications

Extensive annotated lists of UNCTAD publications, including the 1995 edition of the *Guide to UNCTAD Publications* (UNCTAD/GP(94)1) are contained in the UNCTAD homepage on the Internet at: <http://www.unicc.org/unctad> under Press and Reference.

The *World Investment Report, 1996* is available on Internet at: <http://www.un.org/Pubs/sales.htm>.

Importers Should Pay AQIS Charges: Shippers

By Irene Nisbet

THE question of who exactly is the user when applying the user-pays principle has arisen over the recent introduction of higher quarantine charges by the Australian Quarantine and Inspection Service.

AQIS' new charges have seen the \$3 per container fee rise to \$6 per 20ft container and to \$12 for a 40ft box, primarily to pay for AQIS surveillance functions.

Conference line secretariat Liner Shipping Services Ltd (LSS) says that importers, rather than shipping lines, should be directly responsible for bearing the new charges.

"I am sure all in the community support an efficient and cost-effective quarantine inspection service, but there is the essential question of who the user is in terms of adopting the user-pays principle. In this case, carriers are providing information and being charged for it when effectively the user is the importer," said LSS chief executive officer Mr Llew Russell.

Mr Russell pointed out that while AQIS had been co-operative in providing background information in support of the increased level of charges, members of organisations represented by LSS, and most probably other carriers, could not continue to absorb the significantly increased level of AQIS charges which have applied from 1 September 1996.

It has been proposed that charges be transparent and clearly noted in freight tariffs, to be included in the southbound port service charges which are separate from the freight rate, with the possibility of increased inward port service charges applying from December 1996.

The AQIS increases have been levied to off-set Community Service Obligation funding cuts in the August 1996/97 budget. AQIS now has to recoup costs for a wide range of services it provides.

An AQIS spokesman said that while the charge was fundamentally aimed at importers, realistically the only workable method of collection to date has been through a 'per container' charge for ease of administration across the board.

It was not at AQIS' behest that shippers had absorbed the previous \$3 per box charge, he said. This was a commercial decision shippers had taken themselves.

The spokesman added that AQIS is always open to reviewing charging mechanisms, and is currently looking at ways of combining AQIS and Customs fees when new Customs charges are introduced on 1 January 1997.

If this should prove feasible, it would mean that importers would pay direct.

(Brisbane Portrait)

New Publications

Containerisation International Yearbook 1997

THE container liner shipping industry is consolidating, yet again, into fewer bigger multinational groupings. However, the consensus is that some of the worldwide alliances between the largest carriers are unlikely to survive the aftershocks of the P&O/Nedlloyd merger which took effect from January this year.

In her opening to *Containerisation International Yearbook 1997*, editorial director Jane RC Boyes comments "Further restructuring will be driven as much by financial imperatives, as practical operational considerations. Industry wisdom was that the global operating alliances should ultimately produce savings of approximately \$100 per TEU moved per year. Are they delivering? It is too soon to tell as transition costs reduced the impact on carriers' 1996 performances.

"However, cost is only one side of the profit equation, the other is revenue. As the industry entered 1997, there was little sign of the latter improving. The problem is not lack of growth in revenues overall, but rather a consistent erosion of per box revenues – a decline of as much as 60% in real terms per unit revenues in certain key east/west trades since the mid-1970s.

"Optimists suggest that come 1998, when most of the large newbuild tonnage has been delivered, the cycle will be reversed and prices start to rise. This may be a false hope. Collectively, the industry seems unable to reverse the debilitating price erosion which has characterised it for so long." Customers are the only real beneficiaries, but it is

in their interests to see that the carriers make a decent return.

Analysis of the Yearbook's latest vessel register suggests that the liner sector could be about to mirror the substantial overcapacity and operating crises experienced by the VLCC tanker industry of the 1980s. "How can the industry genuinely support a record orderbook equivalent to 22% of the existing fleet?" At November 1, 1996, capacity stood at 4.8 million TEU, with another 1.1 million TEU slots on order.

The latest survey of port traffic shows that in 1995 the volume of containers handled worldwide increased by 9.4% compared with 1994. Once again the annual growth figure fell within the 9-10% range experienced in recent years. Over 135 million TEU was recorded in 1995, while 1994 saw around 128.3 million.

The rise in US intermodal volumes during 1996 has been estimated at 1.3%, with only a slight improvement expected in 1997. A wave of mergers, combined with deteriorating service levels, resulted in several customers switching to over-the-road operators. Meanwhile in Europe, intermodal traffic volumes declined. Intermodal operators blame the economic downturn and their inability to offer sufficiently attractive door-to-door prices and service quality to entice traffic away from road.

Things are not much better in the container leasing sector, where talk is of continuing weak lease rates and utilisation levels. Lessors endured a tough 1996, with average per diem lease rates falling by at least 10%, and utilisation

levels of 80% or less. Low container prices and interest rates also encouraged ocean carriers to purchase outright, instead of leasing, while carrier alliances produced rationalisation of boxes.

Speculative building was a major factor in depressing ex-works container prices, as box builders experienced price-cutting on a major scale. There are few signs of improvement for 1997. Overcapacity, especially in China, means that manufacturing volume is still out of step with true demand, and casualties occurred during 1996.

Containerisation International Yearbook 1997 includes updated, comprehensive sections covering container carriers (routes, ports of call, vessels and total boxes operated), the register of container-carrying vessels (detailing over 6,400 ships in service and on order), containership managers and shipbrokers. The container leasing and repair sectors have separate sections, while the equipment guide includes a classified product list, as well as listings of container manufacturers (with annual production figures), and marine software suppliers.

Containerisation International Yearbook 1997 (published by Emap Finance & Freight Ltd) is available now from:-

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The Americas

US to Apply Sanctions Against Japanese Ships

THE Federal Maritime Commission on February 26 issued a final rule imposing fees of \$100,000 per voyage on Japanese liner operators, effective April 14, 1997, in response to unfavorable restrictive practices in place in Japanese ports. In ruling that the imposition of fees was warranted, the Commission found that repeated diplomatic efforts over the last several years by the United States and other major trading nations have failed to bring about necessary reforms.

In its decision, the Commission found a series of restrictive conditions involv-

ing the dominance of the harbor services industry in Japan by the Japan Harbor Transportation Association ("JHTA"), an association of Japanese waterfront employers. Currently, shipping lines in the U.S.-Japan trades are not allowed to make operational changes, major or minor, without the permission of JHTA. That organization exercises its control through its administration of the "prior consultation" system, a mandatory

process of negotiations and pre-approvals involving carriers, JHTA, and waterfront unions. The Commission found that there are no written criteria, explanations, or avenues for appeal given for JHTA's decisions, and that JHTA uses its control over access to the prior consultation system to suppress competition and allocate work among its member companies. The Commission also found that JHTA uses its authority to disrupt the business operations of its detractors, extract payment of unwarranted fees, and impose operational restrictions, such as Sunday work limits. As a result of these conditions, U.S. carriers and U.S.-Japan trade are burdened with unreasonably high costs and inefficiencies.

The Commission found that the Government of Japan bears ultimate responsibility for JHTA's actions, as JHTA operates with the permission of, and under the regulatory authority and ministerial guidance of, the Ministry of Transport ("MOT"). Also JHTA member companies are subject to MOT oversight and regulation, and their rates and business plans are subject to MOT approval.

The Commission also found unfavorable conditions with regard to the Government of Japan's licensing requirement for terminal operators and stevedoring companies. As administered by MOT, this licensing system blocks new entrants from entering into the stevedoring industry in Japan. Given that all currently licensed stevedores are Japanese companies, and all are JHTA members, this obstruction of new entrants by the Government of Japan shields existing operators from competition, protects JHTA's dominant position, and ensures that the stevedoring market remains entirely Japanese. Because of the restrictive licensing requirement, U.S. carriers cannot perform stevedoring or terminal operating services for themselves or third parties in Japan, forcing them to submit their shoreside operations to JHTA control. In contrast, Japanese carriers (or their related companies or subsidiaries) currently perform stevedoring and terminal operating services in Japan and the United States.

The Commission proposed the imposition of the \$100,000 fee on November 6, 1996, pursuant to section 19 of the Merchant Marine Act, 1920, after an extensive investigation into Japanese port practices. Comments supporting the proposed rule were submitted by U.S. carriers American President Lines, Ltd., and Sea-Land Service Inc., and by

the International Chamber of Commerce Commission on Maritime Transportation which pointed out that limited competition creates port costs in Japan among the highest in the world and that shippers are forced to absorb such high costs. Supporting comments also came from the Japan Foreign Steamship Association (which represents non-Japanese carriers doing business in Japan) which advocated several specific pro-competitive port reforms. Comments opposing sanctions came from the Japanese carriers and a Japan Shipowners' Association, and the American Association of Exporters and Importers which arrested to the presence of restrictive trade practices but suggested pursuing multilateral avenues for reform. Also, a number of port and terminal interests submitted comments urging caution or requesting that sanctions be stayed expressing concerns about Japanese lines' investments in U.S. ports and about the possibility in shifts in vessel calls.

Under the final rule issued on February 26, the Commission will assess a per-voyage fee of \$100,000 each time a liner vessel owned or operated by Kawasaki Kisen Kaisha, Nippon Yusen Kaisha, or Mitsui O.S.K. Lines enters a U.S. port from abroad (but not from another U.S. Port). The fee represents a measured approach to Japanese port conditions, crafted to respond firmly to Japanese practices without disrupting U.S. trade and ocean commerce. While a commercially significant amount, the fee represents only a small percentage of Japanese carriers' total per-voyage revenues, and is unlikely to result in adverse effects for U.S. ports and shippers.

In its decision, the Commission expressed grave concerns about threats of retaliation against U.S. carriers. The JHTA Chairman has made threats to U.S. officials to bar U.S. lines from Japanese ports, causing severe service disruptions and serious harm to U.S. maritime interests and international trade. Noting that the Government of Japan is responsible for forestalling such destructive action on the part of JHTA, the Commission decided that, if retaliatory measures are taken against U.S. lines, the level of the fees on Japanese carriers would be increased proportionally.

FMC Chairman Harold J. Creek Jr. stated: "These restrictive practices have severely impacted U.S. shipping lines and trade with Japan. I am disappointed that there has been no measurable progress made on these issues

thus far. However, I remain optimistic that the Government of Japan will take the steps necessary to eliminate the conditions that impede our oceanborne commerce."

Container Cargo Increase Spectacular at Montreal

CONTAINERIZED general cargo traffic increased 11.3 per cent or 800,000 tonnes to reach an unprecedented 7.9 million tonnes at the Port of Montreal in 1996. The port handled a record 852,530 TEUs, 126,095 containers more than the previous year.

"This spectacular increase in container traffic pushed general cargo traffic on the whole to record levels at the Port of Montreal, and this is the highlight of port activity for 1996," said Mr. Dominic J. Taddeo, president and chief executive officer of the Montreal Port Corporation. Among other highlights:

- Thanks to containerized cargo and various dry and liquid bulks, and despite a net decrease in petroleum products, total traffic at the Port of Montreal reached 19.9 million tonnes in 1996, an increase of 700,000 tonnes or 3.7 per cent compared with the previous year; and
- The Montreal Port Corporation reported net earnings for a 17th consecutive year.

"The latest statistics available indicate that the Port of Montreal did much better than the competition last year in the highly-competitive containerized cargo market," Mr. Taddeo said at his review of port activity for 1996 on January 22. "They also show that the Port of Montreal handles more North Atlantic container cargo than any other port on North America's eastern seaboard.

"Montreal, an international port city, enjoys waves of success in the container cargo market. We can take great delight in this fact, even more so considering this sector generates the greatest economic spinoffs and provides the best prospects for the future."

Propelled by containers, general cargo traffic on the whole reached a record 8.4 million tonnes in 1996, an increase of more than 700,000 tonnes or 9.9 per cent compared with 1995. Within this category, non-containerized general cargo traffic totalled some 500,000 tonnes, down eight per cent. A decrease in steel imports into North America and increased competition

from regional and U.S. eastern seaboard ports explain the drop.

Mr. Taddeo underlined numerous measures taken to spur on non-containerized general cargo traffic, in particular the port corporation's 43-per-cent reduction on wharfage charges for steel products. Steel makes up most of the traffic handled in this sector at the port.

On the whole, dry bulk traffic totalled 6.2 million tonnes in 1996, an increase of about 300,000 tonnes or 4.7 per cent compared with 1995. Within this category, various dry bulks reached 4.8 million tonnes, up by almost 500,000 tonnes or 10.9 per cent. Strong inbound movements of iron ore and fertilizers through the port are responsible for this growth.

Grain traffic, meanwhile, totalled 1.4 million tonnes, down 200,000 tonnes or 12.2 per cent. The poor harvest in autumn 1995 which hurt all St. Lawrence River grain elevators throughout most of 1996 and early snowfalls on the

Prairies last year that delayed deliveries to the port's grain elevator explain the decrease.

Overall, liquid bulk traffic totalled 5.3 million tonnes in 1996, a decrease of some 300,000 tonnes or six per cent compared with the previous year. Petroleum products were responsible for the decrease, totalling 4.1 million tonnes, down more than 400,000 tonnes or 10.4 per cent. The main reason for the decrease rests with Ultramar's decision to use rail transportation to supply refined products to the Greater Montreal region and New England.

"We must also give in to the fact that petroleum products moving through the port are used almost exclusively in the Greater Montreal region where, like other areas, consumption on the whole has dropped because of efforts to conserve energy and increased competition from other energy sources," Mr. Taddeo explained. "These factors influencing petroleum products movements through the port are out of the port cor-

poration's hands."

Various liquid bulks – hydrocarbons other than fuel, chemical products and vegetable oils – continued to increase in 1996, reaching 1.2 million tonnes, up 12.6 per cent.

Net Earnings for a 17th Consecutive Year

As of December 31, 1996, the Montreal Port Corporation reported net earnings for a 17th consecutive year. These net earnings reached \$11.8 million, compared with \$9.3 million in 1995. They comprise net earnings from operations of \$6.1 million and net investment income of \$5.7 million.

The port corporation's revenue from operations totalled \$56.2 million in 1996, an increase of \$1.7 million or three per cent compared with the previous year.

Operating and administrative expenses totalled \$50.1 million, down 1.8 per cent. "Over the last 10 years, our operating and administrative expenses have decreased 2.5 per cent while inflation in Canada over the same period has increased 36 per cent," Mr. Taddeo said.

"In order to ensure our financial self-sufficiency so that we can provide our clients with modern facilities and highly-competitive tariffs, we have made cost control one of our top priorities. In 1997, our clients are benefitting from a freeze of almost all our general tariffs for a fifth consecutive year. We have also continued our program to stimulate containerized cargo traffic."

With the freeze and bonuses, wharfage charges on containerized cargo at the Port of Montreal have decreased 14 per cent since 1985. The tariff freeze applies to almost all types of cargo and measures have been taken to spur on traffic of specific commodities in general and bulk cargo.

Forecasts

The port corporation forecasts that containerized general cargo traffic will increase by three to five per cent in 1997 to reach another new record. Dry bulk traffic should also grow, but by a lesser amount than containerized cargo.

Liquid bulk traffic should decrease as the port will feel for the first time over the course of an entire year the effects of Ultramar's decision to ship its refined petroleum products by rail.

By the end of the year 2001, total traffic should increase to 21.6 million tonnes compared with 19.9 million tonnes in 1996. The net increase of 1.7 million tonnes will come for the most part from containerized cargo and to a

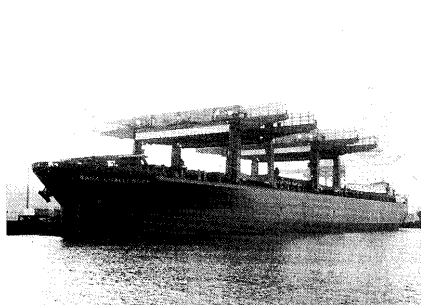
Fraser: World's Largest Forest Product Carrier

IN January 1997, Fraser Surrey Docks welcomed the largest open-hatch gantry-craned forest product carrier in the world – the *Saga Challenger*. With total capacity in excess of 27 million net board feet, she loaded 14,200 tonnes of pulp, lumber and other products on her maiden voyage to Fraser Port. Built by Mitsui Shipbuilding Engineering Co., the *Saga Challenger* was launched on December 19, 1996 at Tamano, Japan.

Celebrating the occasion with Captain Diodora Alcoriza were, (Left to Right) Peter Jaskiewicz, Fraser Surrey Docks Ltd.; Rajja Orava, Fraser River Harbour Commission; Craig Nelson, Saga Forest Carriers Intl. (USA) Inc.; Mike Cornish, Fraser Surrey Docks Ltd.; and Stephen Cutler, Saga Forest

Carriers Intl. (Canada) Inc.

This winter has been a busy season at Fraser Port. In addition to a new shipping line (Nafta) beginning regular service and the maiden voyage of the container ship *Pacifico*, the terminal's new deep-sea berth received its first ship in dock on December 21st, ahead of the January completion schedule. Berth 9 completes Fraser Port's \$19 million expansion project that included a 12,000m² pulp shed.,



lesser extent the dry bulk sector.

The port corporation has budgeted capital expenditures of more than \$110 million in its five-year corporate plan covering the period 1997-2001. The lion's share will go to the port's container terminals, which will continue to handle more and more cargo.

Blue Star Names Savannah Primary Hub

BLUE Star (North America) Ltd. has selected the Port of Savannah as the primary hub for its container service linking the U.S. East Coast to Australia/New Zealand and the South Pacific Islands.

The new service, which represents the first full container service to and from Australia/New Zealand via Savannah, commenced at Savannah with the arrival of the *M/V Columbus Australia* on January 18, 1997. Blue Star Line is joined by Columbus Line in a slot-charter, vessel-sharing agreement to and from this vibrant trade area to augment their collective service options. Seven vessels are employed in the service; *America Star*, *Queensland Star* and *Sydney Star* (Blue Star); *Columbus Australia*, *Columbus New Zealand*, *Columbus America* and *Columbus Queensland* (Columbus).

Blue Star Line officials indicate that Savannah is well equipped to handle their large volumes of northbound and southbound cargoes. "We're always looking for ways to improve our services and the Port of Savannah will smooth our operations and increase efficiencies for our base of clients along the U.S. eastern seaboard," stated Dennis Strong, vice president, Eastern Division, for Blue Star Line.

Blue Star Line will be offering full container service to and from the Port of Savannah on a 10-day frequency. In addition to Savannah as its primary hub, the service calls the U.S. ports of Philadelphia, Pa.; Norfolk, Va.; and Houston, Texas. Ports of call in Australia/New Zealand include Melbourne, Sydney and Brisbane Australia; Auckland, Port Chalmers and Wellington, New Zealand.

Primary export cargoes transiting the U.S. East Coast for Australia/New Zealand include raw materials, consumer goods, high-tech equipment and electronics while beef, lamb, fish, wool and lumber products comprise the major imports from the Pacific Basin.

With the addition of Blue Star Line, seven ocean transportation companies provide regularly scheduled container and Ro/Ro service between Savannah and Australia/New Zealand. During December 1995 through November 1996, a total of 285,640 tons of cargo moved between Savannah and Australia/New Zealand.

The establishment of regularly scheduled, fully containerized service at the Port of Savannah further strengthens existing ties between Georgia and the Australia/New Zealand region.

The Georgia Ports Authority and the Sydney Ports Corporation signed a Partner Ports Agreement in the Spring of 1996 to facilitate the exchange of information concerning organizational and management systems, port construction and engineering techniques, modern technology applications, cargo handling expertise and port operating procedures.

"The Georgia Ports Authority is very pleased to welcome Blue Star Line to the Port of Savannah," stated GPA Executive Director Doug J. Marchand. "We are committed to aggressively pursuing and increasing business opportunities between Georgia and Australia/New Zealand via the Port of Savannah. In addition to the recent establishment of GPA representation in South America and Asia, we will soon be opening trade development offices in Australia and New Zealand to strengthen relationships and develop new trade. Blue Star has a proud history in the maritime industry and we look forward to a strong working relationship with this prestigious company."

Brunswick Selected for Mercedes-Benz Exports

MERCEDES-BENZ U.S. International has announced plans to export its line of new M-Class all-activity vehicles via the port of Brunswick beginning in 1998.

The vehicles will be manufactured at the Mercedes-Benz plant in Tuscaloosa County, Alabama and transported by rail via Norfolk Southern to the Georgia Ports Authority's Colonel's Island Terminal in Brunswick for export to Europe.

Mercedes-Benz officials considered several factors during the port-selection process. "We closely analyzed such criteria as environmental conditions, vehicle processor/broker capabilities and volume and frequency of steamship car-

riers serving the port," stated Robert Birch, vice president of purchasing and logistics for Mercedes-Benz U.S. International. "Other important considerations included direct rail delivery capabilities, inland transit times and cost competitiveness. With its excellent intermodal connections, pristine conditions both within and around the facility and availability of superior auto processing services, we found that the Port of Brunswick best met our requirements."

Mercedes-Benz joins a prestigious group of automobile manufacturers taking advantage of the superior intermodal connections via the GPA's Colonel's Island terminal in Brunswick, including Cadillac, Ford, General Motors, Hyundai, Land Rover, Mitsubishi, Saab and Volkswagen.

"We enthusiastically welcome Mercedes-Benz to the Port of Brunswick," GPA Executive Director Doug J. Marchand said. "Mercedes-Benz is an easily recognized, world renowned organization and their presence in Brunswick speaks volumes for the capabilities of our facility. We're confident that their choice will be rewarded with the very highest level of service and efficiency."

Visit the GPA website at <http://www.gaports.com>

Houston Expects to Draw New Container Traffic

CONTAINER traffic is expected to grow worldwide over the next few years, and the Port of Houston expects to be part of that trend. Houston has seen an increase in container movements every year since 1992, and the Port of Houston Authority is moving with determination to ensure the trend continues. The big question is: How will Houston handle the projected increase in containers?

Although final year-end figures were not available as this article went to print, it was estimated that container volume at Houston passed a record 800,000 TEUs by the end of 1996, a 13.5 percent increase over 1995. Barbour's Cut Container Terminal, the Port of Houston Authority's dedicated intermodal terminal, was expected to post a record of nearly 700,000 TEUs last year.

Container traffic dipped at the PHA Turning Basin Terminal in 1996, but this business did not leave Houston. Angus Hanes, assistant manager of the terminal, says the drop was the result of two

steamship lines moving from the Turning Basin to Barbours Cut Terminal. Estimates indicate the Turning Basin Terminal handled approximately 113,400 TEUs in 1996, compared to about 125,000 in 1995. About 17 percent of the containers that cross Houston's public docks pass through the Turning Basin Terminal.

"Container traffic at the Port of Houston has risen an average of 14.6 percent annually since 1993," says John Scardasis, PHA operations director. "This growth occurred because the Port Authority grabbed an opportunity to bring in new business by expanding its container-handling capabilities."

In fact, the consulting group that prepared the Port Authority's master plan predicted container volume at Houston would probably grow an average of only 1 percent annually between 1993 and 1996 if the port's intermodal capabilities were not expanded. The researchers further projected that container growth would remain relatively flat through the year 2000.

But the Port Authority already was planning to expand its container facilities. What the master plan did was help the Port Authority focus on precisely where container growth could occur and what kind of expansion was needed in the longer term. The developers of the master plan and Port of Houston commissioners agree that rail traffic must be an essential focus of the port's plans.

"The master plan estimates the Port Authority can increase its rail ramp traffic at Barbours Cut Terminal from 90,000 TEUs annually to 227,000 TEUs per year by expanding the terminal's rail ramp," says Scardasis. "The plan also recommends that the Port Authority improve access between Barbours Cut and the trunk rail lines serving Houston. The best news of all is that these recommendations are about to become a reality."

Federal funds have been authorized to help fund two major rail improvement projects in Houston. One project calls for increasing the number of working tracks at the rail ramp point to four and the number of storage tracks to five. This will expand the ramp's capacity from 60,000 container lifts annually to 160,000 lifts per year. The Port Authority awarded a \$15 million contract for the project last October.

The second project entails building additional rail track on a 12-mile right-of-way extending from Deer Park to Barbours Cut Terminal. A contract for that project, which will cost an estimat-

ed \$3 million, was expected to be awarded last month.

"Ocean carriers are striving for higher productivity continuously, and they are struggling with the increasing costs of doing business," says Jimmy Jamison, manager of Barbours Cut Terminal. "Productivity is the key to controlling costs and meeting the time constraints of the shipper. If we are to be successful, we must create a rail environment that will enable cargo to move through Houston as seamlessly and quickly as possible."

The Port Authority also may seek Federal funding to help finance another project at Barbours Cut Terminal. If funding becomes available, the Port Authority will build queuing lanes on Altwater Drive and traffic crossovers from Barbours Cut Boulevard to expedite truck traffic in the area. An additional rail spur also would be added to the south side of each of the two transit sheds at the terminal.

The PHA master plan predicts improvements such as these will draw new container traffic from at least three venues:

- Containers that currently move by truck from inland points to Barbours Cut but would switch to rail if access were improved;
- Boxes that currently move through other Gulf ports; and
- Containers that currently move between the U.S. West Coast and East Coast South America via all-water services using the Panama Canal; better rail access might prompt shippers to divert their cargo to Barbours Cut via rail landbridge.

One carrier at Barbours Cut decided to make the landbridge switch earlier this year. The line stopped moving containers from the West Coast through the Panama Canal and began landbridging them to Houston. From Barbours Cut Terminal, boxes are transported to the East Coast of South America. Jimmy Jamison, manager of Barbours Cut Terminal, says another carrier is considering doing the same.

To ensure intermodal customers get the most out of Barbours Cut Terminal, the Port Authority has brought in Lois Girtan as intermodal services manager. Girtan has 17 years' experience in the transportation industry. She worked for two steamship lines, holding various positions in their intermodal, equipment control, traffic and customer service departments. Girtan will meet with railroad operators and steamship lines that call at Barbours Cut to assess customer

needs and look for ways to enhance intermodal efficiency.

Rail access is important, but changes also are being made to facilitate truck and vessel turnaround time at the terminal. The Port Authority has built a sixth container wharf at Barbours Cut. A South American company is building two container cranes for the wharf, and a contract recently was awarded to develop and pave the area behind the wharf. The Port Authority also has ordered six new yard cranes that should be delivered in 1997.

At the Turning Basin Terminal, often perceived as a breakbulk facility, PHA staff also are working to meet the needs of carriers that transport containers. The terminal has added a second wharf-side container crane because demand for the facility's first crane was so high. The new crane was undergoing final inspection and testing in December and was expected to be ready for use in January.

"Nearly all the lines that call here are moving toward containerization if they haven't already," says Hanes. "There are hardly any lines here that are strictly breakbulk. We even have a couple of fully containerized services at the Turning Basin Terminal."

The Port Authority is considering seeking Federal funding to help build an intermodal transfer station at the Turning Basin Terminal's East Industrial Park. Currently, about 87,000 containers at the terminal are "double handled," meaning they are discharged from vessel onto trucks, moved into holding yards, then reloaded onto trucks and taken to local railheads or their ultimate destinations. The Industrial Park project entails building an intermodal transfer station that would eliminate these intermediate moves. Preliminary plans call for pouring 39 acres of concrete, laying 11,500 feet of rail track, roadway improvements and the construction of covered transfer facilities and additional truck queuing areas.

(Port of Houston)

US Customs Toward Better Service: Houston

THE U.S. Customs Service's Houston office has a new home and a newly reorganized operation designed to provide better customer service.

Last summer, as Customs Service personnel began the laborious job of packing cartons and preparing for the

move, Paul Rimmer, Customs port director, assigned a special work group to a task of a different nature: reorganizing the local office. The work group was composed of representatives of different jobs and units in the Houston Service Port office.

The work group identified the operation's major functions, interviewed customers and developed a plan to group similar customs functions within the same sections. The reorganization plan divided the Houston Service Port into two groups: passenger processing and cargo processing. In addition, four trade teams were established, each having import specialists, entry specialists, inspectors and support staff, to handle cargo processing for specific groups of products.

A trade support group also was formed to handle functions that don't relate to specific products. The trade support group's inspectors and entry specialists handle matters related to surety bonds, foreign trade zones, customs-bonded warehouses, clearance of personal shipments and other areas.

"This new organization adopted some very innovative customer service ideas thought up by the employee work group based upon comments they received in trade interviews," says Candace Vice, director of trade compliance for the Houston Service Port.

"Several years ago, Customs assigned a passenger service representative at the nation's major airports to work with the airlines, passengers and airport authorities to improve service. The Houston work group adapted that concept and created two new service providers in Houston: a cargo service representative and a carrier service representative."

The cargo service representative works mostly with brokers, and the carrier service representative works with steamship lines and airlines. Both have broad responsibilities, Vice says. They assist carriers and brokers with specific problems when the usual procedures don't address the situation, and they identify procedures that need changing in order to provide better service. The two representatives also are working within the Houston area and with other Customs Service offices to try to create uniform procedures for companies that do business in Houston and other ports of entry.

"These new service representatives, a local Customs innovation, provided a service unique to Houston which is sure to set the national standard for the future," says Vice.

Both service representatives have moved quickly since taking on their new responsibilities. Benefiel found Customs' standard four-hour processing time for cargo release documents to be inadequate for certain time-sensitive imports, so he implemented a procedure for faxing cargo release documents to reduce travel time. Upon starting in the carrier service representative's post, Kim hosted a meeting for Customs Service representatives from Gulf coast ports. Representatives at the meeting discussed several issues that local carriers claimed were not handled consistently from location to location. Customs' efforts to eliminate inconsistencies are continuing.

The changes in the Houston organization and its procedures underline the "service" in the Custom's Service's name, Rimmer says.

"One of the core values of this agency is service, to provide the best law enforcement, regulatory and support services to the public," says Rimmer. "The people of Customs are committed to improving the processes for accomplishing this mission through partnership with the trade community."

(Port of Houston)

Alameda Corridor Project Receives Federal Loan

THE \$1.9 billion Alameda Corridor secured final funding on January 17 when the project received a \$400 million federal loan from the U.S. Department of Transportation. Long Beach Mayor Beverly O'Neil and Los Angeles Mayor Richard Riordan signed the loan documents in a White House ceremony with President Clinton and Transportation Secretary Frederico Pena.

The loan will be repaid by user fees from the railroads and payments from the Ports of Long Beach and Los Angeles. ACTA will begin repayment when the corridor begins to generate revenue, expected in 2002.

The Alameda Corridor will link the harbor area to downtown rail yards. From there, the trains will carry cargo throughout the country.

Construction of the corridor will begin this spring. The entire project is scheduled to be completed by 2001 and is expected to create 10,000 construction jobs.

(Tie Lines)

Port of Tacoma Shows Financial Strength in 1996

THE Port of Tacoma posted strong financial results in 1996, earning an operating income of \$9.8 million on record operating revenues of \$53.5 million. That represents a 4.8 percent increase over 1995's operating income of \$9.4 million.

"I think that demonstrates a good return on the investment that the people of Pierce County have made in the Port of Tacoma," said Port Commission President Jack Fabulich. "The Port turned in a very respectable performance."

Total net income for 1996 was \$17.5 million, a 32 percent increase over net income in 1995. The large increase is due primarily to receipt of payment on insurance claims for environmental cleanup projects.

1996 Cargo Activity

The Port's cargo activity ended the year mixed, with some areas increasing and other showing decreases. Container volume totaled 1,073,471 TEUs in 1996, a 1.7 percent decrease from 1995's record of 1,092,087 TEUs.

Cargo tonnage remained even in comparison to 1995 at about 15 million short tons. Certain cargo categories showed strength or evidence of a rebound last year. Breakbulk and project cargoes increased 52 percent to 137,000 short tons. Cargoes in this category include everything from non-containerized exports of food, to heavy equipment and machinery destined for mining or oil exploration operations.

The Port also led the nation in dollar value of wood products exported in 1996, with a total of \$493 million worth of logs, lumber, pulp, paper and other wood products crossing the docks.

Grain exports reached 4.9 million short tons, an increase of three percent over 1995. Other bulk cargoes, such as alumina, wood chips and gypsum, saw a combined increase of seven percent to 1.53 million short tons.

Maritime Development

Several important developments related to the Port's major maritime customers also took place in 1996. In June, Evergreen Line began serving Tacoma with the largest ships in its fleet, the 5,364-TEU capacity "U" Class vessels. These new ships call the Port weekly as the last outbound port-of-call before returning to Asia. "This puts Tacoma in an excellent position to capture a larger share of exports to major trading part-

ners in Asia," said Port Commissioner Dick Marzano. "It makes Tacoma a more attractive port for exporters."

Larger ships require larger cranes, and in June the Port took delivery of a new \$5.6 million container crane from Zenhua Port Machinery Company of Shanghai, China. The crane is now in service at the Evergreen Terminal.

Other maritime development projects completed in 1996 include: filling the Milwaukee Waterway to allow a 25-acre expansion of the Sea-Land Terminal; expansion of the Evergreen Terminal by 10 acres; and the addition of five acres to the Totem Ocean Trailer Express Terminal.

"All in all I'd say we accomplished a great deal in 1996, and set the stage for greater success in 1997," said Commissioner Jack Fabulich.

New COSCO Vessel Makes First Call in Seattle

THE China Ocean Shipping Co. vessel *Lu He* will make its inaugural call to Seattle on Feb. 8, bringing expanded trade connections between West Coast ports and Hong Kong, Thailand and Southeast Asia.

The *Lu He* is the first of six new very large COSCO container vessels entering trans-Pacific service for the Beijing-based shipping line this year.

The 65,500-ton ships can carry up to 5,250 TEUs, and will replace 2,700-TEU ships now serving Seattle and other West Coast ports.

With the *Lu He*, COSCO will offer shippers expanded capacity and direct service to Hong Kong, Thailand and connections throughout Southeast Asia. The COSCO vessels will continue to call weekly in Seattle as part of service that includes Long Beach, Calif., Seattle, Vancouver, B.C., Yokohama, Kobe, Hong Kong, and Laem Chebang in Thailand.

The *Lu He* and its sister ships have a length of 280 meters, width of 39.8 meters and a design speed of 24.5 knots. The ships also have 1,002 slots for refrigerated containers.

Technology Highlights Bristol Mission's Visit to Seattle

A demonstration of new technology aimed at expanding access to the Internet with sites in

libraries, malls, airports and other public places will highlight the visit to Seattle by a trade mission from Bristol in England March 2-5.

CyberCity Ltd. will make its first U.S. demonstration of its innovative Internet sites Monday, March 3 through Wednesday, March 5, at the Port of Seattle headquarters at Pier 69. A press briefing is set for 10 a.m. Monday at the Port.

The Bristol Chamber of Commerce, Industry and Initiative Business and Trade Delegation is visiting Seattle as part of a continuing effort to establish closer trade relations between the two regions. The United Kingdom is one of Washington state's top international trading partners with the value of two-way trade totaling about \$3 billion a year.

The Trade Development Alliance of Greater Seattle and the Greater Seattle Chamber of Commerce, along with the Port, King County and Snohomish County, are organizing an Intercity Study Mission to London and Bristol in May.

The delegation of 16 companies from Bristol and the Avon region represents a broad range of industries including manufacturing, engineering, advanced materials, software and services.

The CyberCity display at the Port of

Seattle, will demonstrate technology that promises to help bring the tremendous potential of the Internet to the public at large, said David Southwell, Group Chairman and Chief Executive. The company plans to base its United States operations in Seattle and is seeking strategic partners to begin developing the sites nationwide.

The company's technology includes easy-to-use Internet access coupled with an integrated system of furniture and work stations designed for set-up with a minimum of technical expertise. Access to the system is gained through the use of "smart cards" that enable the user to be identified at any CyberCity terminal in the world.

Through the system, the public can gain access to a wide range of information about their community, including businesses, services, government and entertainment. Specialized applications are available for commercial sites. For example, sites at hotels can be designed to interface with the hotel's reservations system.

For more information on the Bristol trade delegation visit, contact Michael Upton, British Consul in Seattle, 622-9255; or Alice Gannon-McKinley, Trade Development Alliance of Greater Seattle, 389-7301.

Africa/Europe

Antwerp: Most Favorably Located European Port

ANTWERP continues to be the most favourably located European port. Although centrality rankings were first drawn up by the well-known 1980 study of the "Bremer Ausschuss für Wirtschaftsforschung", they had become outmoded by the raising of the Iron Curtain and the accession of new countries to the EU. New calculations were therefore called for. Indeed in these changed economic circumstances, with increasingly dynamic and unstable market processes, centrality becomes an ever more relevant factor, particularly as it is one of the few permanent features of the competitive struggle between ports.

A joint study by AGHA (the Antwerp Port Federation) and SEA (the Study Centre for the Expansion of Antwerp) repeats and expands the original

research. Whereas the German study weighted the population figures of 22 conurbations by their distances to only 13 ports, the new study calculates an index for no fewer than 20 seaports on the basis of the distances to 188 centres and conurbations with a population of over 200,000.

When the distance for road journeys are used, Antwerp comes out at the top of the list for distances to conurbations both in the EU and continental Europe as a whole. Ghent and Zeebrugge also do quite well lagging behind Antwerp by only 2% and 5.1% respectively. Rotterdam rated slightly higher than Zeebrugge with 5%, while the figure for



Amsterdam was 6.9%, Bremen 9.5%, Hamburg 13.9% and Le Havre 17.1%. Other transport specialists prefer to view centrality in terms of time, but here too Antwerp appears to lead the field. Overall the ranking by time is much the same as the distance rank with only a few ports changing position.

A limited comparative test (on the basis of the distance from 29 French conurbations to Antwerp and Rotterdam) showed that road and rail distances are more or less comparable, which means that the results of the survey can broadly speaking be extrapolated. Nonetheless this does not apply to inland navigation, which offers greater reserves of capacity, favourable rates and is environmentally sound. However, far from all of the 188 conurbations considered in the study can be reached by barge. Antwerp offers inland navigation links to about a third of them – a favourable figure compared to most other ports.

Helsinki: Extension of West Terminal Planned

THE West Terminal in Helsinki opened up for passenger traffic on 1.5.1995. Three shipping companies maintain the service between Helsinki and Tallinn out of the terminal. More than two million passengers travelled via the terminal last year, which is 45 per cent of all traffic between Helsinki and Tallinn.

The West Terminal must be enlarged in order to accommodate the growing traffic and solve pertinent problems. A plan for the extension has been drafted. It will be carried out step by step during several years according to the demands made by the traffic. The plan covers traffic arrangements on the terminal area. The terminal building is not yet involved. This year improvements demanded by an effective traffic are planned for 12.3 million marks.

Le Havre Tightens Links with Vierzon

ANTOINE Rufenacht, the Le Havre Town Mayor and President of the Upper-Normandy Regional Council, and Eric Leloup, Chairman of the Board of Directors of the Port of Le Havre Authority recently welcomed a

delegation of the town of Vierzon, headed by Franck Thomas-Richard, Deputy for the 'Cher Department' and Jean Rousseau, Mayor of Vierzon, in the presence of Christian Leroux, President of Havre Port-Alliance; this delegation came to strengthen and tighten the old links existing between the 'Cher Department' and the Port of Le Havre.

During this meeting, it was agreed that the logistic development of the 'Cher', with the platforms of Bourges and Vierzon, to which it is convenient to add those of Orleans and Châteauroux in the Centre Region, will be strengthened by the completion of a modern and complete road link with the Port of Le Havre.

The road link between the port of Le Havre and the 'Cher Department' is already made by a motorway or a road having motorway specifications for the two thirds of its overall length. However, several sections of the RN 154 main road have not yet been converted into a dual carriageway; this is the case of the section between Louviers and Orléans, whose widening was decided in the 'Development Contracts' signed by the Centre and Upper-Normandy Regions with the State, as well as in the Inter-Regional Contract of the Paris Outer Area.

In order to follow precisely the progress of the completion of this road link which is essential both for the port of Le Havre and the Centre Region, a memorandum of agreement was signed between the different parties involved, which provides for a quarterly exchange of information between the port of Le Havre and the Berry Logistics Centre. This Centre which is under development is the major axis of economic growth of the Vierzon Region and relies upon a potential of companies interested by the geographic and crossroads location of Vierzon. It is indeed located at the crossroads of rail, motorway and road infrastructures and halfway between the North and South of Europe; it represents a significant potential trade for the port of Le Havre.

Le Havre Statistics, Latest Info on Internet

WHEN the Internet network opened to trade, the port of Le Havre and Le Havre Port Alliance thought it absolutely necessary that Le Havre, a main world port, be on Internet.

A web server has thus been developed, first of all for professionals and partners of international transport. It includes the general description of port facilities, the essential useful addresses, overall statistics of port trade and the latest information on the outstanding events concerning the port of Le Havre.

Lastly, a data base in real time, filled in owing to the ADEMAR+ network by all port professionals, makes it possible to access the call forecasts to or from Le Havre. Owing to this, an international transport operator can get the list of the ships' departures and the ports of call, for any destination, as well as any information about the relevant ship's agency in Le Havre. It can also look for any relevant information about a ship arrival, this kind of information facilitating the organisation of cargo delivery operations.

An e. mail electronic message service has also been created which enables the professionals concerned to express their opinion about the services available and address further request, should their thirst for knowledge of the port of Le Havre remain unsatisfied... This server, designed by the Port of Le Havre Authority, was put into operation by the Soget company, which manages the port network; it is hosted by the Olean company and connected to the Internet network in a high-performance way. The English version only is available, for the time being; the French version is under development. This server can be accessed from the following address <http://www.havre-port.fr> and it is connected to the Internet international network by high-speed links.

Details of Hamburg Found on Internet

FROM February 4 you can find the Port of Hamburg on the Internet not just under <http://www.hamburg.de> but with its own web site, http://www.port_of_hamburg.com. Internet surfers can now click their way to a brief description of Northern Europe's traffic hub, data on the growth of turnover, details of its expansion measures, a Port map and a map of Europe showing Hamburg's intermodal connections with its hinterland – in German and English.

Port of Hamburg Marketing and Public Relations (HHVW) will be constantly expanding the spectrum of information offered in the coming months so

Ursula Schmeling-Brinkmann will be glad to receive any suggestions or ideas (phone: +49 40/36 128-442 or fax: +49 40/36 128 490).

The Port's Internet web site also offers Hamburg's port economy a platform for individual firms to present their services on their own pages with links to existing Internet pages.

Port of Lisbon Past, Present, Future

LONG established at the mouth of Tagus river, the port of Lisbon has been a welcome haven since man-made craft started riding the waves.

Its convenient location, near the meeting of the Mediterranean Sea and the Atlantic Ocean and its huge estuary, makes it an obvious choice for all seafarers.

Greeks, Phoenicians, Romans and Arabs all traded here.

Lisbon has long been a shifting point for goods coming from the Mediterranean Basin and going to Northern Europe and the British Isles, or vice versa.

With the first opening of the global market by Portugal and Spain, Lisbon became a trading place for goods from Europe, the Americas, Asia and Africa.

Since then the port has never lost its appeal or its cosmopolitan function.

Nowadays, 13 million and 600 thousand tons of general cargo, containers, ro/ro cargo, project cargo, heavy lifts, oil products, grain, coal and river cargo are handled by the port, year after year. A large number of cruise vessels and yachts are also regular visitors.

Besides its extensive mooring capability, the port provides 16 km of quay-walls and jetties, ro/ro pontoons, multi-purpose and dedicated equipment, large warehouses, silos, shipyards, tank cleaning facilities, catering, bunkering, fresh water supply, and above all, the experience of a port community able to give a professional touch to cargo handling and ship accommodation.

To keep the port on the right track and project its role well into the 21st Century, and added capacity is going to be implemented. This will be dedicated to short sea container traffic, and be achieved by upgrading the existing Santa Apolónia Container Terminal, with depths of 9 m of alongside pier.

Deep-sea traffic will see a new facility

in the form of a new berth providing 13m draught in all tidal conditions, to be added to the already existing one.

Locations for new facilities providing draughts in the range of 15 to 16 m may be implemented. For this purpose the existing access channel can easily be dredged. Further privatization plans are to be put in place, establishing the Port Authority solely in a regulatory role, while leasing the facilities without direct involvement in port operations.

Cooperation with landside logistical terminals, enabling intermodal operations and new landside links, in order to make the port more user-friendly, together with new data interchange systems, and further simplification of

procedures, are within the scope of actions already under way that have been given top priority.

At a time of unified European Community and the establishing of new global markets, (with the relocation of activities formerly centered in Europe or in North America) Lisbon, as an Iberian port, has a great role to play and is committed to play it in order to uphold its past.

Lisbon provides an unparalleled opening to the West, for both the Spanish and the Portuguese hinterlands.

To use such a powerful tool is a matter of common sense for cost-conscious decision makers.

Evergreen Starts Direct Calls at Göteborg

When the *Ever Loading* berthed at Göteborg's Skandia Harbour on January 28, it meant the start of direct calls by Evergreen at the leading Nordic port. The Taiwanese mega-carrier has decided to add direct calls at the Port of Göteborg on its Asia-Mediterranean-Europe service; the calls will be fortnightly until this summer when, according to plans, weekly calls will be introduced.

The Scandinavia-to-Far East freight market is dominated at Göteborg by Maersk/Sea-Land with their weekly calls. The addition of Evergreen means that three of the world's four largest container carriers all make direct calls

at Göteborg now.

Evergreen's Swedish agent, Green-ship Sweden, has created a market for its shipments during the past fifteen years. The Evergreen container shipments have been relayed via Continental ports with the help of feeder vessels. Greenship will carry on with its feeder concept for Far East as well as non-Far East deep-sea destinations.

The AME service is being run in cooperation with the Italian carrier Lloyd Triestino. One effect of this is that Nordic trade and industry will have better connections with Mediterranean way-ports through the new direct service.

Evergreen is planning to introduce larger vessels on the AME service. 'L' class vessels like the *Ever Loading*



The first Evergreen vessel to call at the Port of Göteborg was the *Ever Loading* on January 28. The Scandinavian port is now a direct deep-sea port on Evergreen's Asia-

(1,810 TEU) will be replaced by 2,728 TEU vessels of the 'G' class, and eventually, Evergreen plans to introduce post-panamax carriers. The decision by the Port of Göteborg to adapt its container terminal to post-panamax demands (notably the purchase of two post-panamax container cranes) has been a factor when direct calls have been discussed between Evergreen and the Port of Göteborg AB.

1996 Göteborg Results: All Cargo Sectors Up

ALL cargo sectors showed increases when Port of Göteborg compiled the 1996 results. Total cargo turn-over was 28 million tonnes, up five per cent from 1995.

General cargo reached 11.1 million tonnes, three per cent over 1995 figures. Over 90 per cent of the port's general cargo is handled in containers or other units.

Container traffic reached 488,000 TEU, up seven per cent from 1995 (flats and cassettes are included here). Trailers and other ro/ro units amounted to 427,000 units, an increase over 1995 by two per cent.

Oil, with 60 per cent of the total cargo turn-over, is an important commodity at Göteborg port. Last year saw a six-per-cent increase in shipments of crude and refined oil at Göteborg, resulting in a 16.2 million-tonne total.

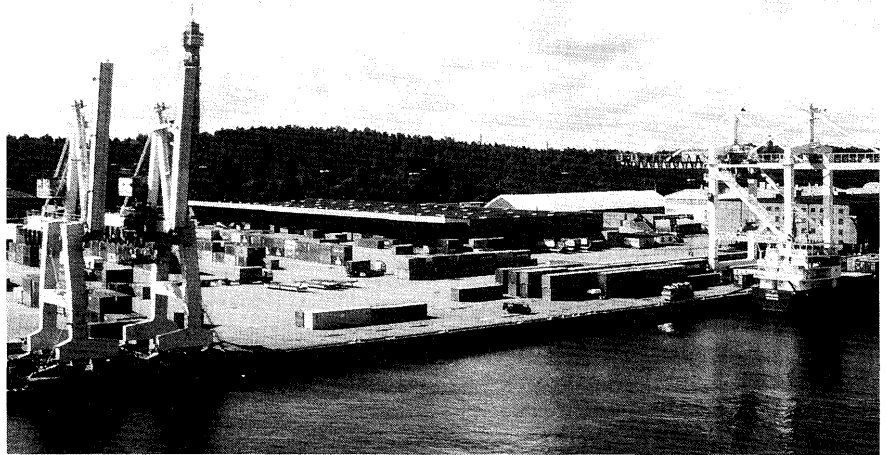
e-mail info@portgot.se;

web site <http://www.portgot.se>

Stockholm's Free Zone For All Types of Cargo

THE Port of Stockholm's Free Zone offers three heated warehouses with a combined storage area of 45,000m² for all types of cargo from large consignments to single items. An area of 13,000m² is available for high-stacking. Bonded goods may be stored for unlimited periods with only customs and import duties to be paid on delivery of goods. Access to cargo for processing, repackaging or labelling is possible while goods are in the Free Zone.

Our experienced stevedoring staff at the Free Zone undergo continuous training to ensure that we meet our customers demands for professional handling of goods.



Stockholm's Free Zone. Opened December '96.

In the well developed logistical systems of today most transports are planned to minimize the total storage time. The Free Zone allows individual companies the privilege of doing away with own warehouses and only pay for just the space utilized for as long as required.

Fixed prices for stuffing and stripping of containers as well as other services facilitate calculations of total costs.

Ranked among the best terminals on the Swedish east coast, the Port of Stockholm's Free Zone is the best equipped container facility geared for efficient and rapid handling of all types of containers.

The terminal has links to leading world ports through frequent feeder services to the east on the continent and the UK.

Major shipping lines have well established depots within the Free Zone making use of the large areas available for storage of empty containers. There is ample space available for other shipping lines to take advantage of the facilities.

Flexible service hours allow for clients to plan maximum use of transport at the Free Zone.

Gate movers are computer recorded with inspections performed on receiving and delivery of containers. Security is enhanced by a fenced perimeter and supervised by Customs authorities.

In addition to conventional storage of empty and laden containers, The Free Zone offers facilities for handling refrigerated containers as well as the unique feature of heated warehouse storage of

containers to protect sensitive merchandise against frost damage.

The Stockholm Free Zone is connected to the rail network with daily services for both conventional and container wagons. Trailers (piggy-back system) can be loaded and discharged from rail cars within the facility.

The Free Zone has easy access to all major roads.

Associated British Ports Launches Dredging Div.

ASSOCIATED British Ports (ABP), the UK's largest ports group, has consolidated its dredging activities into a single new division, UK Dredging.

UK Dredging will continue to fulfill the dredging requirements of ABP's ports and any surplus capacity will be marketed for third-party work. The division is run by Brian White, General Manager. Mr White was appointed to the new position in July 1996 and is based at ABP's London Head Office.

Denis Yell, ABP Director of Engineering, said:

"It was decided that the Company's dredging activities should be consolidated to provide a more commercially orientated and efficient operation for ABP's ports. The spare capacity generated by such improvements will be marketed to third parties as an added benefit."

Brian White, General Manager, added:

"One of UK Dredging's main aims is to provide professional management, motivated crews and high-quality equipment so that dredging can occur without reducing the port's berth availability or compromising performance standards."

The new division is also responsible for port hydrographic surveys in South Wales and manages a fleet of dredgers, including three trailing suction hopper dredgers, *Humber Marlin*, *Welsh Dolphin* and *Welsh Bay*, and the self-propelled grab hopper dredger, *Cherry Sand*. The fleet will be significantly updated in May with the arrival of the new £14 million suction hopper dredger, *UKD Bluefin*, being built by Ferguson Shipbuilders Limited. The survey launches, *Soniarus* and *Camilla*, and the tug/bed leveller, *Flat Holm*, complete the fleet.

1997 Ports Handbook By ABP Now Available

ASSOCIATED British Ports (ABP) has published its 1997 ports handbook, *Ports '97*. The 148-page book – a guide to ABP's 22 ports around the country – is available from the Company's Head Office and its ports, which include Southampton, Hull, and Grimsby & Immingham.

Ports '97 is a one-stop reference guide to the services available at ABP's ports and two associated companies in the container-handling business. The book features port maps, listings of port service companies and a comprehensive liner-services section detailing the services operated by shipping companies between ABP ports and more than 100 countries around the world. As part of ABP's commitment to effective port-waste management, *Ports '97* also includes information on each ABP port's waste-reception facilities.

John Copping, ABP Sales Manager, said:

"ABP is the market leader in the highly competitive UK ports industry and we are committed to providing customers with first-class services, facilities and equipment through a programme of sustained – and, often, high level – capital investment in our ports. *Ports '97* provides international shippers and forwarders with a guide to the range of facilities ABP's ports offer to exporters and importers worldwide."

Sullom Voe to Provide "Green Award" Incentive

SULLOM Voe, the UK's leading oil exporting Port, is to become the latest supporter and sponsor of the Green Award scheme for tankers. From 1st April this year, all crude oil tankers with Green Award Certification calling at Sullom Voe will be entitled to a 3% reduction on ship dues. This will represent substantial annual savings for ship calling regularly at the port.

Sullom Voe caters for over 400 tankers carrying 37 million tonnes of oil a year. As harbour authority for the Port of Sullom Voe, The Shetland Islands Council's commitment to the Green Award is seen as part of their accident and pollution prevention policy. The Director of marine operations at Sullom Voe comments, "The Port of Sullom Voe has supported the Green Award concept from the outset but now wishes to provide an incentive to owners of quali-

ty tonnage, capable of meeting the standards set in the Green Award Scheme. The Shetland Islands Council and the Port are particularly interested in encouraging charters and others, programming vessels for Sullom Voe to provide only quality vessels managed, operated and manned to the highest standard."

In supporting the scheme, Sullom Voe joins the Port of Rotterdam, the Ports of Flushing and Terneuzen, Portnet (the ports organisation of South Africa) and the State Ports of Spain, as well as leading tug companies and other marine service providers. All these organisations offer discounts or incentives to Green Award Certified ships. For members using a combination of sponsor ports and services, the savings achieved can have a significant impact on operating costs.

Membership of Green Award has now grown to 39 ships, with 20 or more awaiting certification.

Asia/Oceania

Brisbane: Japan Mission Seeks Stronger Ties

A trade delegation from western Japan's largest international port, Kitakyushu, formerly known as Port Moji, visited the Port of Brisbane on Friday to view purpose-built port facilities at Fisherman Islands and strengthen trade links with the region.

Mission leader, Mr Tetsuo Ohmura, Director General of Kitakyushu Port and Harbour Bureau, and some 24 delegates representing shipping, trading and manufacturing companies from the island of Kyushu made Brisbane their first port of call on a tour of Australian east-coast ports organised by Queensland Department of Economic Development and Trade.

"Brisbane is closer to the Asia-Pacific rim than any other major capital city port in Australia making it the natural gateway port to Asia. To maximise this advantage, it is important that we nurture good relations with ports like Kitakyushu," explained Port of Brisbane Corporation chief executive, Tony Rapson.

"Some 65% of Brisbane's trade is already with Japan, South-East Asia and East Asia but we are continually striving to build on this through the ongoing development of world-class



port facilities, services and partnerships," he said.

Kitakyushu is home to many export/import manufacturing giants, such as Nippon Steel, Toyota, Nissan, Honda, Toshiba and Daihatsu, and is at the centre of continental Asia's trading circle incorporating Hong Kong, Seoul, Shanghai, Taipei and Tokyo.

According to Mr Rapson, export tonnages from Brisbane to Kitakyushu have fluctuated considerably in recent years, mainly due to drought-affected agricultural commodities. However, container trade between the two ports has remained steady, with major exports last year comprising bricks, tiles, meat, meal and dried pulses.

"Kyushu's economy provides an employment split of about 70% for tertiary industry and 30% for secondary industry. To support that base, the region depends on forging technological, economic and cultural exchanges with key cities including Brisbane and we are delighted to embrace this," Mr Rapson added.

Successful Trading Year: FPA Reduces Its Debt

THE Fremantle Port Authority had a profitable 1995/96 trading year.

Figures released in the Authority's latest annual report showed that the strong trading year had enabled the FPA to reduce its debt by a further \$7 million.

Transport Minister Eric Charlton announced that over the past two years, debt reduction had totalled more than \$14 million, which would mean annual savings of around \$1.4 million in interest payments.

"As well as reducing debt, the FPA has made significant progress towards reducing costs so that savings can be passed on to port users in terms of reduced port charges," Mr Charlton said.

"The introduction of a new port pricing model has led to a reduction in prices to port users of around 14.7 per cent in real terms over the past two financial years." It is expected that the pricing model will offer a three-year real terms decrease of 18.5 per cent.

Major factors in the substantial debt reduction have been increased trade and improved efficiency.

The use of more sophisticated cash-flow and debt management models has also been a factor.

Debt as a percentage of fixed assets continued to decline.

Mr Charlton also said that the commercialisation of the FPA from 1 July, 1996 was an important step which would give the port the scope to further improve its economic performance.

"The major changes that have taken place at Fremantle Port over the past few years are allowing the port to operate much more efficiently and effectively with benefits being passed on to port users," he said. (*Fremantle Port News*)

Unprecedented Increase in Kuantan's Throughput

TRADE is looking up in all areas at Kuantan Port Authority. The buoyant manufacturing activities in Pahang and southern Terengganu have led to an unprecedented increase in the Port's total throughput during the first nine months of 1996.

Container traffic at Kuantan Port Authority during the first nine months of the year was a clear indicator of a

potentially rosy performance for the whole of 1996. Container trade at the Port rose by an astounding 83.4 per cent during January-September 1996 signaling that the port is entering a new chapter of traffic growth. The increase was supported by impressive double-digit growths in both export and import containers.

Import container traffic which recorded a remarkable increase of 79.5 per cent was overtaken by an even bigger increase in exports which grew by 87.6 per cent. Clearly, the rising trade is a reflection of the dynamic manufacturing sector in Pahang which is led by some of the biggest names in the international arena.

The Port's total throughput rose by an impressive 18.9 per cent during the period under review, led by strong export traffic which gained 10.7 per cent as opposed to imports which rose by 29.9 per cent.

"We have surpassed our forecast for the nine-months period which was 18.9 per cent. Clearly the traffic seen this year is a boon to the Port as well as to our clients. To us it means that we will have to do much more for the future needs of investors who have so confidently invested in Pahang. We assure them that the service they get will be the very best," says Kuantan Port General Manager, Haji Mohamed Awang Tera.

The cumulative cargo statistics for

the period under review showed that the Port recorded 3.775 million freight-weight tonnes against the comparative period of last year when 3.175 million tonnes were registered. (Total tonnage during January-December 1995 was 4.270 million tonnes). Export traffic chalked up 2.014 million tonnes in the January-September 1996 period while imports were 1.761 million tonnes.

It is interesting to note that the export trade is beginning to overtake imports signifying that more shippers are beginning to take advantage of the increased ship calls at Kuantan Port. There are now seven regular container services at the port each week. Increasingly, improvements made to the handling process of bulk and liquid cargo have resulted in better turnaround time of vessels.

"We will strive to improve ship dwelling time even further through systems enhancement. We aim to increase berth occupancy with the help of lines as well as shippers so that adequate pre-planning is done prior to vessel ETA," Mohamed explains.

A total of 1,164 ships called at Kuantan Port, up 13.9 per cent over the previous year's indicator. Most of these were container vessels and chemical tankers. Mohamed also says that ship's gross registered tonnage also rose double-digits by 12.8 per cent to 6.87 million GRT from 6.09 million GRT.

Iron and steel was the main contribu-

Kobe: Tunnel to Connect Port Island and Downtown

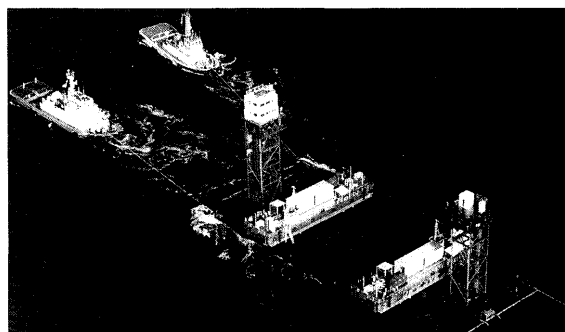
TO connect Port Island and downtown Kobe, construction of Minatojima Tunnel has been planned, by using the submerged tunnel method for its undersea portion (520 m between Port Island and Shinko Pier No. 6).

Out of the six submerged caissons to be installed, the first caisson was recently installed. On January 12, 1997, the caisson was carefully transferred across the Port of Kobe from the temporary storage site located north of the seventh breakwater.

The installation of the caisson was completed on January 17, the second anniversary of the Great Hanshin-Awaji Earthquake. The second caisson will be installed in March, the third

in July, and so on, with the completion of the first phase of construction (1.8 km) targeted for the end of fiscal 1998.

The construction of Minatojima Tunnel was commenced in fiscal 1991, to prepare for a predicted increase in traffic flow to be caused by the completion of Port Island 2nd Stage. Together with Kobe Bridge, the Tunnel is expected to play an important role as part of anti-disaster transportation infrastructure, connecting Port Island with downtown Kobe.



tor to the Port's tonnage during the period accounting for 20.5 per cent. This was followed by palm oil at 19.6 per cent (palm oil led the tonnage during the same period in 1995), and chemical products which accounted for 15.7 per cent and petroleum at 10.9 per cent.

(Kuantan Port News)

Philippine Ports: Cargo Throughput Up 4.5%

THE Impressive port performance during the first semester of this year augers well for the Philippine economy, which is expected to grow at least 6.5 percent during the year.

The Philippine Ports Authority continues with its port expansion and dredging programs while putting in place systems and procedures that ensure efficiency in port operations. Coupled with the expanding economy, all signs show that the annual 6.5 percent increase in gross national product will be met.

A clear indication is the 4.5 percent increase in cargo volume handled by ports nationwide during the first semester of the year. By packing type, containers strengthened their dominance with an 8.46 percent increase during the period.

Vessel calls also increased 5.22 percent, while the number of passengers using the ports likewise increased 5.58 percent.

Total cargo throughput for the first half of the year is 66.01 million metric tons. Foreign and domestic cargo throughput are almost equally divided, with domestic getting a 53.40 percent share or 36.29 MMT. Foreign cargo, on the other hand, got a 46.54 percent share at 30.72 MMT.

(Port Trends)

DCT: Commendable Throughput Growth

By Teh Kwee Hong
Port of Singapore Authority

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

Prior to its operational opening in July 1996, Roger Tan, former Tanjong Pagar Terminal Manager seconded to DCT as General Manager, led a team to

form a preparatory committee for the Port's opening.

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

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

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

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

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

(Portview)

BMW Parts Distribution Centre Opens in S'pore

THE BMW Parts Distribution Centre (PDC) was officially launched on 29 November 1996 at

the Port of Singapore Authority's (PSA) Sembawang Wharves. BMW's tenancy dovetails nicely with PSA's plans to develop the gateway as a transshipment centre for cars and a regional parts distribution centre for the automobile industry.

At the Sembawang Wharves, PSA will construct a multi-storey car storage facility, equipped with a computerised inventory management system, to better serve the region in the movement of cars. It is envisaged that this will attract even more transshipment traffic belonging to the vehicular trade. The number of vehicles handled at Sembawang Wharves has increased four-fold from 18,000 units in 1989 to 73,000 units in 1995.

Mr Mah Bow Tan, Minister for Communications, who was the Guest-of Honour at the Opening Ceremony, said, "The Asia Pacific is today the world's fastest growing region, with an average annual economic growth of 7% and a market size of 3.2 billion people." According to him, "This economic boom has spawned a relatively new industry, the logistics industry." PSA is poised to meet the requirements of this industry through the expansion of its facilities.

Mr Mah added, "It is therefore noteworthy that BMW has set up its Parts Distribution Centre here in Sembawang Wharves. This facility will handle a stock of 20,000 parts and accessories worth about \$20 million."

In his welcome address, Dr Kay Segler, Managing Director BMW Asia, said, "A major component in the PDC's performance is its location at Sembawang Wharves, a Free Trade Zone managed by the Port of Singapore Authority (PSA)." He also said: "Despite its apparent isolation in the north of Singapore, Sembawang Wharves has excellent road connections to highways and Changi International Airport."

By situating the PDC at Sembawang Wharves, BMW is now able to deliver parts and components to the 20 BMW importers in Asia within 24 hours, and in urgent cases 12 hours. The centre has a warehouse area of almost 100,000 sq ft and an office area of 2,600 sq ft and is manned by 30 staff.

Speech by Mr Mah Bow Tan Minister for Communications

The Asia Pacific is today the world's fastest growing region, with an average annual economic growth of 7% and a market size of 3.2 billion people. The World Bank estimates that the region will account for 40% of the world's economic activities by the year 2000.

This economic boom has spawned a relatively new industry, the logistics industry. In Singapore, the logistics sector has been growing at an annual rate of about 10% from 1991 - 1994. In 1995, the sector contributed S\$9 billion in value added and another S\$18.9 billion in business spending. Today, there are over 6,000 companies in Singapore providing a range of logistics services including warehousing, inventory management, documentation, freight forwarding and distribution. The availability of these logistics facilities and services has attracted over 500 MNCs to choose Singapore as their regional distribution centre.

Much of Singapore's development as a logistics hub can be attributed to our seaport and airport. The Port of Singapore is connected to more than 600 ports around the world. Our shippers have a choice of 14 sailings to the US, 22 to Europe and 30 to Japan every week. Changi Airport has 69 airlines connecting Singapore to 133 cities. Each week, there are over 3,000 flights from Changi to destinations worldwide.

Complementing these sea and air links are the Electronic Data Interchange (EDI) linkages. TRADENET links shippers, forwarders, shipping agents and government organisations in the processing of trade documents. PORTNET and SPECTRUM are specialised sea and air cargo systems which allow quick and paperless information exchange among the trading community.

To further enhance Singapore's position as a regional logistics hub, the Government has embarked on several projects to provide even better logistics facilities and services. These include the construction of the Pasir Panjang Terminal and the development of the Changi South Aviation District. When completed, Pasir Panjang Terminal will have a handling capacity of 36 million TEUs per year. The Changi South District, strategically located near Changi Airport, has already attracted 24 local and foreign logistics operators.

A similar thrust towards greater improvements can also be felt here in Sembawang Wharves. The conventional berths at Pasir Panjang, Sembawang and Jurong have been handling over 16 million tonnes of general cargo each year. Besides general cargo, these terminals can also handle project cargo such as construction equipment and industrial machinery to support infrastructure developments in the region. In

addition, they can serve as ready depots for spares required for time sensitive services in the region.

The Port of Singapore Authority (PSA) has therefore decided to transform Pasir Panjang and Sembawang Wharves into logistics centres. Instead of merely transferring the cargo from ship to shore and vice versa, PSA encourages value-added services such as kitting, packaging, labelling and consolidation in these terminals before redistribution.

Here, in Sembawang Wharves, PSA has successfully developed the terminal into a specialised vehicle gateway. The number of vehicles handled has increased four-fold from 18,000 in 1989 to 73,000 in 1995. In view of its growing popularity as a car transshipment centre, PSA is planning a multi-level car storage facility. The facility will be equipped with a computerised inventory management system and will provide a comprehensive range of services such as pre-delivery inspection, degreasing, polishing and installation of accessories, which will boost productivity in the logistics of the motor industry in Singapore and the region.

Besides being a specialised gateway for cars, Sembawang Wharves is also being promoted as a regional distribution base for car parts to support the automobile industry in the region. It is therefore noteworthy that BMW has set up its Parts Distribution Centre here in Sembawang Wharves. This facility will handle a stock of 20,000 parts and accessories worth about \$20 million. The Parts Distribution Centre will distribute these items using our seaport or airport to about 20 countries in the region.

The set-up of the BMW Asia Parts Distribution Centre follows shortly after the establishment of the BMW Regional Training Centre here in July 1995 and the attainment of the Business Headquarters award in October 1995. I congratulate BMW for its growth in Singapore. BMW has indicated that it is committed to Asia and sees Singapore as a base for its regional expansion. By leveraging on Singapore's strategic location, excellent shipping and airline connections, good infrastructure, pro-business environment, state-of-the-art technology and skilled manpower, I am confident that BMW, like many other companies, will be successful in its business expansion in the region.

Now, I take great pleasure in declaring the BMW Parts Distribution Centre open.

Singapore: Value-added Service in Port Area

THE Port of Singapore Authority (PSA) has signed an agreement with Alpha Container Services Pte Ltd (ACS) on 17 February 97. Under this agreement, ACS will make use of 55,000 square metres of yard space at Marina Wharves as a container depot. This is a move by the PSA to meet the needs of its customers and have more value-added activities in the port area.

The 5-year agreement was signed by Mr Ng Chee Keong, Director (Operations), PSA, Mr Goh Mia Hock, Assistant Director (Container Terminals), PSA, Mr Francis Lee, Chairman, ACS and Mr Sharafdeen, Managing Director, ACS. The agreement starts with effect from 1 Mar 97.

With this container depot, ACS can provide shipping lines with value-added services such as container repairs, washing empty container storage, pre-trip inspection, and chassis-parking services. This container depot will allow ACS, a consortium of 13 companies from the logistics industry, reap economies of scale and offer its services at competitive rates. To tap on the dynamic growth in the Asia Pacific countries, the consortium is planning to embark on a regional expansion.

Mr Ng Chee Keong said, "This agreement is again the result of a close cooperation between us and our customers. As PSA handles more containers, the logistics chain becomes more complex and there is a greater need to ensure that the right container is at the right place at the right time. The proximity of the container depot to the container terminals allows our customers to better position their containers. We hope that this synergy will help them enhance their operations."

"We are happy with the arrangement PSA has made to cater to our needs. This has enabled us to be more responsive to our customers by providing services that are of value and meaningful. We believe that the close relationship between PSA and its customers will keep Singapore competitive," said Mr Sharafdeen.

By having more value-added activities in the port area, PSA hopes to promote Singapore as a regional consolidation and re-distribution centre for empty containers.



IAPH SUPPORTS ALL EFFORTS TO PREVENT DRUG TRAFFICKING

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

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

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



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

Conference Host: THE PORT OF LONDON AUTHORITY

Conference Theme: MARITIME HERITAGE — MARITIME FUTURE

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