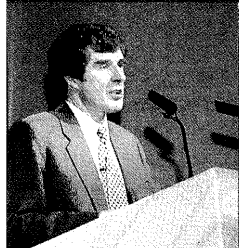


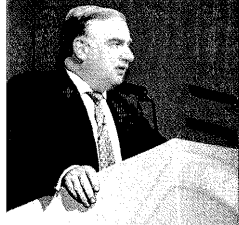


Ports & Harbors

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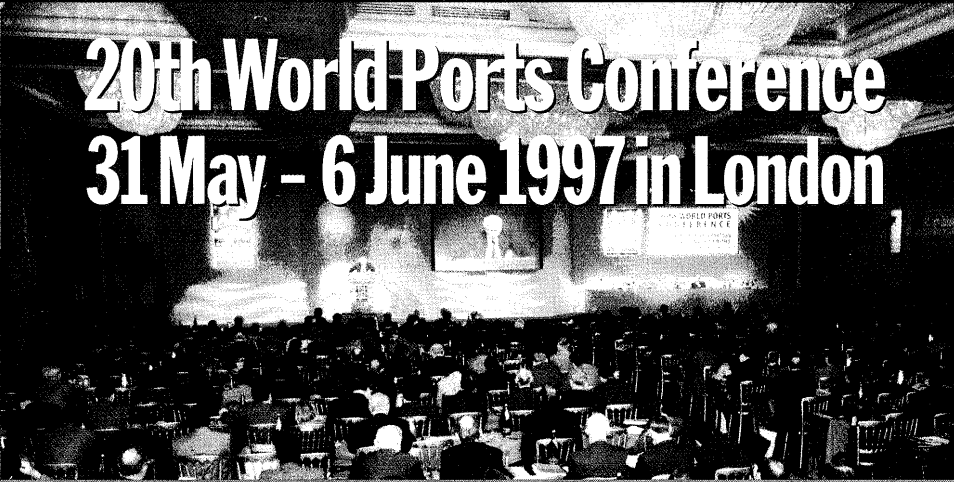
Gavin Strang, UK Minister for Transport



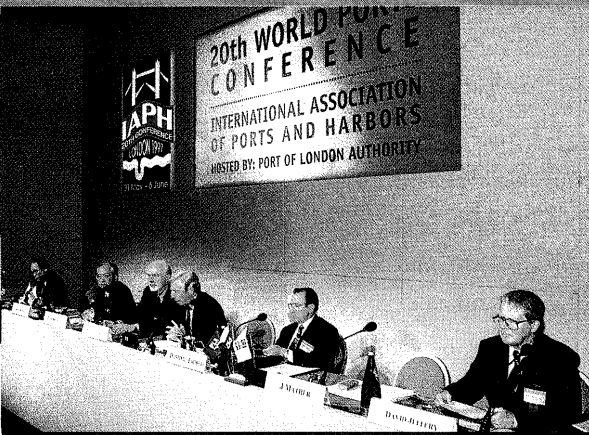
Peter Sutherland, Former Director General, GATT/WTO



William O'Neil, IMO Secretary General



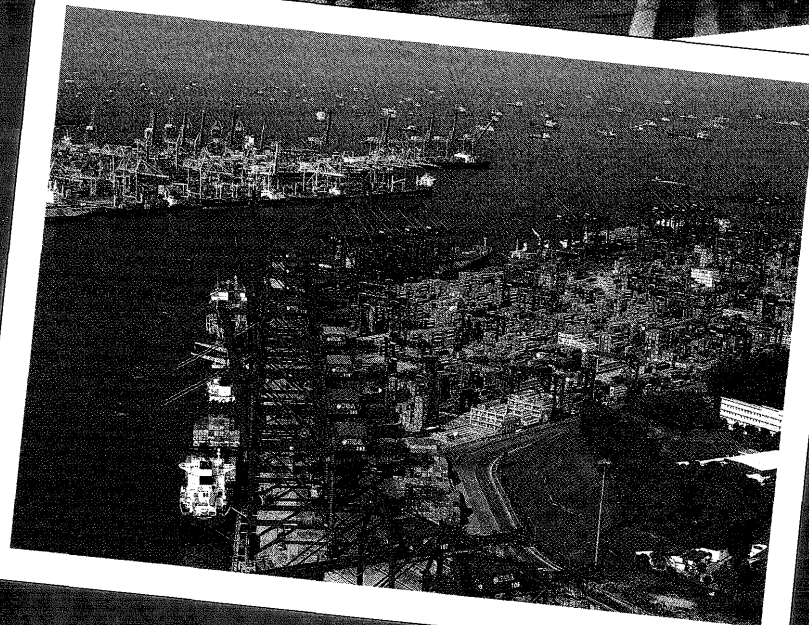
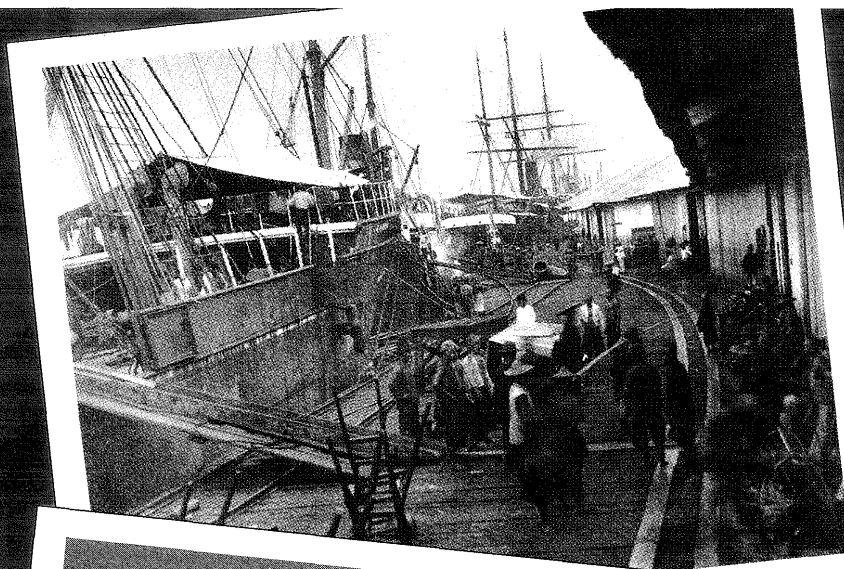
20th World Ports Conference 31 May - 6 June 1997 in London



PLA Chairman, Sir Brian Shaw, welcomes the IAPH participants at the Opening Ceremony—Shakespeare's Globe Theatre



IAPH President Robert Cooper (left) receives an Honorary Membership certificate from incoming President Jean Smaghe



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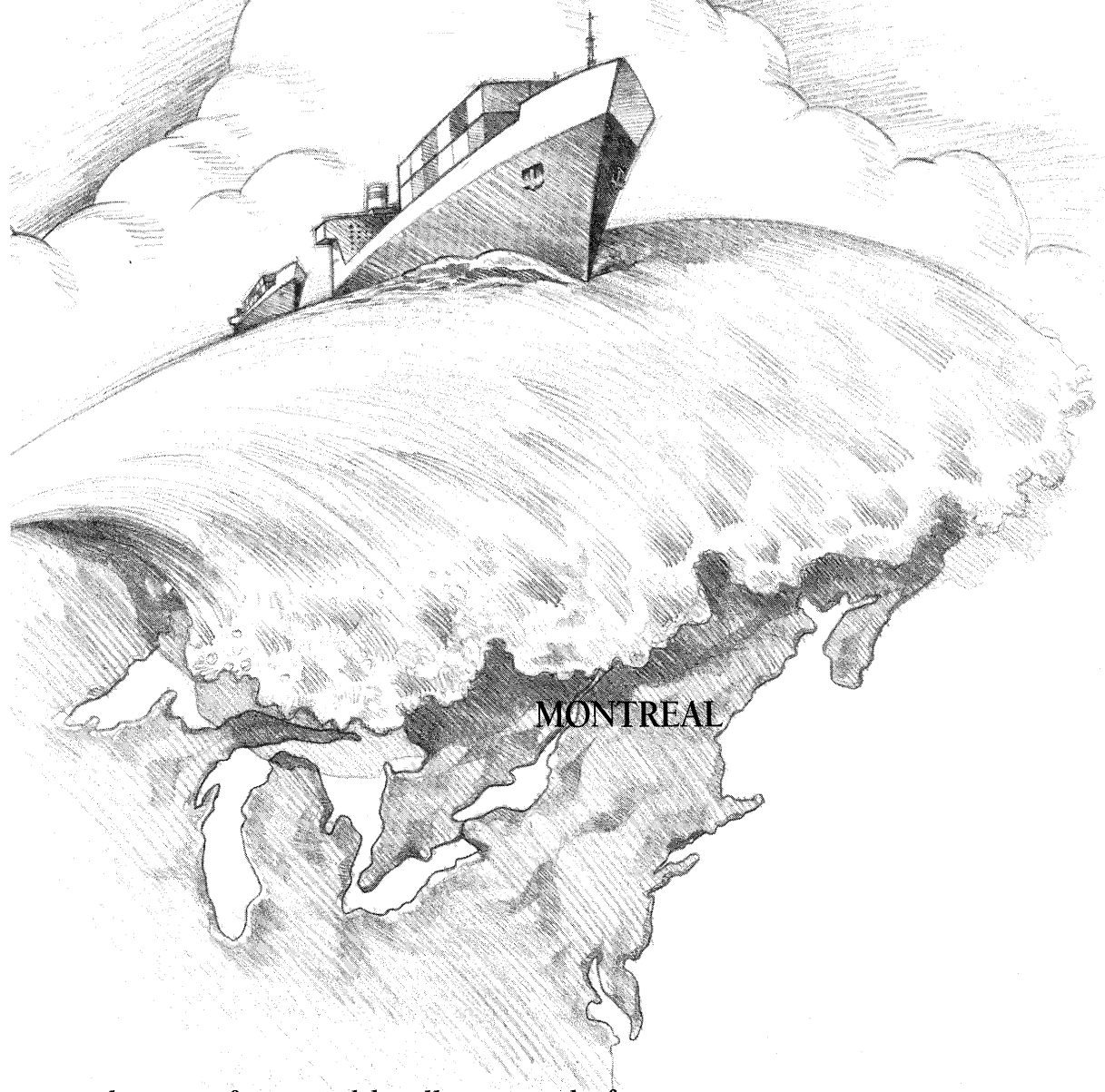
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**Port of Montreal
Port de Montréal**

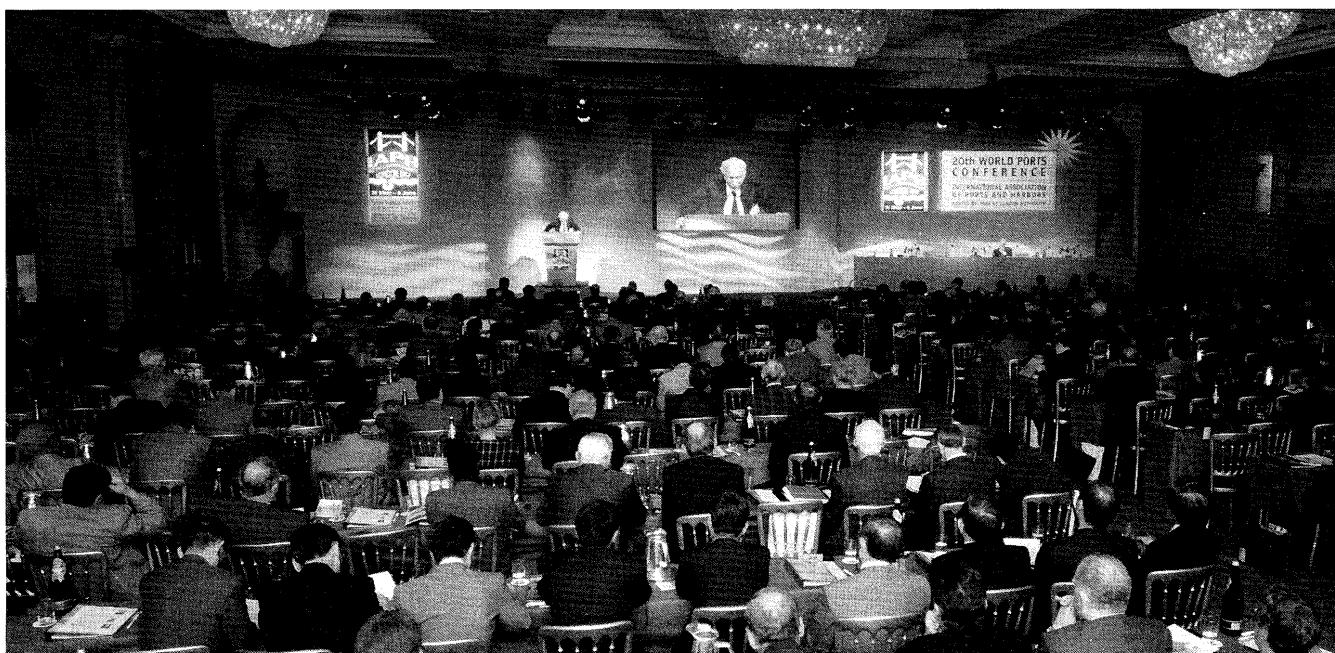


L O N D O N R E P O R T

20th IAPH World Ports Conference

Hosted by the Port of London Authority
Hilton Hotel, Park Lane, London 31 May-6 June 1997

IAPH Conference Explores Maritime Heritage - Maritime Future



Mr. Lubens Ricupero, UNCTAD Secretary General, addressing the gathering

THE 20th World Ports Conference of the International Association of Ports and Harbors, hosted by the Port of London Authority, was held at the Hilton Hotel in London from 31 May to 6 June 1997. Mr David Jeffrey, Chief Executive, Port of London Authority, acted as Conference Chairman.

A total of 810 participants, comprising 535 delegates and 275 accompanying persons from 65 different countries and economies attended the Conference.

The Association's Summit gave port leaders the opportunity to leave their demanding business tasks and reflect on future issues. Returning to London for the first time since 1965, the biennial conference had as its theme 'Maritime Heritage - Maritime Future'. The social programs gave delegates the opportunity to appreciate how London's fortunes

have been intimately and intricately connected to its port with visits to the Globe Theater, Guildhall and Hampton Court, for the opening ceremony, the reception hosted by the Lord Mayor of London and the farewell gala dinner. All participants were deeply impressed by the dignified splendor of those occasions.

This focus allowed the business programs to concentrate on the maritime future, albeit within its appropriate historical context. The working sessions addressed seven distinctive issues: opportunities and impediments to the growth of international trade; commercial issues facing the ports and shipping industries; financial pressures on the ports and shipping industries; ports - an economic and environmental balance; regeneration of old port areas; safe seas and safe ports; and port ownership -

public responsibility or private enterprise.

Four sessions featured keynote speakers: Professor Tim Congdon, Managing Director, Lombard Street Research Limited, considered to be one of the City of London's leading economic commentators; the Rt Hon Dr Gavan Strang, the United Kingdom's newly-appointed Minister of Transport; Sir Crispin Tickell, the Warden Green College Oxford and Chairman of the UK Government's Panel on Sustainable Development; and H.E. Grete Knudsen, Minister, Trade and Industry, Norway. To cap off this galaxy of speakers there was a Special Address by the Rt Hon Neil Kinnock, Transport Commissioner, European Commission.

The thrust of the business program is summarized in a special report, prepared by Professor Peter Rimmer, Australian National University, commissioned by the

20TH IAPH WORLD PORTS CONFERENCE

Association's Tokyo Head Office. This executive summary is introduced later in this issue.

Each of the Association's Conferences is intended to highlight emerging issues for world ports but it is also intended to feature the activities of its workhorses - the Technical Committees, IAPH/IMO Interface Group and Liaison Officers with the UN Agencies such as ECOSOC, IMO and UNCTAD. The reports of these Committees for the Port Affairs Group, Trade Affairs Group, and Human and External Affairs Group were delivered at the First Plenary Session of the Conference by the Coordinating Vice Presidents and Committee Chairmen. The presentation of the Akiyama Prize and IAPH Information Technology Awards also occurred during the First Plenary Session. A new departure at the Conference was the establishment of the Special Task Force IAPH 2000 by the outgoing President, Robert Cooper. The Task Force will recommend directions for the Association to take during the early years of the next millennium.



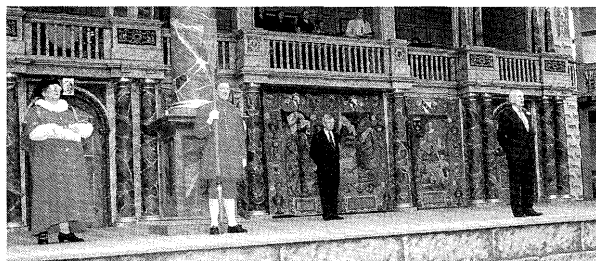
President Cooper responding to the welcome to Tilbury of IAPH delegates by Managing Director Charles Hammond (Wednesday 4 June)

OPENING CEREMONY

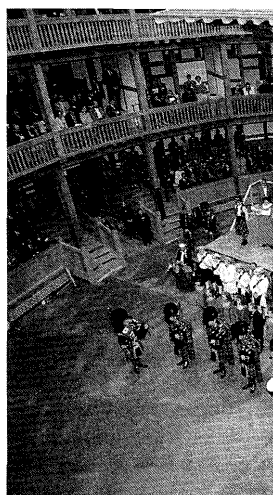
SUNDAY 1 JUNE

THE Opening Ceremony was staged in the new Shakespeare's Globe Theatre on the evening of Sunday, 1st June. The IAPH participants were the first audience who were allowed to enter the newly reconstructed theatre, which was to be officially opened by the Queen the following week.

A host of colorful and British flavored attractions of the evening included performances by Shakespeare's Morris Men, The Scots Guards Pipes and Drums, Godre's Aran Male Voice Choir.



Sir Brian Shaw welcomes IAPH participants from the stage of the Globe Theatre



Assembled Cast - Globe Theatre



Welcome reception - Globe Theatre

Address by Robert Cooper

President of IAPH
(Sunday 1 June
Globe Theatre)

MY Lord Mayor,
Gentlemen.
Your Worship,
Distinguished Guests,
Ladies & Gentlemen.

Sir Brian, on behalf of this great international family gathered here to attend the conference, I would like to thank you for your warm welcome.

We feel privileged to be here in such a wonderful location and if it is a taste of what is to come over the next few days, I know we can look forward to a memorable conference.

This beautiful, historic city of London is a particularly appropriate venue for our conference because it has such a rich and vibrant maritime history. From the fifteenth century, this nation has been a global leader in maritime and trade affairs.

Five centuries on, it still retains its pre-eminent position and, indeed, in terms of the reform and restructuring of port ownership and management, it has proved an innovative base model.

We are excited at the prospect of the programme that has been developed for us, both business and social.

I know that these events do not just happen - they are the result of a huge amount of planning and work.

So, on behalf of all delegates I would like to extend our heartfelt thanks to our hosts, the Port of London Authority, the conference organizing committee and their supporters.

It is due to your hard work and dedication that we can look forward to such an interesting and stimulating week ahead.

This afternoon, I had the privilege of



Lord Mayor of London, Alderman Roger Cork with Mr. and Mrs. Cooper at the Guildhall reception

dedicating a paving stone here at the Globe Theatre on behalf of the IAPH. This will remain on permanent public view to commemorate this occasion.

The reconstruction of the Globe provides some lessons for our organisation.

First, that nothing is too hard if you have enough grit and determination to see things through. The reconstruction of this historic theatre was a dream, one that few would have expected to come to reality 15 or 20 years ago.

Indeed if anyone asked my advice at the time I would probably have said, "Keep you day job!"

But one man, the late Sam Wanamaker had a vision and enough determination to make it happen. And what an achievement it is.

Secondly, it is the result of the efforts of people from around the world working together. People from different cultures and countries united in this project.

One of the great strengths of the IAPH is that it brings together people from so many countries and so many different cultures to unite in common interests and aspirations.

We are in an industry that is a crucial part of the transport links in our respective countries. The efficiency of our operations has a huge impact on the economic growth of our countries and on trade around the globe.

This Association gives us the opportunity to help shape our industry and have an influential voice on the global stage.

I am sure that all confer-

ence delegates will make the most of the opportunities over the coming days to enhance their understanding of the global ports industry and to foster the valuable business links and personal friendships that the IAPH can offer.

Let me close by thanking, again, those of you who have worked so hard to organise this conference, those of you who have welcomed us to your city and honoured us with your presence today.

It is my pleasure to declare that the 20th World Ports Conference is now open.

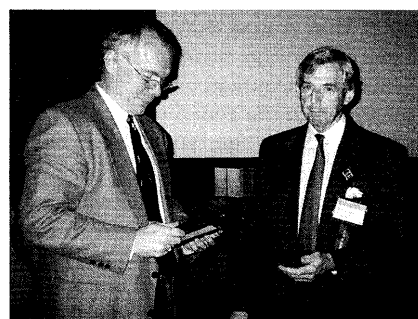
Pre-Conference Board, Committee Meetings

PRIOR to the formal opening of the Conference, IAPH's internal and technical committees, along with the conference committees which are specially attached to each biennial conference, met on Saturday 31 May and on the morning of Sunday 1 June to discuss the numerous issues entrusted to each of them. On the afternoon of Sunday 1 June, the pre-conference joint meeting of the Board and Executive Committee was held in the Grosvenor House Hotel to deliberate on policy matters covering such aspects as membership, financial and legal matters, so as to be able to come up with recommendations to the Board on specific items of the agenda when these matters were put before the Plenary Session for discussion by the delegates at large.

The Board officially acknowledged the service offered by Mr. Anthony MacDonald, AAPA, who was retiring as Chairman of the IAPH Dredging Task Force, by presenting him with a special plaque in recognition of his contribution to the work of IAPH. The Board welcomed Dr. Geraldine Knatz from Long Beach who succeeded Mr. Macdonald as the DTF chairman.



The IAPH President on a paving stone dedication - Globe Theatre



Mr. MacDonald, outgoing DTF Chairman, receives the Board's recognition

OPENING SESSION

MONDAY 2 JUNE

Opening Remarks by

Mr. David Jeffery
Conference Chairman

IT is a great pleasure for me to welcome you on behalf of the Port of London Authority to this first session of the conference.

Inevitably we have had a few changes in the programme and you will have a sheet on your table explaining who is coming in whose place. But I should begin by saying a few words from Hans Peters who was due to be our first speaker. Late last week he telephoned from the United States to say that he would not be able to join us because his wife was critically ill. He asked me to convey to you high apologies for not being able to be here today and his regrets that he would not be able to fulfill an engagement that he had been looking forward to. I am sure your sympathies will be with him for this event and the President will write from the Conference offering our sympathy at a very difficult time.

We have delighted at very short notice, to ask Professor Tim Congdon to replace him and he will speak later this morning. He is an eminent economist and our President will say more about him a little later.

I should also just tell you for administrative purposes, that the presentation by the Seaport Authority of Mina Zayed is taking place, as you know, in the working session before lunch and it will include a video presentation. So although your printed programmes will show a video presentation take place at 1800, that is now canceled so you will have a little more time to yourselves.

We do encourage you all to come to lunch which the Port Authority is sponsoring and to hear some more about their affairs.

Finally, we need to mention the keynote speaker for tomorrow. As you will know we recently had a general election here in the UK and a change of government. Therefore it was difficult for us to know who was going to the senior minister involved in transport in

our government. I am delighted to say that at short notice and at the beginning of the new government's work we have the pleasure of the Minister of Transport, Dr. Gavin Strang, who is also a cabinet minister, speaking to us tomorrow.

Finally Working Session 3 will now be chaired by Pieter Struijs. Thank you very much for your attention. I will now ask the President to open the proceedings.



Mr. David Jeffery, Conference Chairman, addressing the gathering

A Vision for Ports Towards the New Millennium

Address by
Robert Cooper

President of IAPH
(Ports of Auckland Ltd, New Zealand)

SIR Brian Shaw, Minister, Distinguished Guests, Ladies and Gentlemen, Friends and Colleagues:

As your President it is my pleasure to welcome you to this 20th World Ports Conference, and biennial conference of the International Association of Ports and Harbors.

A warm welcome to our former Presidents and other distinguished Honorary Members who are with us today. We who are now in charge of this Association much appreciate the legacy that you left to us.

I would also like to extend a special welcome to our colleagues from other sectors of the transport industry. This conference is a major occasion for our Association. However, we recognize that our business is just one link in the transport chain, albeit with major ramifications for the global shipping and transport industries if we get it wrong. Thus we value your participation and the different viewpoints that you bring from associated industries, organizations and other sectors, which will



Mr. Robert Cooper delivers his opening address

doubtless broaden the understanding, each of the other.

Let me say to all of you how much I appreciate that you have taken time from the demanding tasks in your own businesses to participate in this conference. The demands on your time are many, but I am confident that you will find this conference will be a worthwhile investment of your time.

Although the coming week will provide other opportunities to thank our hosts, I want to use this first occasion to say to the members and management of the Port of London Authority, destined as you are with the stewardship of this ancient and illustrious port, thank you for taking on the arduous task of organizing this conference and thank you for the warm welcome we have received; and, I might say, the spectacular opening last night. I would ask delegates to join with me in showing our appreciation.

It is 32 years since IAPH first met here. It is nice to be back!. In opening the conference it is my job as President to set the scene. We have an excellent programme ahead, which has aimed at the big picture because it is easy in the rush of daily business to forget about the big picture, the global perspective; but it is important that we take occasions such as this to pause from the daily pressures of business and focus for a while on the background issues and developments which will influence the future.

We who are the business leaders of the port industries must formulate the vision and provide the direction for the industry. If not, events will pass us by. When I look back over my presidency there has been a common theme to all of my remarks to the Association. That theme has been about change.

As we near the end of the 20th century, poised on the verge of the new millennium, we face relentless movements, change on an almost unnerving scale. Indeed it seems the only constant is change and the human condition has come to be about dealing with it.

I am sure that many here can look back on long careers with a feeling that only a few short decades ago the world seemed a fairly constant, secure and steady place and the future seemed knowable. It wasn't so.

If you look back and consider the changes we have seen in the port industry during the short history of this Association, some 42 years, and then project forward the possibilities of the next 42 years, you immediately recognize the enormity of the change which

faces us. In recent years, we have experienced enormous change in political and economic spheres, in world trade in communications and in port and shipping technology. In the last decade or so, we have seen political events which would have seemed inconceivable some years ago and which were certainly not widely predicted, nor perhaps even predictable. For example, the collapse of the Berlin Wall, the warming of relations between the former Soviet Union and the United States; and in China, the shift to a market economy have all had impacts on our businesses.

Five years ago were you communicating by E-mail? Had you even heard of the Internet? The speed of change and the magnitude of its impact is taking on new proportions as we enter this next century.

Let's look ahead. 2020 - what a vision! It would be a bold person today who would try to paint a picture of what the world will be like in 2020. And yet if you consider the scale and the economic life of port infrastructure investments, they do call for such boldness in managerial decision making.

As one in the twilight of a career in transport let me paint the dawn that many of you will face.

Those people and organizations who will be successful in 2020 will be those not afraid of change - those who can ride the roller coaster of change, those who do not engage in the dialogue of the dogmatically deaf but remain open to the excitement of new opportunities about by change in its many forms and guises.

This morning I will do no more than highlight some trends and touch upon their possible impacts on business.

Technology

First, is the impact of technology. Over the past 10 years, the growth in telecommunications and information technology has been exponential. In the early 1980s, the fax was a relatively new business tool and your computer took up half the office floor. Today, those technologies have been superseded by a low-cost modem the size of a saucer, which can link your home with the whole world.

Microsoft chairman, Bill Gates, recently pointed out that personal computers have become a million times more powerful since 1975 and he expects that during next 20 years they will become a million times more powerful again. In the not-too-distant future he sees that interactive television, com-

binning video conference and the Internet as the common feature in many, many homes around the world.

In telecommunications, technology means that costs are collapsing and distance or location is no longer an issue. In 1985, consumers around the globe used some 15 billion minutes worth of telecommunications - speaking, faxing, transmitting data. Ten years later the total was 60 billion and it is predicted that it will be 95 billion by the year 2000.

According to the World Bank, the cost of a trans-Atlantic voice call in 2000 will be 1% of what it was in 1987 and by 2010 it will be a three cents US an hour - next to nothing. That opens up tremendous possibilities. Call centres are a booming industry regardless of language or location. Hewlett Packard has centralized all its European technical support in Amsterdam. If you phone British Airways in the evening you are likely to be talking to a response center in America. But voices are only one part of the traffic that rushes around the international telephone network. Much more of it is data - documents, graphics, photos, videos. Digitized, this material can be exported or imported easily. And so can the jobs that go with it.

In short, communication has become easier and cheaper and we must be aware of the possibilities that offers to our business.

The implications of technology can boggle the mind:

- Technology is completely re-writing the rules of international business. Massive amounts of capital will seek out the best rate of return without regards for location, ideology, race, language or tradition. Governments are being cut out of the process simply because of the impossibility of monitoring what goes by computer communications. This has implications for currencies and for the ability of Governments to control their economies

- Technology is also changing the way we sell goods and services. There is a growing international middle class, including those of emerging economies, with discretionary incomes to spend. This burgeoning market of consumers will be able to use satellite television, home computers and the Internet to shop in the global marketplace.

- We should be mindful that an increasing proportion of international "exports" are traveling by computer network, and in theory at least, cyber-

space products, such as intellectual property, may well grow to outstrip traditional traded products.

So what does this mean for ports?

- In simplified terms, ports are way-stations to facilitate the transfer of goods between sea and land transport. We help move goods, people and information. In recent years we have seen ports change from being labour intensive business to a capital intensive business. Bigger, faster, more powerful machines are rapidly replacing hands on deck. But the benchmark for efficiency in future will be set by the manufacturers, ports and operators who seize the potential technological opportunities to simplify the systems and derive competitive advantage. For example, those who view operations at a container terminal as filling big floating boxes with smaller, standardized boxes, and visualize doing it faster, cheaper and with more reliability will prosper at the expense of those pre-occupied with the ways of the past.

And what of the information flow?

- Ports are the logical, neutral, high profile reference points in sea transport. Electronic data interchange already dictates that ports are a technology business. Cargoes can be tracked and data can be transferred by a seamless electronic system from producer, through transport modes and ports to the end user. Interim status can be available to any commercial interests in real time.

- With low-cost communications technology, information processing and operational planning can be centralized off site - maybe even in another port or country with time zone and cost advantages.

The options and opportunities beckon the bold.

Growth in free trade

Let me now touch on the trend to globalisation and growth in free trade and the implications for our industry. International trade has grown in leaps and bounds over the past 30 years.

There has been growing recognition that establishing fair trading structure is the best way to address the disparity between the developed and the developing economies and their peoples.

Trade barriers have been dismantled and economies have been made far more open to the world traders, albeit

that some national bureaucratic meddlers occasionally put a stick in the spokes of the wheels of progress.

The opening up previously closed economies has had a huge impact on the world trading patterns. For example, the wider Asia region has rapidly gained economic and political influence and is emerging as the powerhouse of the global economy. Eight of the world's top 10 markets are located in the Asia/Pacific region and, it is probable that by 2020, China will be the world's largest economy.

In every part of the world, efforts are in train to promote free trade, often beginning at regional level.

The European Union has been followed by NAFTA and ASEAN. APEC has committed itself to achieve free trade in the Asia/Pacific region by 2020. These are backed up at multi-national level by the continuing progress on agreements such as at the GATT and the establishment of the World Trade Organization.

The implications for the ports industry are important:

- With free trade, private enterprise will drive economic growth because business will be able to make investments based on the best financial return, without distortion or political interference.
- Volumes of traded goods are growing so there will be opportunities to achieve major efficiencies of scale in land and sea transport.
- Competition will intensify as private enterprise seeks out the cheapest or most efficient place to do business, regardless of national or regional boundaries.
- Some export and import trades, once captive to a port or region, will reverse or simply cease.
- This same competition will drive down transport costs, and in turn the major transport player, the ocean shipping industry, will drive down the prices of its suppliers.

The prospect is for an industry which is very dynamic in its structure and operations. The pressures will be immense. Success will be measured not by units of cargo throughput, but by accepted financial returns and other commercial measures.

There will be opportunities for some ports to do very well. Some will recognize and seize niche roles. Where some do well, others will struggle and fail.

Reduced Government power

The third major trend I want to highlight for our industry is the reduction in power of Governments of nation states.

Technology, economic liberalization and the globalisation of business have the potential to cut Governments out of the loop. Governments are becoming less relevant to business.

Over the past 30 years, we have seen the flowering of international law. A plethora of international or multinational arrangements have been negotiated.

Whether they are free trade agreements between countries, such as the GATT, or international treaties on specific issues such as maritime safety or the protection of biodiversity, they mean that national governments have, in accepting their concomitant obligations, handed some power over to international agencies. Communications technology facilitates easy administration across borders.

Right now, such issues are mainly debated at global level. Multinational and regional agencies have more political strength than ever before and in my view that will be the trend. Lobbying your own Government will not be sufficient to have a voice. There is a need to have an effective industry position and industry voice at international level to have ones views recognized. That is a role applicable to our association and I will refer to it later.

Shipping

These global developments in trade, economics and internationalism are being matched by major changes in the shipping business.

Containerization has led to major changes in the port industry. It has come to dominate many ports. The trend continues and the associated technology develops apace.

Since the introduction of containerization, freight costs have dropped significantly. Pre-containerization the average cost of ocean freight was between 5 to 10% of FOB prices. Now that figure has dropped to about 1 or 2%, and has greatly helped the explosion in world trade.

Just a few years ago at one of these biennial conferences we heard predictions on the growth of post-Panamax container ships with the capacity of more than 4000 TEUs. Today, they are commonplace and the first 6000 TEU vessels are in service already. Designers are presently contemplating plans for larger ships, with their advan-

tages of cheaper slot spaces.

These ships represent a massive investment but that in itself does not avoid the commercial pressures of today's shipping scene. Agreements on slot sharing provided a way to rationalize routes and maintain customer service. Then the mega-shipping lines formed alliances across national boundaries to achieve greater commercial and service efficiency.

However, that was not enough for some companies to prosper and we are now seeing a radical realignment within the shipping industry.

In the last year two mergers have changed the face of world shipping. Major British and Dutch container lines, P&O and Nedlloyd, announced a merger and just last month, Singapore's Neptune Lines took over the American Line, APL.

Both deals came as a big surprise to the market. The Journal of Commerce described the merger as "the newest version of future shock". That newspaper is predicting more cross-border mergers in liner shipping.

As fewer, stronger lines emerge ports will feel the pressure of increased bargaining power for more efficient facilities and services at less cost.

Will a region's ports have to similarly re-group and rationalize to survive? Will we see international and strategic alliances between major ports, and between hubs and feeders?

Ports

Massive restructuring has characterized the port industry during the past decade, and it is far from finished. One driver has been the changing shipping industry and its developing technology.

Containerization has led to major changes in the port industry. It has come to dominate many ports. The trend continues and the associated technology develops apace.

Another driver has been the thirst for investment in port and other utility infrastructures, particularly in emerging economies fired by their rapid growth.

Some US\$8 billion has recently been committed to port development projects in the Asian region alone.

At the same time, Governments are also being forced to be more fiscally responsible and have recognized that they cannot afford to finance all infrastructure developments themselves. In many parts of the world, this has led to a shift away from the Government or State ownership of ports.

Many ports are being corporatised or privatised or divided according to com-

mercial or regulatory regime. They are becoming freestanding organizations, which must operate without subsidies, support or even sympathetic planning regimes.

The increasingly hi-tech and capital intensive nature of the business is reinforcing these trends. Engineering or project based approaches in port management - perhaps known more for grand scale than rigorous financial analysis - will diminish.

Asset utilization will become the ongoing theme.

Add to all this the impacts of globalization, de-regulation, industry rationalization with its spectre of corporate takeovers and mergers, increased activism on the part of shareholders and stakeholders, and one can visualize the chilling effect on the comfort level of senior port executives.

Role of IAPH

Fortunately, port managers around the world are a hardy breed. They operate in a complex business in a complex and changing world.

Ports will remain as a crucial part of the transport links which enable economic growth and free trade. Efficient, profitable ports are essential to economic prosperity.

Although we port people come from different parts of the world, with different languages, cultures, political situations, business size and a multiplicity of ownership structures, we have much more in common than that which differentiates us.

Foremost is the common desire to improve the ports system.

As we move into the next century, we must prepare ourselves, individually and collectively, in anticipation of change.

In this, the International Association of Ports and Harbors has an invaluable role. This organization offers the opportunity to share experiences, to build understanding and to learn about and deal with the forces that will shape our industry over the next century. I have touched on a few of these today.

Ahead of us at this Conference there is a wide ranging and extensive programme. One that will discuss some of these issues in much greater depth, and I know that the conference organizers have gone to great lengths to bring us the most thought-provoking speakers.

This association is also vital to the future of our industry because it gives us a common voice in often intense national and international debates over the trends which are emerging.

Perhaps this is our most important future role.

But our effectiveness is in direct proportion to the interest and impact of our membership.

At the previous meeting in London 32 years ago, the then President said *"I believe that an association such as ours, united in a spirit of cooperation; a membership dedicated to helping one another, large or small; a membership that considers new, progressive ideas the property of all; a membership that builds worldwide friendships not through empty words or high-sounding phrases but through a continuing exchange of goods and services can be an example for the world to see and understand."* Wide and prophetic words.

In that same spirit, your Board of Directors has approved my plan to form a widely representative of special task force, named IAPH 2000, to review the structure of the Association, its focus

and emphasis and direction to ensure that they remain relevant to the needs and businesses of its members in the future.

I believe this task is important to the future direction and benefits that the IAPH will bring to its members. I will report further on this at our Plenary Session this afternoon.

This organization is now in its 42nd year. We owe a debt of gratitude to the people who had the foresight to recognize our common interests and provide a forum for them. They provided the vision that brings us together today.

We, the representatives gathered here today have accepted a responsibility to ensure the Association continues to be relevant and effective in this changing world. We have to make sure we catch the roller coaster ride.

We can hop on at this Conference!!

FIRST PLENARY SESSION MONDAY 2 JUNE

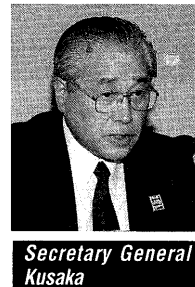
AT 14:00, President Cooper opened the meeting with his welcoming words to all the delegates and presided over the full session agenda dealing with the Association affairs.



Mr. Sumardi

Quorum: Mr. Sumardi (Indonesia), Chairman of the Credentials Committee, reported on the status of membership in attendance concerning the Regular and Board members and confirmed that the quorum required in the By-Laws in both categories had been duly met. The numbers reported were: out of 231 Regular Members, 111 were present at the Conference and 31 represented by proxies; out of 93 Board Members, 38 were present and there were 15 proxies.

itude to the hosts in London for the arrangements they had made for the Conference, expressed his appreciation for the guidance given by the President and Vice Presidents, and thanked the other activists for their dedicated service in support of the varied work of IAPH. He stressed the need for all in IAPH to continue working together for the collective interests of world ports. He introduced the IAPH home page on the Internet, which has now become full operative.



Secretary General Kusaka

Reports from Technical Committees

WRITTEN reports from the 12 Technical Committees covering the work carried out by the respective committees during the past two years were distributed to the participants as a conference package. Each Vice President, as Coordinator for the three groups of Technical Committees,

Secretary General's Report

MR. Hiroshi Kusaka presented his report highlighting the activities for the past two-year term since the 19th Conference. He voiced his grat-

described the work carried out by his committees and urged the audience to take an active part in committee activities, as featured later in this issue.

The presentation of the Akiyama Prize

DURING the course of the session, the presentation of the Akiyama Prize, the first prize in the IAPH Essay Contest (IAPH Award Scheme), was made to Mrs. Rita Seño-Ogbinar from the Philippine Ports Authority, following the report on the results of the contest by Mr. Goon Kok Loon (Singapore), Chairman of the Human Resources Committee.



Mrs. Rita Seño-Ogbinar receives the Akiyama Prize from President Cooper, as Mr. Goon stands by.

IAPH Information Technology Award

DURING the session, the presentations of the IT Award were made to the representatives of the winning ports. The 1997 Awards were: Gold Award to Saigon Port, Vietnam, Silver Award to the Port of Vancouver, Canada and Bronze Awards to Puertos del



Secretary General Kusaka receives the Gold Award on behalf of Saigon Port



Mr. J Gordon Houston, Port of Vancouver, receives the Silver Award

HONORABLE President of the International Association of Ports and Harbors, Mr. Robert Cooper, the illustrious officials of the Port of London Authority and organizers of the 20th World Ports Conference, Distinguished Delegates, Ladies and Gentlemen, good afternoon.

It is my great honor and privilege to be given the Akiyama Prize for the 1996/1997 IAPH Award Scheme and to represent my country, the Republic of the Philippines as well as our government agency, the Philippine Ports Authority.

This award is the culmination of my career of 20 years' service in the port which gave me that insights about the relevance of the quality of port services to promote efficiency, effectiveness and global competitiveness.

Let me therefore express my deepest appreciation and acknowledgment to the IAPH for this rare opportunity to receive this award, to visit the great city of London, United Kingdom, with its great maritime history and tradition, and to attend this conference.

I also wish to express my sincerest gratitude to our beloved General Manager of the Philippine Ports Authority, Commodore Carlos L Agustin, for his full support and for allowing me to receive this award officially and to participate in this conference.

Incidentally, I also would like to express my appreciation to my husband, Captain Anthony Dan S Ogbinar, who is also involved in the maritime community in the Philippines, and our son Michel Onasis Ogbinar, for their love and

support and for sharing with me this glorious moment.

Most of all, I wish to thank the Lord God Almighty for giving me the strength, wisdom and inspiration to express my thoughts and feelings about the improvement of the quality of port services in a winning essay. To receive this honor of being number one among other candidates who are even more competent than myself is indeed a humbling experience. Therefore, I wish that the concepts which I wrote would contribute to improving the quality of services in the ports that would need them. I firmly believe that the development of a port is no longer an isolated concern but now involves an integrated system linked with the regional economic development of the locality where the port is situated in connection with the global trade and transport system. The quality of services which the port could deliver to its customers would, after all, make a great difference in sustaining its strategic advancement and competitiveness.

At this point allow me to welcome you to visit our ports in the Philippines where numerous opportunities and possibilities for investment ventures and development projects are available, since our ports are strategically located in the heart of the Asia/Pacific region.

Once more, I would like to say thank you so much to all of you. I wish the International Association of Ports and Harbors will always gain all the power, sustenance, greatness and unify it needs and contribute to the improvement of the quality of services in all the ports of the world. Thank you.

Estado, Spain, and the Maritime and Port Authority of Singapore respectively. The winners were awarded with a



Capt Khong Shen Ping (MPA, Singapore)

President Cooper, with Mr. Santiago Mila (as Acting Chairman from the Port of Barcelona) also in attendance.



Mr. Julio de la Cueva Alen (Puertos del Estado, Madrid)

Membership and Finance Affairs

REPORTS on the financial status for 1996 and the membership status as well as the proposed budget for the 1997 and 1998 term were considered by the Budget/Finance Committee (chaired by Mr. Don Welch, Charleston) and the Membership Committee (chaired by Mr. Ron Brinson, New Orleans) which met jointly in the morning of Sunday 1 June. Recommendations of the joint meetings were presented to the First Plenary Session and approved, and the proposed Budget for the term was duly approved. The report from the Membership Committee included the recommendation of the continuance of the Temporary Membership scheme, which had been approved by the Board.

The two committees examined the dues delinquent members and agreed that the Secretary General be authorized to handle the situation involving members delinquent for more than two years, as required in the By-Laws, by encouraging them to settle the arrears as soon as possible before the final action to remove them from the IAPH membership roster is taken.

A recommendation was made by the Membership Committee to undertake a special strategic effort to study the structure of membership with a view to determining if it is properly structured in terms of dues for the different types of the existing and potential membership.



**Mr. Don Welch,
Chairman of the
Budget/Finance
Committee**

Bills and Resolutions

IN accordance with the recommendations from the Constitution and By-Laws Committee chaired by Mr. Carl Veng (Copenhagen), the Conference passed four Bills and four Resolutions, after they had been scrutinized by the Resolutions and Bills Committee, chaired by Mr. Patrick Falvey (New York) as outlined below:

Bills

No. 1: To amend the By-Laws in relation to the dues for the Associate Members

for simplification of the relevant wording by replacing it with a table to be appended to the By-Laws.

No.2: To amend the By-Laws in relation to the terms specifying gender to make them applicable to persons of either gender.

No.3: To amend the By-Laws in relation to the Conference Host.

No.4: To amend the By-Laws in relation to the voting at meetings by electronic transmission.

Resolutions

No.1: Resolution on the establishment of the Special Task Force "IAPH 2000"

No.2: Resolution of Condolence

No.3: Resolution Expressing Appreciation to the Conference Hosts

No.4: Resolution on the appointment of the Conference Vice President

Board Resolution No.1: To reaffirm the conditions for IAPH Temporary Membership

IAPH/BPA Agreement on Representation Report on the Biennium '95 to '97

By Alex J Smith

*IAPH European Representative
Liaison Officer with IMO*

Some General Remarks

THE Report has of course been circulated with the Conference documentation. Given the constraints on available time, I propose, therefore, to highlight certain aspects of it to which I attach particular importance.

I begin by recognizing my continuing debt to IAPH's activists, and in particular those who are located in the Region for their support and encouragement during the past Biennium. Such success as has been achieved during the time has been largely through their co-ordinated efforts. IAPH will want to recognize that fact.

United Nations (UN) System

In representing IAPH's interests in the Region, and having regard to my

role as IAPH's Liaison Officer to IMO, I am mindful of the importance which IAPH members should attach to the UN System.

Two of the eight priorities in the General Assembly's medium term plan, to 2001, are of particular importance to IAPH. The first of these is a commitment to the **Development of Africa**.

The effective operation of Africa's sea ports and related services must be a crucial element in the UN's plans.

In these respects I believe it to be important to underline views which I have expressed in previous reports to the effect that UN sponsored or initiated projects with a port connotation are becoming increasingly region-related or could be if a region's Member States were minded to adopt coherent strategies to secure their acquisition.

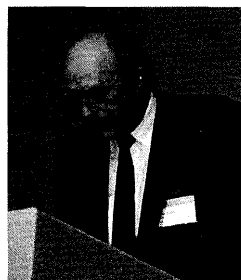
IAPH Technical Committees should become aware of these opportunities and, if called on to do so, be prepared to give appropriate advice to the region's Ports Associations even if only to ensure that port interests are not overlooked in the planning stage of UN-backed projects. Technical Committees should also be mindful of the existence and accessibility of various UN-linked funding organizations. The Global Environment Facility (GEF), for instance, has a programming budget for the 3-year period ending in 1997 in excess of US\$2 billion. GEF gives every encouragement to operational co-operation with NGO's at both regional and national levels, in project identification, financing and implementation.

The second priority item relates to the **Promotion of sustained economic growth and sustainable development in accordance with relevant General Assembly resolutions and recent UN Conferences**.

A programme leading to the identification and analysis of the implications of investment for development is currently under way. UNCTAD will have a prominent role in these regards. IAPH's liaison efforts with UNCTAD will no doubt wish to target that review process, amongst their other responsibilities.

The International Maritime Organization (IMO)

In a liaison capacity, ensuring that the interest of IAPH members, in general, are taken account of in the various discussions of IMO Committees, has made it necessary, as the report shows, to consolidate or extend IAPH's links with other like-minded international



Mr. Alex J Smith

maritime organizations where it has seemed mutually advantageous to do so, in presenting respective views to IMO.

Ideally Committee members should participate in IMO meetings to ensure that credible and authoritative opinions are expressed by the best available port operational expertise. I most sincerely thank those IAPH members who have done so. **IAPH's Executive Committee is therefore asked, as on earlier occasions, to continue to encourage member ports to release personnel with specific expertise for these purposes.**

I have listed in pages 4 and 5 of the report a range of matters under consideration by IMO Committees which needed to be included in the agendas of IAPH's Committees. Committee Chairman will confirm that that is happily in hand.

I have also referred on pages 5 and 6 to IAPH policy positions and possible action areas for Networking IAPH members.

Networking

Networking continues to be a significant element in representing IAPH to inter-governmental and non-governmental organizations located in the Region. Reference has therefore been made to various contacts, by way of example, on pages 6 through 9. I would particularly draw attention to IAPH's links with regional port associations.

Each of these RPAs knows that by using the IAPH medium they are able to extend their influence or point of view well beyond their natural boundaries to a much wider audience. The importance of that facility should not be underestimated in that both IAPH and the RPAs know that the need these days is to find global solutions to what are perceived by them to be global problems.

From an IAPH standpoint, there is also merit in securing support for IAPH policies from national delegations to international gatherings by the promotion of the policies at local/regional level. RPAs are key players in that promotional role.

Finally, I wish to take this opportunity to thank most sincerely, Mr. Hiroshi Kusaka, Secretary General, IAPH and his staff, Mr. David Whitehead, Director, British Ports Association and his staff for the immense help and encouragement they have given me during the Biennium.

Thank you for your attention.

Report by Liaison Officer with UNECOSOC

By Lillian Borrone (New York)

THANK you, Mr. President. As Mr. Sutherland said this morning, it is becoming quite apparent that non-governmental organizations are having a greater influence on issues of critical importance to IAPH. I shall just give comments on my very brief report as Liaison Office of non-governmental organization meetings of the United Nations Economic and Social Council.

In 1992, the United Nations Conference on Environment and Development (UNCED) adopted a program of action entitled "Agenda 21" related to several critical environmental areas: forests, energy, transport, atmosphere, desertification and drought. The Commission on Sustainable Development, over the last year, has continued to review the implementation of Agenda 21 and has approved a draft final document to be submitted to the General Assembly. The final language is still under negotiation and no date has yet been set for the submission.

The significant change in the Agenda is new language concerning oceans and transportation. While fresh water has been an important aspect of the work of the Commission on Sustainable Development, recognition of the relationship between pollution of river basins and the degradation and sustainable use of oceans and seas is now being discussed. Since most lakes and rivers eventually drain to the seas, the fresh water waste discharges have an impact on coastal, and even on deep-sea ecosystems. About 80 percent of marine pollution is caused by human activities on land. The water in the oceans will never be clean unless pollution from sources on land is controlled.

International cooperation is called for to support the strengthening of regional agreements for the protection and sustainable use of oceans and seas.

Clearly this is an important topic for all because we all wish to see a thriving marine environment but also a sustainable one. Furthermore, in the January meeting in Monaco, the topic of energy and transportation was addressed as a



Lillian Borrone

critical issue. Fossil fuels provide the major part of world energy supplies and virtually all fuels used in transportation. The transport sector accounts for about a quarter of world commercial energy demand which has important impacts on sustainable development through greenhouse gas emissions, effects of pollutants on health and urban congestion as well as on our water environments.

Three objectives for policies to promote sustainable energy and transport were identified: reducing emissions from transportation systems; shifting traffic to cleaner transportation systems; and rationalizing the demand of transportation.

We will continue in New York to monitor the actions that the UN organizations are taking and we of course will pass on any information we gain to Mr. Smith and to others in IAPH, for we are quite concerned about some of the topics that are being addressed and the implications that they have for us as port managers. So clearly this is a subject area that we will need advice and guidance on as we continue to pursue our activities.

I would like to thank the Headquarters staff for their support and also my own staff in New York. Thank you, Mr. President.

IAPH/IMO Interface Group Chairman's Report and Recommendations

By Jean Smaghe

THE IAPH/IMO Interface Group was set up in 1994 during the EXCO meeting held in Copenhagen. After three years of existence, and some 15 meetings held in the three IAPH regions. This group is clearly of the utmost importance for our Association. The group is primarily involved in the definition and effective implementation of IAPH strategy concerning IMO activities. The IAPH/IMO Interface Group is responsible for publicizing the views of the world port industry and I am very happy that the three regions are equally well represented by the very active members of this group.

Through this group, IAPH is able to demonstrate its expertise to IMO, by

submitting a wide range of documentary materials for consideration by the IMO Committees, including the Marine Safety Committee and Marine Environment Protection Committee in particular, and the Ship/Port Interface Working Group. Amazing though it may seem, a number of influential national delegations to meetings of the principal IMO Committees have appeared to be suspicious of this expertise. However, we expect that cooperation between IMO, IAPH and other interested parties close to the ship/port interface, will increasingly generate mutual confidence for the benefit of further joint efforts.

The IMO Committees are engaged in the enhancement and development of standards, codes, recommendations and guidelines for the international maritime community. Some are relevant to ports, in which case the IAPH/IMO Interface Group concentrates on providing realistic views which can contribute to the enhancement of maritime safety and the protection of the marine environment.

During the last two years the group has had to deal with such matters as reception facilities in particular, the funding of these facilities, in the framework of MARPOL, air pollution from ships, aquatic organisms in ballast water, preparedness for and response to emergencies in port areas, pollution from ships' bunkers, disposal of dredged material, certain aspects of port state control, safety of bulk carriers, preplanning of pilotage schedules, regional cooperation, ship/terminal communications and various facilitation matters.

The group has also taken the view that it is both necessary and appropriate for IAPH to define its position on an increasing number of environmental protection issues, based on agreed principles spelt out in a general policy statement. Six position papers or statements prepared by the IAPH Port Safety and Environment Committee and the IAPH Marine Operations Committee have been reviewed by the IAPH/IMO Interface Group and were presented yesterday to the Board and EXCO.

They are dealing with the following topics IAPH environmental policy.

- guidance for acceptance of disabled ships in ports;
- health and safety policy for ports;
- waste management policies for ports;
- emergency preparedness and response in ports;

- financing of reception facilities; and
- arrest of sea-going ships.

To conclude, I would like to emphasize that the involvement of all IAPH members in the actions undertaken by the Group is of the utmost importance. One particularly significant group action concerns the preparation of an IMO meeting schedule, with a summary of relevant IAPH positions, for circulation to members via the Secretary General. IAPH members are encouraged to put forward IAPH views for acceptance and support by their respective national delegations to the IMO meetings concerned.

I have chaired the IAPH/IMO Interface Group since its creation, and a new Chairman will be appointed during the course of this week. My view is

that the IAPH/IMO Interface Group will continue to be major importance for our Association in the coming years.

Finally, a word of thanks to all members of this group and the chairmen of the Technical Committees involved, all of whom have been very active. Peter van der Kluit, who as usual has got through an enormous volume of work, Ian Dale who is reviving the Marine Operations Committee, Tony MacDonalld as chairman of the Dredging Task Force. Paul Valls, who left the chairmanship of the Legal Protection Committee and I want to thank him and Bruno Vergobbi, his successor, with a special mention of the active secretary of the group, Alex Smith, and of course, for the IAPH Secretariat General for their kind and invaluable help.

Creation of the Special Task Force IAPH 2000

THE idea of creating an ad hoc group to consider the future of IAPH first emerged at the Africa/Europe Officers meeting in Rotterdam in January 1997. It was further developed, resulting in the establishment of the Special Task Force IAPH 2000 at the London Conference with a responsibility to report to the 1999 Conference. The Resolution passed at the Conference to this effect and the individuals appointed to serve the Task Force are introduced below.

Europe/Africa Region	American Region	Asian Region
Pieter Struijs Port of Rotterdam The Netherlands	D.J. Taddeo Montreal Canada As Chairman	Akio Someya Nagoya Japan
Jean-Michel Moulod Port of Abidjan Cote d'Ivoire	D.F. Bellefontaine Port of Halifax Canada	Goon Kok Loon Port of Singapore Singapore
Malcolm Ravenscroft Associated British Ports UK	H. T. Kornegay Port of Houston USA	Tu Deming Port of Shanghai China
Patrick Keenan Port of Cork Ireland	Ron Brinson New Orleans USA	Geoff Vazey Ports of Auckland Ltd. New Zealand

Resolution No.1 Resolution on the Special Task Force "IAPH 2000"

WHEREAS the President and the Vice Presidents convened a Meeting of

Officers and Members of the Association to consider appropriate planning for IAPH to meet the emerging challenges resulting from current trends in the Port and related industries as they enter the next millennium;

WHEREAS after discussion, it was recommended and the President agreed that a Special Task Force entitled "IAPH 2000" should be constituted to review and analyze the impact on IAPH of the trends in reform of port organizations, in the technological and communication fields and in liaison with other entities involved in port industry and world trade,

WHEREAS the Special Task Force will coordinate with existing IAPH Technical Committees in regard to such analyses and proposals for any necessary changes in the structure, mission and program of IAPH for the purpose of continuing the ability of IAPH to provide service to existing and future members of IAPH; and

WHEREAS the Special Task Force should be enabled to call upon the Technical Committees of IAPH and other members of the Association to assist in the important task of reviewing the industry trends and to arrange for any necessary expert opinion for the completion of this task

NOW THEREFORE IAPH in assembly at its 20th Conference hereby supports the decision of the President to constitute a Special Task Force "IAPH 2000" for the purpose of a comprehensive review of changes occurring and future trends in port and maritime industries.

REPORTS FROM TECHNICAL COMMITTEES

PORT AFFAIRS GROUP

By Jean Smagghe

First Vice-President, IAPH
Coordinator, Port Affairs Group

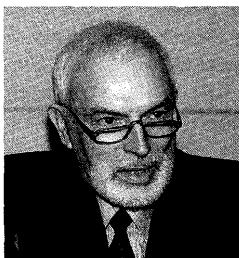
I would like to recapitulate briefly the component elements of the Port Affairs Group: 5 Committees: **The Port Planning and Construction Committee**, chaired by **Philip Ng**, Port of Singapore. **The Dredging Task Force**, chaired by **Anthony MacDonald**, AAPA, and **Ms. Geraldine Knatz**, Port of Long Beach who will succeed him. **The Port Safety and Environment Committee**, chaired by **Peter van der Kluit**, Port of Rotterdam. **The Marine Operations Committee**, chaired by **Ian Dale**, Hong Kong Marine Department. **The Cargo Operations Committee**, chaired by **John Terpstra** succeeded by **Donald Meyer**, Port of Tacoma. Also I would like to introduce **Pat Keenan**, Port of Cork, who has helped me in the coordination of the Report.

These five committees gather 75 members from our three regions and the majority of the member ports. These committees are in fact dealing mainly with technical and regulatory issues, including those addressed by the IMO Committees on Marine Environment Protection and Maritime Safety in particular.

The first point to emphasize is the personal involvement of the Chairmen in the activities of their committees. They have made tremendous efforts to facilitate attendance, by the existing members of the committees, and attract new members from the different regions, holding meetings in different parts of the world such as Hong Kong, Durban, Houston and Hamburg. The next combined meeting of the Port Safety and Environment and Marine Operations Committees will be held in Perth in Australia in December.

The work of the Technical Committees is concentrated, firstly on efficient information of our members concerning developments with various issues which are critical for the port industry, and secondly on international bodies such as IMO, London Convention 72 and UNEP, where port affairs related issues are discussed.

As far as the first point is concerned, a number of surveys have been con-



Mr. Jean Smagghe

ducted by the Port Affairs Group. The report on a survey on waste management policies for ports is being presented at this conference, while the results of another survey on the characteristics of container cranes have already been circulated extensively. In addition, the Committee on Port Planning and Construction gave extremely interesting papers in Hamburg and Houston, and is now working on guidelines for port development master plans and on new topics such as port information technology and coastal erosion.

Regarding the second point, numerous issues concerning our port activities must be monitored with particular care. I refer for example to the investigation which we have initiated in collaboration with IMO, on the funding of reception facilities (within the framework of MARPOL) in all ports of the world, air pollution from ships, aquatic organisms in water ballast, for which the provision of reception facilities is just not feasible, the budget aspect of port state control, and bulk carrier safety. These issues are extremely important for ports, and our position must be made known to IMO.

The Port Safety and Environment Committee and the Marine Operations Committee have prepared six position papers which have been reviewed by the IAPH/IMO Interface Group and are presented to the EXCO and the Board. As far as the dumping of dredged material is concerned, our Dredging Task Force has been at continuous pains to put forward the views of the Port Authorities. It is encouraging to note that London Convention 72 has taken our arguments into account in the amended protocol discussed in December 1996. I therefore feel strongly that the Dredging Task Force should continue to enjoy the financial support of the Association.

Thanks to the work conducted by the various Technical Committees of the Port Affairs Group, IAPH is in a position to present and discuss the position of ports throughout the world on all occasions. However I must emphasize that it is of fundamental importance for all

port authorities which are members of our Association to feel that they are concerned in the activities of the Technical Committees. If this is not the case, no one will be aware of their views, and the position presented by IAPH may differ somewhat from their expectations.

The dumping of dredged material, reception facilities and air pollution from ships are matters which concern all our ports, and the pressure from environmentalists is very great. Each port authority is directly concerned, and must adopt an imaginative approach to assist in identifying the appropriate response. It must also take the necessary steps to convince its government, to ensure that official State delegations back the position of the ports.

With Robert Cooper's agreement, I would therefore suggest that all members of the Board and the Exco lobby strongly to encourage new, active participants to join the Technical Committees.

Of course, as far as the future organization of the Technical Committees is concerned, we will have to follow the recommendations of our IAPH 2000 Special Task Force into account in the future. My view is that four of these Technical Committees should remain in this group, as they deal with the regulatory and landlord functions of Port Authorities and are the core of the IAPH/IMO Interface Group. There remains the Cargo Operations Committee which will concentrate its works on the evaluation of the productivity of cargo operations and will propose new terms of reference at the end of this week. It seems that, with these new orientations, this committee would have to be shifted to the IAPH Trade Affairs group instead of the IAPH Port Affairs group.

In conclusion, I would like to thank again the chairmen of our technical committees for their excellent work, John Terpstra left and I wish to thank him for the time he has given to our Association as well as his successor Donald Meyer. As far as the Dredging Task Force is concerned, we must thank a lot Anthony MacDonald for his excellent and very efficient work in the LC72: The AAPA has proposed us the name of Dr. Geraldine Knatz to replace him. She is, in my opinion, a very good candidate for this position and we are very happy to welcome her today. And finally, I would like to thank a lot the Head Office secretariat for their continuous and efficient help. That concludes my report, Mr. President.

TRADE AFFAIRS

By Dominic J. Taddeo

*Second Vice-President, IAPH
Coordinator, Trade Affairs Group*

IT is my pleasure to outline the report from the Chairman of the Technical Committees for Trade Affairs group, which comprises the following four committees:



Mr. Dominic J. Taddeo

Ship Trends Sea Trade Trade Facilitation Combined Transport

Ship Trends Committee

The Ship Trends Committee has succeeded the Ship Sub-Committee which worked within the Committee on Port and Ship Safety, Environment and Construction (COPSSEC), on the trends in ship characteristics.

According to the terms of reference of the Committee, the report aims to deliver the latest information on the trends of ships of IAPH members.

The report is divided into four distinctive parts:

1-Data on world economy

It is clear that world sea trade has continued and will continue to expand, even if growth is and will not be equal from one region to others. As there is always a link between the development of the world economy and maritime transport, it is not surprising to observe that seaborne trade continued to expand in 1995, marking the 10th consecutive annual increase.

2-Information on some specific seaborne trades

Container activity has grown every year since its beginning in the 1960s. As assumed by Drewry Shipping Consultants, the increase was estimated at nearly 10% per annum in the 90s. The forecast for the next three years until 2000 is about 7% to 8%, reaching 198 million TEU in the 21st century.

As far as the crude oil trade is concerned, the economic picture was considerably mixed in 1995. Growth fell short of projections in most European

countries, but remained sustained for the fifth straight year in the United States. East Asia is still gaining in economic importance.

As regards the dry bulk trade, notwithstanding the slight decline of the world crude steel production in 1994, seaborne iron ore volumes increased by 8.2 per cent from 354 million tons in 1993 to 383 million tons in 1994, as the European steel industry improved its performance and the increase in production in China was sufficient to compensate for the reduction in ore-based steel output in Japan.

3-Analysis of the world fleet

The statistics of the Bremen ISL show that, on July 1st 1996, the world fleet stood at 465.298 million gross tons, with an increase of 19.6 million (4.4%) compared to 1995.

The number of vessels (300 grt/gt and over) stood at 37,531 compared to 36,458 in 1995.

Based on the Lloyd's Register of Shipping World Shipbuilding Statistics, of December 1996, the total amount of new orders in 1996 was 45.3 million gt, down 2% from 46.3 million gt in 1995. The 1996 world order represents the second highest level reached since 1985.

The share of the two biggest shipbuilding countries - Japan and South Korea - remained at a high level: 13.7 million gt (30.2 %) and 13.2 million gt (29.1 %), respectively. Western Europe ranked third with 8.3 million gt (18.3%).

In terms of ship type category, the Lloyd's Register reported that dry bulkers accounted for 31.9% of the new ships ordered in 1996, this compares to 27.7% for liquid bulkers and 23.7% for container ships.

Regarding container ships, Containerisation International Yearbook 1997 reported for 1996 a record orderbook of cellular container ships. The 452 new or converted to cellular vessels on order represented 31.2% (991 826 TEUs) of the existing cellular fleet capacity of 3,178,823 TEUs.

A remarkable fact is the size of these new vessels: 38 of them exceed 5,000 TEUs and among them 19 exceed 5,600 TEUs.

4-Technical trends of some specific types of vessels

The most noticeable features about the current container ship industry are:

- the launch of the biggest container vessels ever built and continuous increase in the number of the largest ships;

- massive concentration in the hands of few carriers;
- the development of new technology such as the "opensky" vessels;
- the availability for development of a niche market (size of vessels versus distance to travel).

97 overpanamax vessels are in service or on order, in the end of 1996 (50 in service, 47 to be delivered by 1999) according to YLG Liner Ship Database.

Port facilities have to cope with the dimensions of these vessels. Maersk's K-class vessels (6,000 TEU) are by far the largest container ships in the world, with an unprecedented 42.8 m beam, far beyond the panamax standard of 32.2 m, offering 17 tiers of containers compared to the classical 13 wide. With a 318m length, they overhang a standard 300 m container berth. And they generally require a 15m depth.

The rush towards larger ships is coupled with the change in ownership or, more precisely with the trends of the biggest container operators to become bigger and bigger.

We observe that : In 1988, the 20 leading carriers controlled 35% of the worldwide capacity ; in 1992, 41.9%; in 1996, 48.6%.

This Top 20 group has increased capacity by 11,6 % over the last 12 months from 2 to nearly 2.3 M TEU. And more significantly, they have an even larger share of the new building market and will likely operate an excess of 60% of the world fleet in 2000.

Consortia and other forms of cooperation between carriers are not new. The factors that drove the container shipping industry are still there : economy of scale, rationalisation of costs, improvement of the frequency of sailing are still available. .

However there is still the availability for development of a niche market and the balance to achieve between size of vessels and the distance to travel. As an example, short route ferry companies have a tendency to build smaller vessels with numerous sailing instead of having one large ferry which would reduce their operation costs. As the distance grows the ferries are usually bigger with less sailing.

As an example, the Port of Montreal is very successful on a shorter route, such as the North Atlantic, although it operates a fleet of smaller vessels than its competition.

Sea Trade Committee

I am pleased to report that the Sea Trade Committee has completed sever-

al key activities since it last met in Seattle.

As initially reported at the mid-term conference in Indonesia, the Sea Trade Seminar was established by Mrs. Lilian C. Borrone, Chairman of the IAPH Sea Trade Committee, and Mr. Jean Smagghe, 1st Vice President of IAPH to provide a forum to discuss trends in sea trade. The first seminar was hosted by Mr. Fernando Palao of the Puertos del Estado and Mr. Jose Arana of the Puerto Bahia de Algeciras on February 25-27 in Algeciras, Spain. It was held in conjunction with the Spring 1996 meeting of the IAPH's African and European officers and was divided into sessions on trade, ship design and port design.

The presentations and discussion highlighted the need for the United Nations, the IAPH, ESPO, AAPA and other world organizations to further discuss and address the requirements of ship owners and lines on the world's ports, regional and national infrastructures and the world economy.

The Sea Trade Committee has been working with other IAPH committees, particularly the Trade Facilitation Committee, to explore and expand the IAPH's presence on the Internet.

Trade Facilitation Committee

At the EXCO meeting in Indonesia last April, Mr. Leandre Amargos of the Port of Barcelona Authority was appointed Chairman of the IAPH Trade Facilitation Committee (TFC), succeeding Mr. David Jeffery of the Port of London Authority.

Since its meeting at the Biennial Conference in Seattle, the TFC has arranged four meetings.

These meetings were held in London on October 30, 1995, Cyprus on March 15, 1996, Constantza on October 11, 1996, and finally, Hamburg on April 23, 1997.

The TFC seeks to promote and increase the efficiency of ports by centralizing, promoting and distributing information and techniques on trade facilitation. Nevertheless, the TFC seeks aspects already being covered by other organizations.

The main issues currently being covered by the TFC work program include:

- IAPH IT Award
- Information model on information systems;
- Regional and information technology developments;
- Customs procedures;
- Training requirements;

- Involvement with other organizations; and
- Electronic links among members.

The Trade Facilitation Committee also acts as liaison officer between the IAPH and the World Customs Organization (WCO).

The IAPH believes that Customs procedures are an important aspect related to port procedures and to facilitate trade.

Since the Seattle Conference, the TFC Chairmen, both David Jeffery and Leandre Amargos, have attended several meetings of the WCO Working Groups relevant to trade facilitation.

Among these, the TFC summarized two of these Working Groups and also mentioned a field of cooperation in which the WCO has been very active:

- The Working Group on the Kyoto Convention;
- The Information Management Subcommittee;
- Cooperation with other International Agencies and Organizations.

Combined Transport Committee

The committee's report entitled "The Future Role of Ports in Combined Transport and Distribution Centres" was published and distributed to the IAPH members in October 1996.

Greater requirements placed on transport from industry and political intervention are likely to encourage the development of combined transport

systems. This will be an important development area for ports.

The report also considers distribution centres. It is believed that ports have good potential to establish distribution centres. Even if ports choose not to get involved in the actual operation of distribution centres, it is suggested that they should establish close cooperation with them, at inland locations as well as close to the port.

The following nine key issues for ports to succeed have been identified by the committee:

- **Study industrial markets.**
- **Commercial integration.**
- **Involvement in distribution centres;**
- **Port-to-port alliances;**
- **Transport-chain alliances;**
- **Commercial cooperation;**
- **Invest in communications, information and logistics competence;**
- **Promote unitized cargo; and**
- **Develop the competence to be competitive and positive attitudes.**

Conclusion

The issues highlighted above and reviewed in detail by the committees have a direct impact on our ports, not only immediately, but also for the long run.

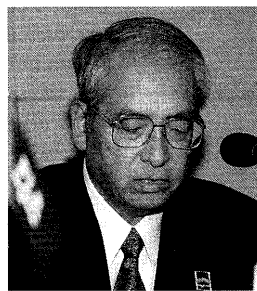
I would like to extend my most sincere thanks to all active members of the Technical Committees for Trade Affairs and say "MERCI BEAUCOUP" to the chairpersons in charge of the committees.

HUMAN & EXTERNAL AFFAIRS GROUP

By Akio Someya

*Third Vice-President, IAPH
Coordinator, Human & External Affairs*

AS the Coordinating Vice President of the IAPH Human and External Affairs Group, I am pleased to give a brief report on the activities of the three committees, namely the **Committee on Human Resources, Legal Protection and Port Communities**. All three committees met separately yesterday and updated the reports of their activities over the two years since the 19th Conference in Seattle. Then the report was proposed to the pre-Conference joint meeting of the Board and Exco, where it was approved for further sub-



Dr. Akio Someya

mission to this First Plenary Session today. I am quite impressed with the intense dedication that the chairmen and members of the committees have given to the further enhancement of their activities. Now I should like to turn to the report of each committee.

The Committee on Human Resources

The Committee on Human Resources chaired by Mr. Goon Kok Loon from the

Port of Singapore Authority, has been working on various programs to provide training, education and technical assistance to developing ports. These programs include the IAPH Bursary Scheme and Award Scheme, both of which have been very successful. Chairman Goon now stresses the need to raise funds for these programs in order to maintain the quality of both schemes.

The Committee has also worked in cooperation with UNCTAD in publishing monographs on port management. These have been distributed to member ports and have been very well-received.

Another major project the Committee has been working on is the organization of a seminar/workshop in Mombasa, which is scheduled for the third week of January, 1998. Mr. Jose Perrot has taken over as coordinator for the event from Mr. Joseph Bayada, who retired as General Manager of Cyprus Ports Authority in March. I would like to express my sincere appreciation to Mr. Bayada for the work he has done for this project, and to Mr. Perrot for continuing that work.

The Committee on Legal Protection

The Committee on Legal Protection has recently welcomed a new chairman, Mr. Bruno Vergobbi from the Port of Dunkerque, who succeeds Mr. Paul Valls. I would like to take this opportunity to thank Mr. Valls once again for his extensive work for the Committee, as well as for the association as a whole, during his tenure as Chairman. I would also like to express my gratitude to Mr. Vergobbi for taking on this difficult but very important role.

The Committee has met four times since the Seattle Conference in 1995, and has worked on three major issues: the HNS Convention, the Revision of the 1976 Convention on Limitation of Liability for Maritime Claims, and the Review of 1952 Convention on the Arrest of Sea-going Ships.

As for the issue concerning the HNS Convention, a diplomatic conference was successfully concluded with the adoption of the 1996 HNS Convention. Mr. Andre Pages and Mr. Richard Douglas monitored the diplomatic conference and a detailed report of the conclusion was carried in Ports & Harbors magazine. Revisions to the 1976 Convention on Limitation of Liability were also adopted at the same diplomatic conference, and the IAPH was successful in most of the areas concerning this issue as well.

Regarding the Review of the 1952 Convention on the Arrest of Sea-going Ships, being dealt with jointly by UNCTAD and IMO, the Committee feels that the interests of port authorities are being disregarded. In order to prepare an IAPH position to state our concerns more clearly, the Committee conducted a survey among the IAPH membership on the current situation or arrested ships in port waters and is now making a detailed analysis of the responses.

In addition to these issues, the Committee would like to continue working on issues related to the IMO Legal Committee Program, including Pollution from Ship Bunkers, Compulsory Insurance, and Wreck Removal. It would also like to continue monitoring the UNCITRAL work concerning the legal aspects of EDI.

At the request of the Comité Maritime International, Mr. Le Garec of the Committee has been appointed liaison officer to the CMI in order to enhance the cooperation between the CMI and the IAPH.

The Committee on Legal Protection would like the Conference to endorse its endeavors on behalf of the IAPH and to mandate its continuing work with

regard to the areas covered by the IMO Legal Committee and other UN Agencies.

The Committee on Port Communities

The Committee on Port Communities would like to submit a paper entitled "Effective Public Relations Strategies for Port Management Professionals", which has been prepared by Chairman Bellefontaine from the Port of Halifax. This paper features many suggestions and possibilities that could be beneficially implemented in public relations strategies at ports throughout the world.

The Port Communities Committee discussed the proposal to change the name of the Committee and agreed to recommend a new name of "Port Communications Committee." This new name better reflects the work of the committee for future years..

In conclusion, I would like to express my sincere appreciation once again to the Chairmen and members of each Committee of the Human & External Affairs Group, for their continued dedication and contributions to their respective activities.

EXECUTIVE SUMMARY 20TH IAPH World Ports Conference

Exploring The Maritime Future

By Professor Peter Rimmer
Australian National University

THE London Conference business program presentations were focused on seven key issues affecting the world's maritime future. The full text of all papers will be featured in the Conference Proceedings and selected papers will be introduced to readers in subsequent issues of Ports & Harbors. Consequently, attention is focused on the thrust of each session. Although the Special



Rt Hon Neil Kinnock, European Transport Commissioner (center) is received by President Cooper and Conference Chairman David Jeffery



President Cooper, H.E. Grete Knudsen, Minister for Trade & Industry, Norway, and Sir Brian Shaw

Presentation of the Rt. Hon Neil Kinnock, Transport Commissioner, European Commission, and the keynote addresses of the Rt. Hon Gavan Strang, UK Minister of Transport, and H.E. Grete Knudsen, Minister Trade and Industry, Norway, are alluded to but they are not summarized here.

1. Opportunities and impediments to the growth of world trade focused on

future contributions from both developed and developing economies.

The overall scene was set by **Professor Tim Congdon, Managing Director, Lombard Street**



Professor Tim Congdon

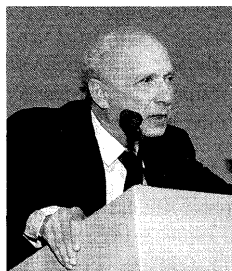
Research Ltd, who examined long-term trends and business cycles in the world economy. A study of long-term trends shows that the annual rate of Gross Domestic Product and world trade is slowing down. As trade is outstripping the growth of output there will be still be pressure on transport infrastructure. The slowdown will be more pronounced in developed than developing countries. These trends reflect several factors: the end of the Cold War and the spread of the free market economy; the aging of a large part of the industrial world (but not the United States); and a slowdown in productivity.

An examination of the business cycle based on an analysis of banking systems shows that the key economy of the United States will experience continued growth (though inflation will return). The implications are that the world financial system is well capitalized and record levels of syndicated credit and bond issues are likely. Given the availability of capital, insurance rates are likely to fall - a factor that will help operators of the world shipping fleet. Thus, the medium-term prospects for world trade are good with a faster growth anticipated in developing countries. There will be a short-term boom led by the buoyant American economy.

Currently, international trade, according to **Peter Sutherland, former Director General, GATT/WTO**, is being shaped by four independent, but interacting, developments: the deeper and broader integration of the world economy; the sharply different demographic trends in developed and developing countries; the spread of market-oriented reforms; and the end of the Cold War. The common element in these developments is the continuous pressure for structural adjustment in the patterns of production, investment and trade. A key task of the WTO is to help countries meet both the economic and political challenges of coping with continuous structural adjustment through international rules and disciplines which reinforce a decentralized system of market forces.

Tariffs are being reduced, quotas cut and market-oriented rules extended into new areas. The Uruguay round - the latest of these series of negotiations - is expected through its agreements on trade and services to boost trade by US\$755 billion annually by 2005 - an increase in merchandise trade of 7 or 8 per cent for developed countries and 14 per cent for developing countries.

The improved prospects for developing countries, reinforced by **Rubens Ricupero, Secretary General of UNCTAD**, stem from structural reforms which have enhanced the role of market



Mr. Rubens Ricupero

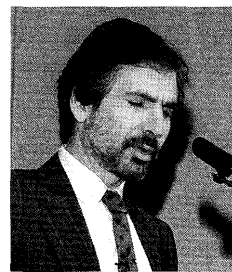
forces and changed the state's role through deregulation and privatization. These market-based structural reforms have resulted in large inflows of foreign direct investment, rapid expansion of imports and exports, and solid growth prospects. Conversely, many of the poorest countries have continued to fall behind. Clearly, globalization has accentuated the effects of good policies and the cost of bad ones. Looking ahead, the contribution to international trade from developing countries is likely to increase in the future reflecting real GDP growth to 6.5 per cent. These buoyant forecasts mask marked regional variations. Brighter trade prospects are anticipated from Africa and South America; a bottoming out in the downturn of the former socialist bloc; and a lower rate of growth in Asia. These trends have important implications for ports in developing countries which will also have to accommodate the globalization of trade and industrial production brought about by the changed demand for transport and related services. Much effort will have to be devoted to management and training to overcome the high costs and poor services at many ports in developing countries. This process is being facilitated by the removal of government from the commercial activities of ports and progressively subjecting them to free market forces.

2. Commercial issues facing the ports and shipping industries focused on the expectations of the shipper, requirements of the shipowner and intermodalism - feeder ports, the role of short sea vessels and other modes.

Shipper expectations were derived from a case study by **Stephen Harley,**

Manager, Logistics Planning and Transport Operations, Ford Motor Company - a global shipper desiring a consistent and progressive approach to transport. Based on Ford's experience, the shipper expects quality from the maritime industry. This concept involves the application of measurement to the transport process and managerial intervention to narrow variance in statistical controls (e.g. reduction of the prime causal factors in rail delays). To match the Company's re-engineered logistics system emphasizing minimal inventories, reliability, predictability, competitiveness and high quality, the shipper needs affordability, predictability, speed, frequency and space booking flexibility from the transport system. The shipper's delight is when the transport system exceeds expectations by meeting promises and avoiding overbooking and delays, and the omission of scheduled ports.

The requirements of shipowner for port infrastructure and services detailed by **John Lyras, President of the Union of Greek Shipowners**, devolve on: competitive port charges and freedom of



Mr. John Lyras

choice in port services; simple and user friendly procedures; and high levels of efficiency combined with safety and respect for the environment. More specifically, the operator considers port charges are, in some instances, disproportionately high, especially for those in the bulk rather than the liner trades. There is no space for administrative slack associated with complacent management structures, monopolistic abuses and the actions of over-aggressive labor forces. Consideration needs to be given to waiving the obligatory use of pilots and delays occasioned by unsuitable infrastructure. Ports should live up to their obligations in preventing marine pollution by providing adequate and accessible reception facilities.

Upgraded ports, as detailed by **Juan Kelly, Chairman Maersk Company**, also have to play a pivotal role if underutilized short sea shipping is to compete effectively against road and rail services in a bid to attain the goal of 'sustainable mobility' desired by the Rt Hon Neil Kinnock, the Transport Commissioner, European Commission. A strong case can be mounted that short sea shipping is a practical large

scale solution to the serious problems of environmental pollution and road congestion. Assuming a modernized short sea shipping fleet, this case is predicated upon the promotion of the service by shipowners and the elimination of obstacles (e.g. subsidies to road transport and high port charges). This case is often overstated because in reality there is a lack of political will to overcome disparate vested interests, practical obstacles associated with incompatibility, inadequate port working practices and handling systems, the subsidization of rail and road, and limited scope for switching traffic from rail to road. For instance, 80 per cent of road traffic in Europe is within a 50-60 km radius. At best, the promotion of short sea shipping can make modest gains.

3. Financial pressures on the ports and shipping industries center on risk and liability, and financing port development.

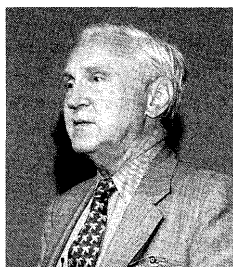
Any discussion of risk and liability, as demonstrated by **David Martin-Clark, Chairman, Through Transport Mutual Service (UK) Ltd**, has to focus on assets, liabilities and financial loss. Assets have value and need protection. In ports they encompass owned or leased landside and fixed and moveable waterside assets which are subject to risks from the work of man and nature. Liabilities arise from the presence, condition and use of assets. Risks are passive and active. Passive risks are associated with being a landlord. They stem from owning developments, facilities and operations, and providing access to the general public. Active risks arise from damage to product and people associated with disasters. Financial loss arises from accidents and disruption. As risks and liability for the port industry are high and frequently costly they require the attention of senior management. Energetic loss prevention requires the engagement of professionals - consultants, brokers and insurers - and membership of an insurance club.

These considerations have led port managers to consider employing risk management techniques as outlined by **Allan Rickmann, Environmental Director, Willis Corroon**. These techniques allow the identification of areas where resources should be concentrated. Risk assessment is based on a qualitative assessment of threat, circumstances and likely severity. Threat identification is determined by first segmenting port activities into hazard groups (e.g. environment) and subdividing them into threat topics (e.g. storm

damage). A probability is then assigned to each threat topic and qualified (high, medium or low) before a semi-quantitative risk rating is attached. Properly applied by specialists, risk management will reduce wastage and damage, and lead to fewer accidents and incidents, and better environmental performance.

Port managers, as described by **Roger Mountford, Director, Corporate Finance Division at Hambros Bank Ltd**, have to balance the intricacies of risk with the provision of funding port development. These financial pressures are faced by both government-owned and fully privatized ports. The needs of public ports have to be set against other infrastructural requirements and rising social demands in the public sector stemming from aging populations, rising unemployment and the need for social security. Fully privatized ports have to find new ways of achieving growth in earnings (e.g. through diversification at home and overseas). Preoccupation with the government versus private ownership debate often obscures the fact that benefits can be derived from the introduction of more competitive structures (e.g. tendering for the construction of new container terminals). Prospects also exist for public-private partnerships to finance new port development. Increasingly, funds from both public and private sources can be blended in port development to reduce total funds. To succeed, a port project requires a good track record, a convincing business plan, a clear advantage in the market place (e.g. deep water), and an attractive internal rate of return. An array of funds are now available to sustain a growing ports industry. They range from public equity markets, infrastructure funds, long-term debt markets, institutional investors, banks and the securitization market (e.g. for channel dredging).

4. Ports - an economic and environment balance



Sir Crispin Tickell

raises the issue of how to bring about **Sir Crispin Tickell's** 'durable change for the better while protecting the earth we inherit and the earth we bequeath'.

Sir Crispin, Warden of Oxford University's Green College, provided a wide-ranging overview of environmental issues by highlighting the 'five

horsemen of the apocalypse': the giddy increase in human population; land degradation; the decline in water quality and quantity; the reduction in biodiversity; and changes in the chemistry of the atmosphere. These trends are being intensified by a series of pressures: refugees; climatic change; and variations in disease patterns. No nation-state can cope with these problems by itself - there has to be international and regional responses. A good example is the UN Framework Convention on Climate Change which is committed to bringing down emission levels. While Britain is a saint in this regard Australia, Canada and the United States are sinners. Governments can legislate, regulate and offer incentives but ultimately it is a question of values. These affect the choice of appropriate measuring devices, applications of environmental costs and the impact of globalization (which may be increasing wealth without changing the quality of life). Given this overall context, it behooves ports to minimize the environmental impact of their activities. Elaboration of this theme led to an examination of environmental issues in relation to ports, the planner's perspective and the port designer's view - development of a green field site.

Minimizing the impact of port activities was discussed by **Charles Secrett, Director, Friends of the Earth**, in elaborating an environmentally sound transport system. In particular, he highlighted the need to develop an environmental code of practice for ports and harbors. Of specific concern are the introduction of alien aquatic species within ballast water, the problems of handling waste, dredging and port expansion, and the need to develop road-rail corridors to ports to reduce congestion. Much more could be done through the use of short-sea shipping, demand management, and 'in-pansion' not expansion. Attention should be given to changing working practices (e.g. the higher stacking of containers) and changes in technology, always bearing in mind the need to employ people. Full consideration in port planning should be given to the wider value of estuaries and nature conservation.

These broader concerns are reflected in the United Kingdom's planning requirements in relation to day-to-day port operations and the long-term development plans detailed by **Eleni Paipai, Senior Environmental Scientist, H.R. Wallingford Ltd**. The planner's expectations in relation to

ports are guided by planning policy guidelines at a national level, structure plans at a county level and local plans. Of particular concern for local planners are the national policy guidelines for: Nature Conservation (PPG 9) which affect land use planning; and Planning and Pollution Control (PPG 23) which require consultation between planners and port operators, and embody specifications for the redevelopment of derelict sites. As this legislation is increasingly overriding the General Development Orders under which port planners operate, there is a need for a dialogue with planners to avoid being bogged down in a plethora of development controls. The easiest way to limit conflict between port developments and the environment is to maximize the use of existing ports and minimize future development requirements.

Environmental legislation, as outlined by **John Barker, Managing Director, Posford Duvivier**, is increasingly effective in raising awareness of issues and, through planning controls, forcing developers to recognize potential hazards and to find ways of mitigating them. Where there is significant disruption, an Environmental Impact Assessment is required in which both developers and planners have to identify issues in advance and seek to understand them by collecting and analyzing data. As illustrated in the Lantau Port and Harbour Development in Hong Kong, potential hazards can be eliminated in the early planning phase and the design process. The need to harmonize major port development with the local environment was also emphasized in case studies of the Hidd Port and Industrial Development in Bahrain which featured the use of silt traps; the Victoria Development in Belfast which demonstrated the use of useless dredged spoil in quay development; the Thamesport London automated container development built on an old oil refinery; and the Trinity Container III container terminal built on a green field site at Felixstowe which required special measures to reduce light pollution.

5. Regeneration of old port areas focused on the developments in London and the 'unplanned' activities brought about by the Great Hanshin Earthquake in the Port of Kobe, Japan.

The need for a facilitator in the regeneration of old port areas was detailed by **Sir Michael Pickard, Chairman, London Docklands Development Corporation**. Since 1981 the Corporation has transformed a derelict area of 2,200 ha east from the Tower

Bridge on both sides of the Thames. Physically, the area is being transformed by the Docklands Light Railway, the London City Airport and the London Underground Jubilee Extension (to be opened in 1998). Economically, it has been transformed by increasing jobs from 27,000 to 70,000 and socially by increasing the residential population from 40,000 to 70,000. Now that the task is completed the Corporation will close down in 1998.

This overview of London Docklands was complemented by a case study by **Robert John, Managing Director, IPC Advisors UK**, of the Canary Wharf Project which was the *pièce de résistance* of the entire scheme. Built in 1802 and obsolete by 1981 the Canary Wharf project sought to capitalize on London's growth in financial services sector and the demand for buildings with standard floors of 2000 or 4000 sq m. A temporary hiatus occurred in the Canary Wharf development between 1992 and 1995 with the collapse of the Olympia and Wharf Group. The situation was aggravated by the infrastructural delays, the decline of property values during the construction boom of the 1990s and the reluctance of institutions to move their activities east of Tower Bridge. Now the project is back on track - it just took longer than anticipated!

The return of the Port of Kobe to full operation in March 1997 permitted a resumption of long-term waterfront development program, as reported by **Nobuyuki Yamamoto, Director General, Port and Harbor Bureau, Kobe City Government**. The Kobe Port Development Plan for the period to the year 2005 is focused on the construction of high-standard berths and improvement of port functions to modernize distribution systems. Simultaneously, the authority is redeveloping old and obsolete downtown port facilities to create an attractive waterfront area for citizens to visit. Two redevelopment areas have been involved: Kobe Harbor Land and the Naka Pier Redevelopment. The 23 ha, Harbor Land Development (1983-1993) has resulted in the construction of a new city center with housing, educational and commercial facilities to meet the theme 'Creation of a cultural city by the sea'. The Naka Pier Redevelopment (1970-2000) is designed to promote exchanges of people, merchandise and information to meet the theme 'Creation of an urban waterfront where cruising and the view of the sea can be enjoyed'.

6. Safe seas and safe ports are now key targets of leading maritime nations as witnessed by their incorporation in

Norway's White Paper on maritime policy presented to Parliament in 1996 and discussed by **H.E. Grete Knudsen, Minister of Trade and Industry, Norway**. Also Dr. Gavan Strang, UK Minister of Transport, promised to tighten regulations and provide reception facilities to reduce the annual discharge at sea.

If these targets are to be met much will depend, according to **Admiral Sir Nicholas Hunt, Director General, The Chamber of Shipping**, on the current debate in the IMO Maritime Safety Committee and within the International Association of Classification Societies on the development of additional safety measures for bulk tankers because two ships have been lost after enhanced surveys. Also of critical importance are reviews of: safety issues associated with ro-ro ferries including the spread of standards in Northwest Europe throughout the world; and fatigue which has led to masters being required to have specified rest periods.



Mr. Alberto Aleman Zubieta

At the port interface, as specified by **Alberto Aleman Zubieta, Administrator, Panama Canal Commission**, attention needs

to be focused on accidents that disrupt the port entrance. This is a particularly sensitive issue in the Panama Canal where any accident creates a backlog, especially at locks. Not surprisingly, the Panama Canal has a well-developed Vessel Emergency Action Plan. A widening program is being pursued to speed transit and improve navigational safety. In 1997 the United States will turn over operations of the Canal to Panama. Looking to the future an expansion program is being prepared.

7. Port ownership-public responsibility or private enterprise generated intense interest spurred by the spread of privatization throughout South America and its adoption by the Port of Singapore.

The case for continued public ownership was outlined by **Dr. Dirk Kersten Behrendt, Head of International Economic Relations and Shipping Division, State Ministry of Economic Affairs, Hamburg**. This argument reflected the views of Europe's Hanseatic model of municipal port operation typified by the Port of Hamburg.

Pitched against the Hanseatic model

was the British model detailed by **William Thomson, Chairman, Forth Ports Plc.** The British model is characterized by the wholly-owned port authority listed on the London Stock Exchange with its streamlined, non-unionized workforce and profitable record of stock exchange trading. Supporting evidence was provided for Associated British Ports Holding Plc, Mersey Docks and Harbour Company

Plc, Forth Ports Plc and Clydeport Plc.

A model in which the government is landlord and operator, and the private operator handles ships needed to be inserted into the debate. With three models, supported by appropriate case studies, decision-makers can determine on a case-by-case basis which is the appropriate choice for operating their port.

shipping industry itself earns.

In a global marketplace, the old national economic policies – corporatism from the old left, isolationist ideology from the new right – no longer have relevance. New Labor re-wrote our party constitution to show that a strong and cohesive society needs a dynamic market economy open to the rigors of competition and enterprise. What a Government should do is create the dynamic and supportive environment in which trade can prosper.

WORKING SESSION No 2

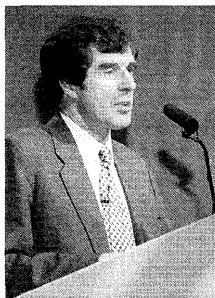
TUESDAY 3 JUNE

Commercial Issues Facing The Ports And Shipping Industries

Speech By Dr. Gavin Strang
UK Minister for Transport

Introduction

Chairman, on behalf of the UK Government, may I take this opportunity to welcome all your overseas guests to the United Kingdom. We are proud to play host to such a prestigious conference, in our capital city and largest port. I thank the International Association of Ports and Harbors for choosing to come here this year, and I hope that you will find your stay both productive and enjoyable.



Dr. Gavin Strang

ing at an average rate of four percent a year over the last decade and is expected to continue to grow for at least the next four years. It is in the interests of all governments to ensure that this trade is facilitated through efficient, competitive shipping and ports industries.

UK trade – importance of shipping

As an island people with a long and proud maritime heritage we must ensure that we share in this burgeoning of trade. We remain one of the world's significant trading nations: exports per head in the UK are more than in either Japan or the USA. UK exports contribute around 28 % of our Gross Domestic Product – and imports a similar amount.

Shipping plays a crucial role in the UK economy. Of our trade, 95 % in weight – and 77 % in value – is carried by sea. Ferries to and from, and between, our islands carry over 55 million passengers a year, 35 million travelling internationally.

International shipping generates related economic activity in the UK, particularly in 'Maritime London' – an unrivalled centre of international shipping and maritime-related business – which contributes a further £1 to £2 billion a year to the UK balance of payments in addition to the £1 billion which the UK

Arresting the decline of the UK merchant navy

Although it is vital that efficient, low-cost shipping continues to serve the interests of both our importers and exporters – and, to this end, we will continue to work internationally to achieve open markets and fair competition – we will not allow unfair competition, exploiting the freedom of the seas, to continue to erode our own shipping industry.

Over recent years, the UK undoubtedly has experienced a drastic decline in the number of trained British seafarers and in the size of our merchant fleet. We cannot allow this vital national resource of maritime skills and capabilities to disappear. This Government is committed to working with those in the industry to help to develop its economic potential and so reverse the decline and safeguard Britain's maritime future.

Vulnerability of UK coastline

Shipping is important to the UK in another way too. The UK coastline is nearly 12,500 km long, and our territorial waters amount to 300,000 square km. This is one of the largest coastal areas in Europe, and comprises areas of great biological sensitivity and geological diversity. Over 500,000 merchant vessels pass through the UK Coastal Zone every year. Some of the world's busiest shipping routes are within sight of the UK mainland.

This high volume of shipping, combined with the often adverse weather and tidal conditions, makes the UK coastline, seafarers in UK waters, and those who make their living from the sea, particularly vulnerable to poor standards in shipping.

Improving standards in shipping

The fight to improve these maritime standards must be an international one.

UK Ports

On arriving in my present post I was surprised to learn that the UK has more than 600 ports and harbors of which over 100 are commercially-significant. I was much less surprised to find that the best of these are highly-competitive and technologically-advanced; indeed they are among the most efficient in the world. That enables our ports industry to provide world-wide consultancy advice of the highest class.

Ports, Shipping and Trade

Ports and shipping play a vital role in the well-being of the UK, as an island nation because they carry our economic life-blood – our trade. The future prosperity of the world's economies depends on international trade and on the transport systems which underpin it. World seaborne trade has been grow-

The UK is committed to improving safety standards for shipping; to reducing the effects of pollution by shipping; and to ensuring adequate compensation for those affected by marine accidents.

In improving safety standards, because so many accidents caused by human error, training is a key issue. And because shipping is an international business, it is not enough just to seek to ensure that high standards are maintained here in the UK. The UK recently played a major part in the revision of an international Convention governing seafarers' training, certification and watch-keeping arrangements. The revised Convention, known as STCW 1995, will lead to clear improvements in maritime safety and will ensure that all parties to the Convention have in place proper procedures for training and examining seafarers to the standards we require. The Convention came into force internationally on 1 February 1997 and has been implemented in UK law.

Progress has been made on this and other fronts, principally through the International Maritime Organization and the European Union. The UK will continue to play a leading role within the IMO and EU to ensure that this continues. Further progress could bring considerable benefits to the port industry. Reducing the number of standard ships will reduce the inconvenience caused to ports by ships which are delayed or detained in port as a result of defects. Improved procedures for the payment of claims will make it simpler for ports to recover loss or damage caused by ships.

Accidental pollution

The risk of accidental pollution is

demonstrated by the fact that the UK has seen three of the world's largest oil spills, the Torrey Canyon, the Braer and the Sea Empress. All these accidents have had very different characteristics, and have taught us important lessons about what improvements should be made. The International Oil Pollution Compensation Fund was created as a direct consequence of the Torrey Canyon. The Braer led to Lord Donaldson's Report which provided a blue print for action to improve maritime safety and the protection of our seas from pollution. As well as encouraging the raising of standards within shipping, the Government is also committed to providing an effective response to pollution incident, primarily through our Marine Pollution Control Unit.

Operational pollution

A greater risk to the marine environment is through operational discharges by shipping, made either legally or illegally. Each year up to 100,000 tonnes of oil, as well as garbage and hazardous substances, are discharged in UK waters. Our approach to reducing this waste is:

- to increase the fines for illegal discharges
- to tighten the international regulations on what can be legally discharged
- to remove the excuse of inadequate waste reception facilities at ports

While the prosecution of cases in our courts is a domestic matter for the UK, the tightening and enforcement of regulations and the improvement of port waste reception facilities are better

done internationally. Again, we are committed to working with like-minded states through the IMO.

Port waste management planning

One of the key developments in reducing illegal discharges that will affect the ports' industry is the development of port waste management planning. This will initially be introduced as a national measure, but will also have international benefits. The UK is working through the EU and the IMO to explain the benefits of providing for effective consultation between ports and ships – to ensure that the provision of waste reception facilities is as good as it is possible to be – and we hope that there will be strong international support for this approach.

Conclusion

I have outlined the areas which the UK Government will be addressing over the coming months, and our approach to trade and competitiveness, and the need for safe and clean seas. Action on many areas of concern will only be effective if taken internationally. Important conferences such as this keep the shipping and ports industries aware of new developments and thinking. This is an impressive audience and an equally-impressive agenda. May I offer my congratulations to the Port of London Authority for organizing such a useful programme. Thank you.



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SECOND PLENARY (CLOSING) SESSION

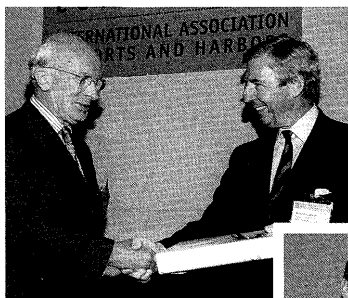
FRIDAY 6 JUNE

THE Conference culminated in the Second Plenary Session (closing ceremony) held in the afternoon of Friday, 6 June 1997. The Second Plenary Session paid tribute to colleagues and friends who had passed away in the preceding two years and observed a one-minute silence prayer in their memory. The Conference expressed whole

hearted thanks and appreciation to the hosts headed by Sir Brian Shaw, Chairman of PLA, Mr. David Jeffery, Chief Executive of PLA, and their staff, who had worked so hard to make it a successful and enjoyable event.



Mr. Patrick Falvey, Chairman of Legal Counselors, reading the resolutions



President Cooper expresses IAPH's deep gratitude to Sir Brian Shaw



Mr. David Jeffery



Mr. Geoff Adam



Mrs. Sheila Hatton



Mr. Terry Hatton

Honorary Members Elected

In accordance with the recommendation by the Honorary Membership Committee chaired by Ron Brinson (New Orleans), the Conference elected as Honorary Members three individuals, namely Mr. Pall Valls, Bordeaux, France, for his outstanding service in chairing the Legal Protection Committee during the past 12 years since 1985; Mr. Don Welch, South Carolina State Ports Authority, USA, for his long standing service as an Exco members since 1977, Finance Committee member and chairman during the past two decades; and Mr. Robert Cooper, the 21st President of IAPH, from Auckland, New Zealand, who ably headed IAPH, contributing to the advancement of IAPH in the international maritime community.

Farewell Address by Mr. Don Welch

First, I would like to say thank you for this recognition. It makes me feel very good, very happy, to receive it. I would like to thank the individuals who were responsible for putting it together; they know who they are, so it is not necessary for me to take more of your time to name each one of them. I would also like to thank my port organization, my employer, the South Carolina State Ports Authority, Port of Charleston, for

allowing me to participate in IAPH over so long a time. It is an expensive process, you know, to support this organization, and we came from a very small, little port to begin with, but there is encouragement and participation. I learned a lot in IAPH that I was able to apply to my home port and enable it to prosper and to become more than it was.

So while I gave to IAPH, I received from IAPH. Thus I have a word of thanks with all those that are still with IAPH, the officers of the Board, the EXCO, and to many who have gone before during this period of 22 years that I have spent in this organization.

I would like to thank the Secretary General and friends from Japan—always helpful, always patient, patient of the ways of a Southern American man that not too many people understand sometimes when I really lapse into the Southern dialect that we have, but thank you so much, our Japanese friends.

At last, I encourage you, all of you here, to continue to participate in IAPH. It is a wonderful organization, and keep in mind that, by your participation, you will gain more than you give; it is a good bargain and I wish you well long, long into the future. Thank you very much.

New President, Vice-Presidents Unanimously Elected

Based on the recommendations for nomination presented by the Nominating Committee, the assembly unanimously elected the new President and Vice Presidents for the new term as follows.

•President:

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

•1st Vice-President:



From left: Mr. Ron Brinson, Mr. Don Welch and President Cooper

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

•2nd Vice-President:

Akio Someya, Executive Vice President

Nagoya Port Authority, Japan

•3rd Vice-President:

Pieter Struijs, Executive Director Shipping/Vice Chairman Port of Rotterdam, the Netherlands

•Conference Vice President:

Dato M. Rajasingam, Chief Executive, Klang Port Authority, Malaysia (specially assigned by the President for arranging for and conduct of the 21st Conference of IAPH in Malaysia in 1999)

Presidential citations

The out-going President Cooper named the five individuals who have recently retired or are going to retire from the IAPH scene as the recipients of the Presidential citations for the meritorious service these people have given IAPH. They were: Mr. Erik Schafer and Mr. Carl Veng, Port of Copenhagen, Denmark; Mr. Goran Wennergren, Port of Goteborg, Sweden; Mr. Joseph Bayada, Cyprus Ports Authority, Cyprus; and Dr. Fernando Palao, Puertos del Estado, Spain. President Cooper expressed his appreciation of their tireless efforts and presented them with plaques in recognition of their service.

The out-going President Cooper, in office since the Seattle Conference, bid farewell and encouraged everyone to participate in the work of IAPH as it searches for a new course of direction to increase the benefits for the membership and the international ports community.

Jean Smagghe, the newly elected President, expressed his commitment to the furtherance of the cause of the Association and asked for members' support and cooperation for the enhancement of the value of the organization. President Smagghe announced the "Appointive Members" for the next term, the names of the nominees for the "Elective Members" (whose elections took place in the post-Conference Board and Exco joint meeting), and the chairmen and liaison officers for the new term.

Mr. David Jeffery officially closed the Conference. His closing remarks together with the addresses by Mr. Cooper and Mr. Smagghe are featured below.

Address by the outgoing President Robert Cooper

I think it has been a truly impressive event, this 20th World Ports Conference, and the very productive nature of this has been due, in large measure, to the contribution of members and delegates. I would like to pay tribute to you for your valuable input, both during the formal and informal discussions, and for demonstrating your commitment to IAPH in travelling so far to attend.

It has already been said by Don Welch that the returns and the rewards of making a contribution to the Association are enormous, and I think that that is so true. London has been an ideal location for discussing the conference theme of maritime heritage and maritime future. Not only does the city have a rich maritime history but, along with New York and Tokyo, it is one of the three fundamental pivots of the world economy, and in my view there is no doubt that it will continue to have a major influence on the trajectory of maritime development during the next millennium.

Holding the Conference in London has given us the opportunity to reflect on background issues and developments which have been affected by the past and will influence the future. A galaxy of speakers has been assembled and distributed across seven working sessions. You will be mightily relieved to hear that I do not intend to canvass the contents of each session in detail but allow me to pinpoint some of their highlights.

Session Summary

The first session examined the opportunities and impediments for international trade. After a review of world trends attention focused on the opportunities for developed and developing countries. Much emphasis was placed on globalisation, regional economic integration, freer markets and the political changes brought about by the end of the Cold War. I am sure amongst that many of us will be encouraged by the suggestions of improved prospects for Africa.

The second session, on the commercial issues facing the ports and shipping industries, provided an opportunity for obtaining the early views of the United Kingdom's Minister of Transport

and then led to an excellent case study of Ford's global reach before the contentious requirements of the shipowner were discussed, and the pros and cons for short sea shipping were well debated.

Session three, on the financial pressures on port and shipping industries really showcased the talent available in the City of London in the finance and insurance industries. Excellent guides to the tricky questions of risk and liability, and risk management were provided and the prospects for financing the developments of ports were canvassed.

Session four explored the economic and environmental balance in ports. Speakers enunciated the broad concepts before grounding them in ports and specific case studies. A feature was the labyrinthine regulations required of port developers.

Session five on the regeneration of old port areas, featured London Docklands and the Canary Wharf development and the redevelopment of Kobe, all significant in their own right, and demonstrated the opportunities for imaginative waterfront development.

Session six on safe seas and safe ports highlighted that safety was an essential part of efficiency. The problems of bulk carriers, ferries, and risk and fatigue and associated risk featured this morning, and the problems and prospects of transiting the Panama Canal were also highlighted.

Session seven on port ownership explored the current question of public responsibility or public enterprise. Clearly this is a matter for continuing debate and no doubt for case-by-case decisions.

The overall thrust of the Working Sessions was reinforced by the Technical Tour to the Port of Tilbury which underlined there is still profit in imaginative restructuring and undoubtedly there are benefits for the surrounding port community when that takes place.

To my mind this second London Conference has deepened the understanding of delegates from outside Europe, with the important contributions by the Transport Commissioner of the European Commission and Norway's Minister for Trade and Industry. Clearly, the Conference has provided important contrasts for those from Africa, the Americas, and Asia and Australasia. Perhaps we can look forward to a third benchmark conference in London in 2029.

My thanks go also to the Vice Presidents and to those who have been

involved in the committees of the IAPH, not only those here at this conference but in the months leading up to it.

Those committees, in my view, are the true workhorses of this organisation. I know that we are embarking on important work within the IAPH 2000 Task Force and it is very probable that there will be some changes within the committee structure, but I am confident that they will continue to remain an important fundamental part of this Association's progress well into the next century, and I much appreciate the commitment of you, my colleagues, who have undertaken to continue this work.

As always the Association's secretariat has put in many hours of hard work. Dr. Kusaka, we thank you and your staff for your work and dedication to this conference and the organisation in its widest sense in the times that elapse between our biennial conferences.

Sadly, my term as President has now come to a close. My two years as President of the Association have enriched my life beyond any expectations.

It has given me the opportunity to visit many international ports around the world and, importantly to me, the opportunity to meet many of you on a personal basis and to learn from your experiences in your own countries.

I thank you all for your support during my term, because without it - and this is true for anyone in this presidential role - the organization would be not what it is today.

It has been a privilege to be your President, to benefit from the collective wisdom of this Association and share your friendship, and for that I am extremely thankful.

It is now my pleasurable task to hand over to our new President and that I will do from the rostrum.

Je me tourne maintenant vers mon grand ami, Jean Smagghe.

Cher Jean, ayant eu le plaisir de travailler avec vous pendant de nombreuses années, j'ai appris à admirer en vous un homme de grand talent, hautement motivé et enthousiasme.

J'ai toujours apprécié votre soutien et la sûreté de votre jugement et je suis fier d'être devenu votre ami.

C'est donc pour moi un très grand plaisir de vous passer le flambeau et de vous transmettre l'autorité et les responsabilités qui vous incomberont dans votre rôle de Président.

Je sais que notre association bénéficiera de votre sagesse et de votre énergie et que vous la servirez avec dis-

tinction.

And now, my good friend Jean Smagghe.

I have worked with you in this association for many years and in that time I have developed a high regard for your ability, drive and enthusiasm.

I have valued your support, respected your judgment and cherished your friendship.

Address by the new President Jean Smagghe

FIRST of all I have a very pleasant task to perform. This is to present Robert Cooper with an IAPH gold pin, as a small token of our appreciation for all his work during his Presidency. It also gives me great pleasure to present Robert Cooper with this honorary membership certificate. I would like to say how much I have enjoyed working with Robert. He has been an outstanding President of our Association, at a time when the world economy and the port industry have been changing very quickly, and I am sure that you will all join me in congratulating him and thanking him a lot for what he has done for our Association and for the port industry in general. Felicitations, Robert et un très grand merci !

Mr Chairman, Ladies and Gentlemen:

My first words as your new President will be in French: "Merci, mes chers amis, du fond du coeur, de la confiance que vous m'avez témoignée". It is indeed with a feeling of great honour and deep emotion that I take over the torch today from Robert Cooper. I wish first to thank you all warmly for your confidence. My goal is to continue the superb work which Robert Cooper, Carmen Lunetta and John Mather have undertaken for our Association. I will not recite the complete list of all past presidents, but I do have a special thought today for my friend Paul

So, it is a great pleasure to pass to you, as our new president, the authority and responsibility of this high office.

I know that you will bring to the presidency a wisdom and diligence that will enable you to serve this Association with distinction. Good luck.

Please join me in welcoming Jean to his new role.

Bastard, who was both the first French President of IAPH, and one of my predecessors as Chief Executive Officer of the Port of Le Havre.

I attended my first IAPH Conference in Amsterdam and Rotterdam in 1973,

at which time I was in charge of port operations in Bordeaux. This is perhaps the reason why I compare IAPH with a good wine: once tasted, never forgotten. Over the years I have become increasingly involved in the work of the Association, particularly as chairman of the well-known COPSSEC until the Sydney Conference in 1993. During this time I have greatly appreciated the work of the Technical Committees, learning a

great deal from my colleagues and making many friends in ports around the world. My feeling is that the IAPH Technical Committees have today acquired unrivaled expertise in the port industry, representing the sum of the experience and knowledge of the ports of the world. They are really the backbone of our Association, and all our members should participate in their work.

IAPH is truly one great big family: whatever your language, culture or background, you have here the opportunity to exchange views with colleagues from other ports, who have to face the same challenges and share the same day-to-day problems and expectations. I believe we can now talk of an "IAPH planet", which is becoming a 'port village', for Internet surfers. In our particular world, we meet more friends than competitors, and even our competitors finally become our friends.



Outgoing President Cooper (left) receives an Honorary Membership certificate from new President Jean Smagghe

As we approach the end of this millennium, the concept of globalization is on the road to success. Unfortunately, this does not mean that the next century will be a bed of roses all the way. But it does mean that things are moving very quickly, and that our Association must be more vigilant than ever. This is why, as Robert Cooper told you, we have decided to set up a Special Task Force IAPH 2000, in order to select the best strategy for the future.

Throughout this exceptional and extremely fruitful conference, we have had the privilege of sharing the experience of a number of outstanding speakers. Our own experience, and that of our colleagues, indicate that new options are now open to the ports, particularly in terms of private/public partnership. The very concept of ports is undergoing radical changes to comply with the requirements of world trade.

Some of our ports have been privatized or are in a process of privatization, while others operate as landlord ports. Moreover, the very concept of Port Authorities is undergoing rapid evolution. In this context, it is obvious that our Association cannot just stand aside and watch this evolution, which indeed requires close analysis. Anyway, we must be prudent. This is why we believe that we should undertake a worldwide survey on port reforms, and why we have decided, on the occasion of this conference, to undertake this survey with the help of all our ports members.

Three years ago, we began working more closely with IMO and we set up a new IAPH task force, the IAPH/IMO Interface Group, dealing with safety and environmental issues related to port and maritime industry. IAPH is the natural vehicle for the opinions of the ports. Our Association must be present wherever the views of our industry

need to be put forward, and this means greater involvement on the part of the member ports. However I am extremely confident that Ports executives, as in the past, will continue to allocate a little of their very busy time to IAPH matters, on behalf of our ports industry.

Cooperation with the developing countries is another of the main objectives of our Association, as major disparities still exist, for example in the Africa/Europe region of IAPH.

IAPH must firmly encourage every kind of cooperation in the port domain. Our Association has already set up numerous technical guidelines, and backed training programs for ports in the developing countries. I believe that we should encourage every initiative in this field. A good example is the seminar to be held in Mombasa, Kenya, on 19 and 20 January 1998, in close cooperation with the three African port associations which are already IAPH associate members.

We are approaching the end at this marvelous 20th Conference, and this evening we will enjoy the finale, what we call in French "bouquet final". I would like to thank and congratulate the Port of London Authority, and its brilliant and very efficient team, for the perfect organization of this Ports Conference. I must emphasize the very high level of quality on the professional side, and I am sure that all our colleagues have learnt much during the week. We have also had the opportunity to enjoy the British sense of humor and observe the famous British phlegm of our colleagues David Jeffery and Geoff Adam. Above all, we have experienced the warm welcome which the British people extend to their guests.

London has its own unique place in the world, with the very special aura of a royal and maritime capital. Despite all the difficulties of arranging a confer-

ence of this type in such a large city, the organizers have succeeded in making us all feel like Londoners, and given another week we would all be Cockneys!

Returning to what I said at the beginning, I would like to thank Robert Cooper once more for his superb work during the last term and I thank him in advance for the kind assistance he will provide me in the future, as well as the three Vice Presidents who, with me, will lead our Association during the coming two years, my friends Dominic Taddeo, Dr Akio Someya and the incoming Vice President Pieter Struijs, and also the Kuala-Lumpur Conference Vice-president Rajasingam who faces a big challenge.

I know that we shall have the full support of our able and distinguished Secretary General Dr Hiroshi Kusaka and his so efficient and kind assistants Rinosuke Kondoh and Ms. Kimiko Takeda and their very active colleagues. We all appreciate their exceptional professionalism and the invaluable work which they perform, day and night, for IAPH.

I would like to thank you all again for your trust in appointing me to the presidency of our Association. You can be sure that I will do my best to hold the ship on the best possible course during the next two years.

The French poet Charles Baudelaire has said: "Homme libre, toujours tu chériras la mer" which means that "free men will always cherish the sea".

Liberty and sea trade will always be synonymous in the future as they have always been in the past, that is why I would like to conclude in reminding you of the motto of IAPH: World Peace Through World Trade. World Trade Through World Ports, Long life to IAPH! Thank you for your attention.



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Invitation Address to the 21st Conference

By Dato' Seri Dr. Ling Liong Sik
Minister of Transport, Malaysia

MR. President, Members of the Executive Committee, Sir Brian Shaw, Distinguished Guests, Ladies and Gentlemen:

I have the great privilege of inviting you, members of the international maritime industry to converge in Kuala Lumpur in 1999 for the 21st IAPH World Ports Conference hosted by Klang Port Authority.

It is indeed a great honor for Klang Port Authority to be playing host to such a distinguished gathering of experts in the maritime trade. The importance Malaysia is placing on this convention is emphasized by the fact that the Prime Minister Dato' Seri Dr. Mahatir Mohamad has given his full support in order to make this upcoming event a total success.

Port Klang is the first port in Malaysia to institute privatized port management. The Malaysian Government has made major policy decisions for load centering at Port Klang to take place. These include the relaxation of the Cabotage Policy, setting up of free commercial zones in the ports, reduction of Customs documentation and greater liberalization of shipping licenses where foreign shipping interests can now 70% equity. All these efforts are to create the right environment to enable Port Klang to play a more effective role.

Ports all over the world are increasingly placing emphasis on facilitating trade and introducing least-cost commercial practices. This will be more crucial as we approach the next millennium.

And what an exciting time for the conference to be held - just short of six months to the 21st century. As we are entering a new millennium, we have planned a conference that will address the evolution of the port industry in the new century. As such, the theme of the 21st IAPH Conference is Global Trade Through Port Co-operation. This, of course, focuses on the liberalization of trade and investment barriers and the advancement of information technology which will inevitably bring global trade and the international port industry closer.

This is also a time when there is much emphasis on marine environmental protection. It is only a matter of time before safety standards and stringent



*Malaysia's
Transport Minister
Dr. Ling Liong Sik
offers an invitation
to the 1999
Conference in Kuala
Lumpur*

pollution prevention methods will be adopted by all ports around the world. Hence, it is important for us to discuss how the international port industry can work together in order to ensure a thriving and healthy industry in line with the new century. It is pertinent that we work together and share our different expertise as well as experiences to achieve this goal. During the conference, we will take the cue by procuring Asian and international perspectives on the various topics we have chosen. This, I am sure, will make for a lively debate.

Away from the business programme, we have planned an exhilarating social agenda for both the delegates and their accompanying partners. Having attended our Malaysian Night the previous evening, you are aware of what an extraordinary and exciting country Malaysia is. As you can imagine, that was only a nibble of what to expect in 1999!

Mr. President, as the Malaysian Minister of Transport, and on behalf of Klang Port Authority, I invite you all to gather in Kuala Lumpur in May 1999 for the 21st IAPH World Ports Conference. We look forward to welcoming you and hope you will have an enlightening and pleasurable time with us.

For now though, feast your eyes on the sights and sounds of Malaysia in this short video presentation. Those who have been to Malaysia will be amazed at the changes and development, while those who haven't, I hope this will encourage you to visit us in 1999.

Thank you very much.

Closing Remarks by the Conference Chairman David Jeffery

A week or two ago, I was in Finland when I spoke to the Finish Ports Association and was led to quote Martin Luther King, as I came to put some concluding remarks together for today, I felt that they were most appropriate to my feelings about

the end of this conference. Some five years ago "I had a dream", a dream that we would see the IAPH Conference returning to London after so long, and for the first time to a previous location. I had a dream it would be the best conference ever, but then one always dreams like that. The dream was shared with my Chairman and my Board, and they have shared all the other dreams from the period since then.

We dreamed that the sun would shine in June and that was something that we could not expect. We dreamed a business programme that would actually lift our eyes up from our day to day work and to look at the future; to think about the issues which are so important to us and we sometimes fail to talk about; and to hear what other people think of us. I was asked by one delegate: "When are we going to hear you speak? I thought it inappropriate for me to speak at this Conference but much better for you to hear what other people have to say."

We had a dream that we would produce a social programme that reflected the theatre, music and dance, our traditions and ending with our heritage. We had a dream that the partners programme would be sufficiently good to make my wife not unhappy that I could not take her out to dinner on her birthday last Monday - in fact my Chairman did so. I had a dream that everything would go well. But of course on the way some dreams turn into nightmares and I woke in a sweat from night to night. Firstly in fear that not very many of you would come, and the following night too many would come - and every night that the finances might not be too good either. This morning I pinched myself, and woke up after a week with you.

I am grateful that during the two years or more that we have really worked hard to bring this conference to London, that I had a Board and a Steering Committee that steered with a light touch, that we could get on with the work but that when we needed a door to be opened or something to be solved, I could go to them and they would do their best to resolve it.

We had the sunny weather - remarkable - and it has lasted, despite the weather forecast, until now and I hope until tonight.

We had great pleasure in hearing - as we heard from you today, Mr. President - that the conference has been enjoyed and has been beneficial for our business. But this could not have been

achieved without the support of the team in the Port of London. You have seen some of them on the platform today. But for this week, we have drawn into conference operations, a number of people who work throughout the Port of London Authority. We invited some of them to make a fashion statement by wearing Scottish Tartan uniforms. I am not sure what they will do with them after the end of the week. They were very self-conscious when they first wore them but they have grown into them during the week. I thank them and all those other people from the Port of London, as well as the Authority who came to the conference to greet and meet you.

We had enormous support from the team you saw on the podium here but also from the Head Office in Tokyo in bringing a very tricky operation, I hope, to a very satisfactory conclusion.

Well, what about the best conference? I think I am able to say that we have had the best IAPH Conference this year. We look forward to Dato Rajasingam and Malaysia in two years' time. Sir Crispin Tickell gave a word of advice for Dato Rajasingam yesterday:

he said, "The future does happen and if often happens sooner than you think". In your preparations, you will, like us, find that to be so.

The President said that his time of Presidency has enriched his life, from the contacts he has had with so many people. I can say, without any doubt, that you have reached and enriched the lives of all people in the Port of London who have met you, and all the people in the British Ports Industry who have met you during this time together.

Finally, President, I recall, from my youth, my studies of French literature and my learning many lines, I think it was about 250, that I could quote, to impress the examiner in my advanced level examinations. One line particularly remains with me. It is from a poem by Alfred de Musset, and the line is "Fleuves, rochers, forêts; solitude si cher. Un seul être tu marques et tour est dépeuple" (Rivers, rocks, forests; solitude so dear. Just one being you miss and all is empty.) Next week, Mr. President, we in London will feel empty when you have all gone home.

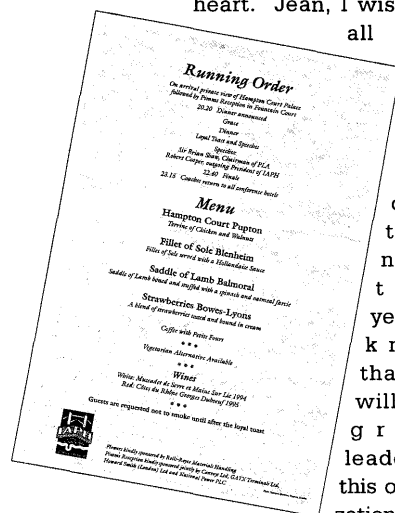
Thank you very much for this conference. I bring it to a close.

I cannot stress too much the importance of IAPH. Our industry faces enormous challenges and changes. We need a forum where we can discuss those changes, share our thoughts about the present and the future.

Most importantly, as part of a global business arena, we need a voice in the international community.

I know that in handing over the presidency to Jean Smagghe, I will leave this organization in good hands and in good heart. Jean, I wish you all the

best in your work over the next two years. I know that you will be a great leader for this organization.



Speech by Mr. Robert Cooper

at dinner in the Hampton Court Palace on Friday 6 June

SIR Brian, Distinguished Guests, Ladies and Gentlemen, Friends and Colleagues:

We are now at the end of our 20th Conference and it is time for our international port family to go its separate ways.

Tomorrow we start heading back to our own countries, our familiar cultures and our familiar languages.

I always feel some regret at this time because these conferences are such an enjoyable mix of work and pleasure.

It is extremely educational, listening and discussing with one's peers the challenges which our industry faces. Equally important, is the chance to share the good fellowship of colleagues from around the world.

We have welcomed a number of new faces at this conference - both delegates and partners - and I would like to thank you for your participation. I hope that you have enjoyed your involvement



Hampton Court Palace

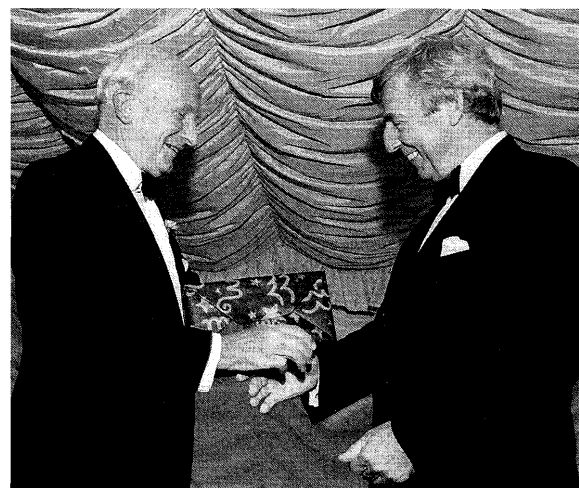
in this international family for there is much more that binds us together than separate us.

To old friends - I also pay tribute. It has been a privilege and a pleasure to work with you. It has been an honour to be your President and become your friend and I will cherish many memories of this time.

Although I hand over the Presidency and move on to the life of an agricultural labourer in my wife's large garden, I will always remember the support, you have given me during my term in office.

I am sure none of us will forget our time in London with our wonderful hosts. To them I say a sincere thank you once again.

A fond farewell until we meet again in 1999 in Kuala Lumpur or before. I wish you a safe journey home.



Sir Brian Shaw presents Mr. Cooper with a gift at the Gala Dinner at the Hampton Court Palace

POST-CONFERENCE MEETING

FRIDAY 6 JUNE

THE post-conference joint meeting of the Board of Directors and the Executive Committee for the new term under the chairmanship of Mr. Jean Smagghe, the new President, agreed to the nominations of the "elective members" of the Executive Committee and appointed Mr. Hugh Welsh (New York) as Chairman of Legal Counselors, succeeding Mr. Falvey, who has headed this group since 1977. The meeting expressed its appreciation to Mr. Falvey, an Honorary Member of IAPH from New York, for his valuable service of long standing, while Mr. Falvey continues to be a Legal Counselor to give his advice and expertise to IAPH.

At the meeting, the following points were also confirmed:

- The terms of reference of each technical committee for the next two years need to be approved by the Board. However, as the time is not available in London, such documents should be sent to the head office and further submitted to the Board for approval at its meeting by correspondence.

- The membership of each technical committee for the next term might need to be confirmed by the chairman of the respective committees. Any news on the membership should be conveyed to the Secretary General for action, inclusive of such matters as obtaining presidential appointments and arranging for announcements in the journal, and membership directory.

The Position Papers considered

In considering the reports of the Committees on Port Safety and Environment (P. van der Kluit in the chair) and Marine Operations (I. Dale in the chair) respectively, the joint meeting noted that the following papers had been submitted for approval and possible action:

- Waste Management Policies for Ports (to be circulated to IAPH members)
- Emergency Preparedness and Response in Ports (to be further expanded in accordance with stated principles prior to general circulation to IAPH members.)
- IAPH Environmental Policy Statement (Note: Approval for circulation to IAPH Members. This was agreed.)
- MARPOL 73/78 Financing and

Charging Regimes for Port Reception Facilities (Endorsed as a basic position paper for discussion purposes at the

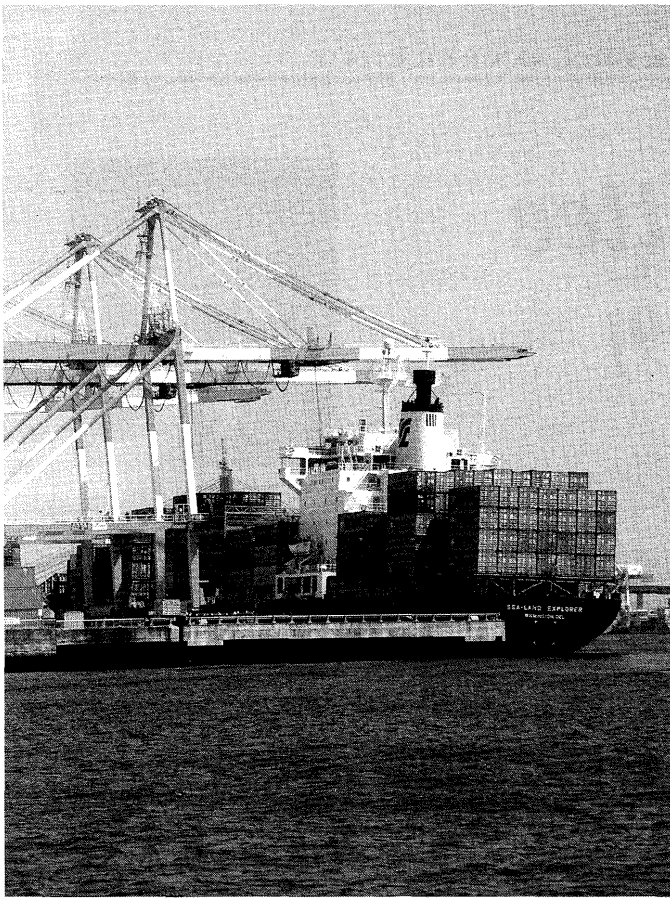
meeting of IMO's Ship/Port Interface Working Group to be held from 30 June to 4 July, 1997)

- Guidance for the Acceptance of Disabled Ships in Ports (for general circulation to IAPH members.)

Personnel for the 1997-1999 Term

Committee Chairpersons and Liaison Officers

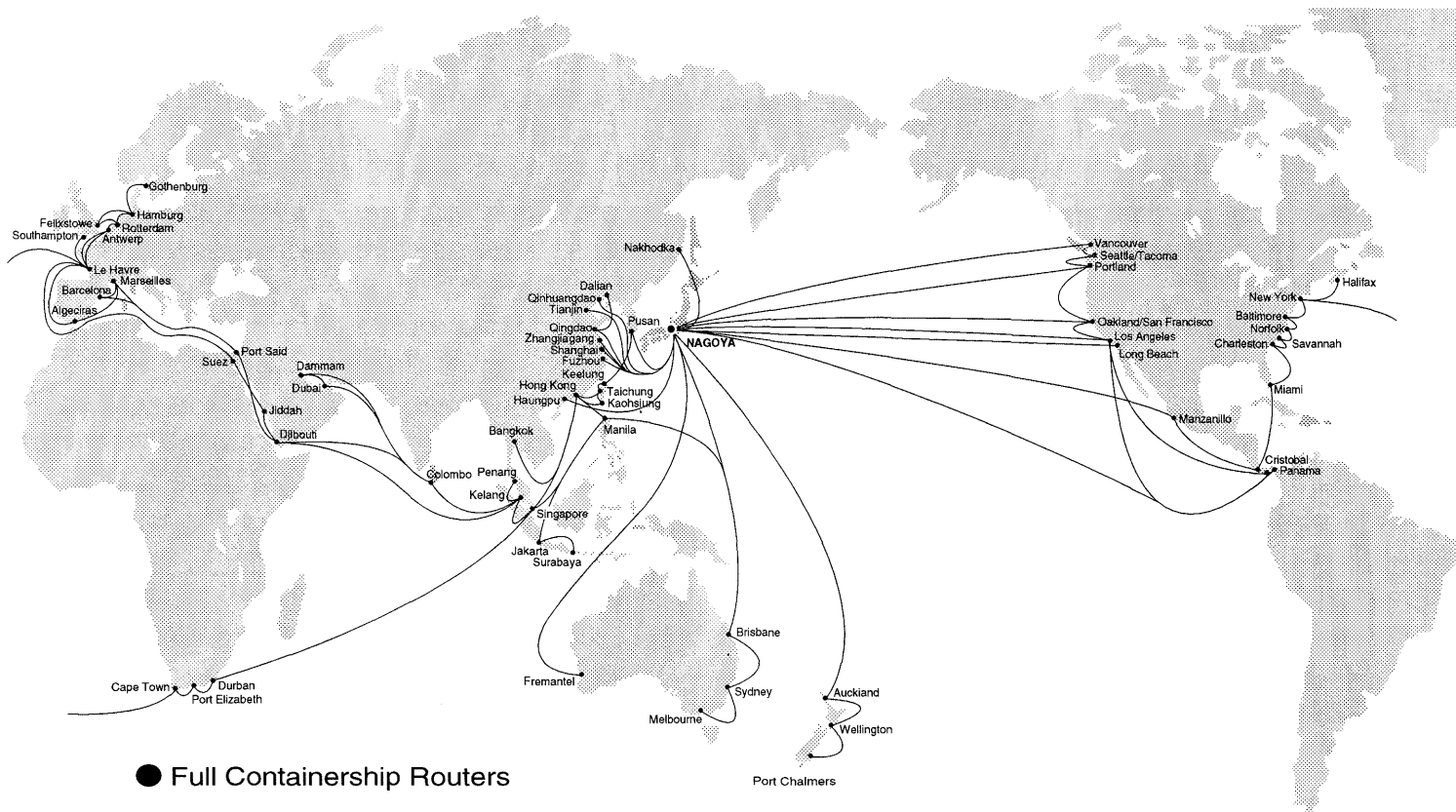
Items	Chairman	Vice Chairman
1. Legal Counselors	Hugh Welsh, New York	
2. Internal Committees Membership Finance Constitution & By-Laws	Ron Brinson, New Orleans G.M. Murchison, Long Beach Hugh Welsh, New York	R.P. Snodgrass, Taranaki, NZ
3. Special Task Force IAPH 2000	D. J. Taddeo, Montreal	
4. IAPH/IMO Interface Group	Pieter Struijs, Rotterdam	
5. Technical Committees		
5.1 Port Affairs	D.J. Taddeo, Montreal (Coordinating VP)	P. Keenan, Cork as Coordinator
Port Planning & Construction Dredging Task Force Port Safety & Environment Marine Operations Cargo Operations	P. Ng, SPECT, Singapore Geraldine Knatz, Long Beach P. van der Kluit, Rotterdam Ian Dale, Hong Kong Don Meyer, Tacoma	
5.2 Trade Affairs	A. Someya Nagoya (Coordinating VP) Lillian Borrone, New York J.M. Moulod, Abidjan	B. Coloby, Le Havr
Sea Trade Ship Trends Combined Transport & Distribution Trade Facilitation	H.L. Beth, Hamburg Emili Arbos, Barcelona	
5.3 Human & External Affairs	Pieter Struijs, Rotterdam (Coordinating VP)	
Human Resources Legal Protection Port Communications	Goon, Kok-Loon, Singapore Bruno Vergobbi, Dunkirk D.F. Bellefontaine, Halifax	
6. Liaison Officers		
ECOSOC IMO UNCTAD UNEP World Customs Organization PIANC	Lillian Borrone, New York A.J. Smith, London Goon, Kok-Loon, Singapore L.J. Mwangola, Mombasa Emili Arbos, Barcelona P. Scherrer, Le Havre	J.P. Lannou, Le Havre



-To meet increasing demand for further efficiency in container handling, the Port of Nagoya has introduced new high-standard container terminals into service this year.

-With its favorable location and strategic road network, the Port of Nagoya provides easy access to every part of Japan.

*One mile ahead through **Nagoya***



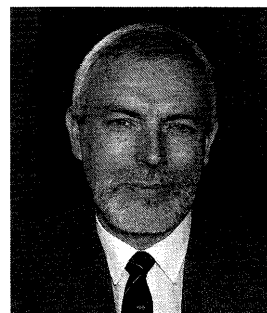
NAGOYA PORT AUTHORITY

8-12 Irifune 1-chome Minato-ku Nagoya 455 JAPAN

Tel: 81-52-654-7840 Fax: 81-52-654-7995

Executive Committee Members (1997-1999)

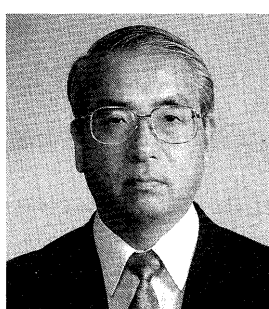
**Note: (A) Appointed by the President
(E) Elected by the Board**



President
Jean Smagghe
*UPACCIM
France*



1st Vice-President
Dominic J. Taddeo
*Port of Montreal
Canada*



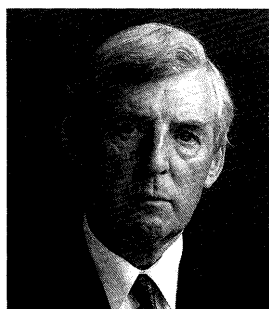
2nd Vice-President
Akio Someya
*Nagoya Port Authority
Japan*



3rd Vice-President
Pieter Struijs
*Port of Rotterdam
Netherlands*



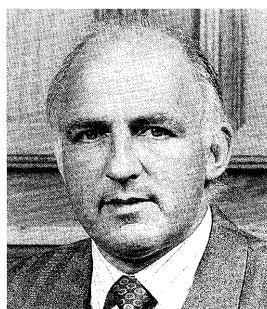
Conf. Vice-President
M. Rajasingam
*Klang Port Authority
Malaysia*



Immediate Past President
Robert Cooper
*Ports of Auckland Ltd.
New Zealand*



D. J. Jeffery (A)
*Port of London
U.K.*



P. J. Keenan (E)
*Port of Cork Company
Ireland*



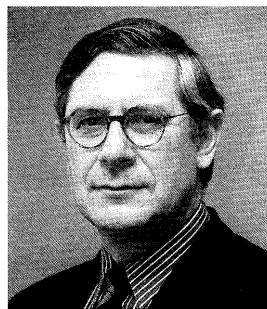
S.E.M. Luhigo (A)
*Tanzania Harbours Authority
Tanzania*



J. M. Moulod (E)
*Port of Abidjan
Cote d'Ivoire*



M.F. Ravenscroft (E)
*Associated British Ports
U.K.*



G.C.G. van den Heuvel (E)
*Port of Amsterdam
Netherlands*



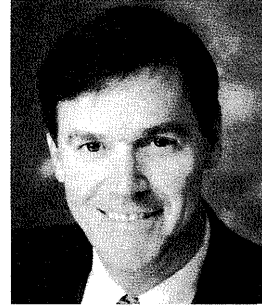
B. Vergobbi (E)
*Port of Dunkirk
France*



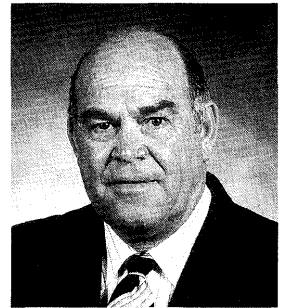
David F. Bellefontaine (E)
Port of Halifax
Canada



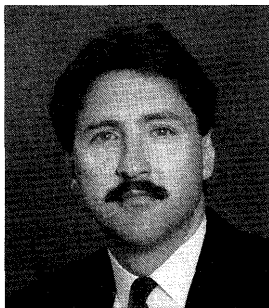
Lillian Borrone (E)
Port Authority of NY & NJ
U.S.A.



J. Ron Brinson (E)
Port of New Orleans
U.S.A.



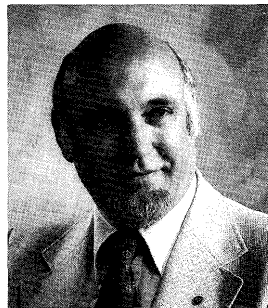
Errol L. Bush (A)
Port Authority of the Cayman
Islands
Cayman Islands



B. S. Groseclose, Jr. (A)
South Carolina State
Ports Authority
U.S.A.



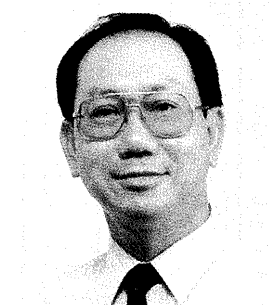
H. T. Kornegay (A)
Port of Houston
U.S.A.



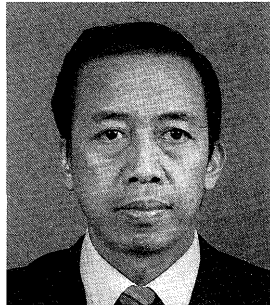
Alexander Krygsman (E)
Stockton Port District
U.S.A.



Charles M. Rowland (E)
Canaveral Port Authority
U.S.A.



Goon Kok-Loon (E)
Port of Singapore Authority
Singapore



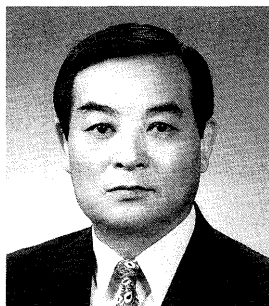
A. Harbani (E)
Indonesia Port Corporation II
Indonesia



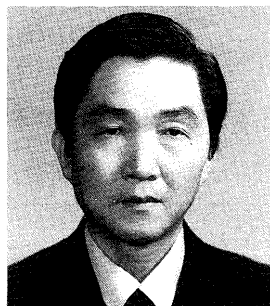
John Hayes (E)
Sydney Ports Corporation
Australia



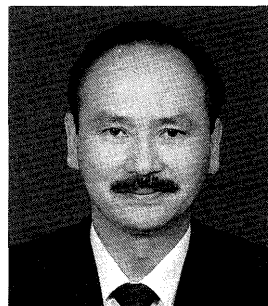
Satoshi Inoue (A)
Ministry of Transport
Japan



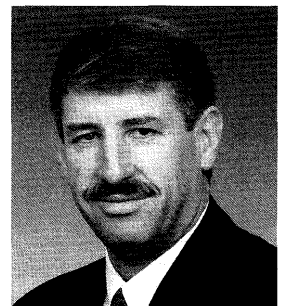
Kwang Soo Kim (A)
Pusan Regional Maritime
Affairs & Fisheries Office
Korea



Tu Deming (E)
Port of Shanghai
China



Oliver F.L. Yu (E)
Kaohsiung Harbour Bureau
China



Geoff Vazey (A)
Ports of Auckland Ltd.
New Zealand

FUTURE MEETINGS

21st IAPH World Ports Conference in Kuala Lumpur, Malaysia 15-21 May 1999

ON the evening of Thursday 5 June at the Royal Lancaster Hotel in London, the participants were guests at the Malaysia Night which was organized by our Malaysian hosts for promotion of the 1999 Conference.

At the Closing Session on 6 June, Dr. Ling, Liong-Sik, Minister of Transport, Malaysia, extended an invitation to meet in Kuala Lumpur in 1999.

It was announced that the conference host is the Klang Port Authority, under the theme: "Global Trade Through Port Cooperation".

22nd IAPH World Ports Conference in Montreal, Canada 19-26 May 2001

At the post-conference joint meeting of the Board and Exco, the venue of the 2001 Conference was considered. Mr. D.J. Taddeo, Port of Montreal, with Mr. Charles Lapointe, Greater Montreal Convention & Tourism, made a promotional address and presentation. Then,



Malaysia Night was held in a London hotel for promotion of the 21st IAPH Conference in Kuala Lumpur

Montreal was unanimously selected as the venue of IAPH's 2001 World Ports Conference.

Mid-term Meeting of IAPH Executive Committee in New Orleans, USA 25-30 April 1998

At the post-conference meeting of the Executive Committee, Mr. Ron Brinson made an address offering New Orleans as the venue of the 1998 mid-term Exco meeting. This was unanimously accepted. The dates were set as from 25 to 30 April, 1998.

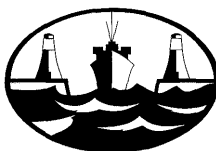
African Ports Seminar, IAPH Africa/Europe Officers' Meeting in Mombasa, Kenya 18-21 January 1998

As a reflection of the strong wish expressed by the members in the region, a seminar known as African Ports Seminar, co-sponsored by IAPH, PMAE-SA, PMAWCA and Supported by IMO and UNCTAD, will be organized next January in Mombasa, Kenya. The Africa/Europe IAPH Officers Meeting will be held at the same venue in conjunction with the Seminar but just in advance.

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eMail: sgl@dial.pipex.com

**Guide to Port Entry
The Ships Atlas**

**Guide to Tanker Ports
The Shipping World's Map**

AVAILABLE SOON The Guide on CD

Appeal to all IAPH Members

Please send us your latest port information manual in order that owners and operators may be fully advised of your current facilities and future developments.

IAPH ANNOUNCEMENTS AND NEWS

1997 Tonnage Survey: Deadline Sept. 30

ONCE every two years or every conference year, a survey is conducted of all Regular Members of IAPH for their updated tonnage figures, which should form the basis for the coming two years' dues assessment.

A circular from the Secretary General dated 1st July 1997 and a survey form have been sent to all Regular Members from Tokyo asking them to file with the Secretary General a report of the tonnage handled during the latest one-year period following the last such report, which was conducted in July 1995. At the same time, each Regular

Member is asked to notify the Secretary General of the number of dues units for subscription under the tonnage based dues formula of IAPH. The deadline for receipt of this information at the Head Office has been set at 30 September so that the data collected can be used when the Secretary General's office issues invoices for the 1998 dues to all members in late December this year, and likewise for the 1999 dues towards the end of next year. Members' cooperation in returning the completed forms will be highly appreciated.

to visitors of the IAPH site are the links to nearly 90 IAPH member ports' and organizations' sites, as well as to other international organizations' sites, such as IMO, UNCTAD, ICHCA, etc., with whom IAPH enjoys a close working relationship in addressing issues of common interest.

Please visit the site and see yourself what it looks like. If the link to your site as an IAPH member is not included, please inform us accordingly. We welcome your comments and suggestions on the recently opened IAPH's official home page to make it more user friendly and is content richer.

For your future e-mail communication to the IAPH secretariat, we now have a new e-mail address (info@iaph.or.jp), in addition to the present one (iaph@msn.com).

Entry Form Sent for '98 IAPH Directory

AN entry form for the 1998 edition of the IAPH Membership Directory was sent out to all IAPH members from the Tokyo Head Office on 15 July 1997.

Upon receipt of the form, all members are requested to check the attached information and make the necessary corrections and changes. The completed form should be returned to the Head

Office by 30 September 1997.

Members are also invited to run their advertisement in the Directory at reasonable rates, which are listed below. We urge all members to make the latest situation concerning their respective organizations available to the Head Office in time for insertion in the new edition of the Directory.

Advertising rates for the IAPH Membership Directory 1998 are as follows:

Space/Location	Width Height	Price (Japanese Yen)
Inside 1 page (Black & White)	176 mm x 250 mm	¥ 80,000
Inside 1/2 page (Black & White)	88 mm x 250 mm	¥ 50,000
Inside 1/4 page (Black & White)	88 mm x 125 mm	¥ 30,000
Cover P2, P3 & P4 (Black & White)	176 mm x 250mm	¥ 100,000
Cover P2, P3 & P4 (Full Color)	176 mm x 250 mm	¥ 200,000

IAPH's permanent presence on the Internet

THE IAPH has now its own dedicated World Wide Web (WWW) site at ([http:// www.iaph.or.jp](http://www.iaph.or.jp)). Over the past couple of years, an experimental IAPH website (<http://www.cyberplus.ca/~iaph/welcome.htm>) established by Mr. Jean

Lesperance, Canada Ports Corporation, has proved to be a valuable tool for IAPH to post and disseminate information worldwide. At the 20th IAPH Biennial Conference held in London, U.K., June 1997, the move to establish its own permanent site was enthusiastically supported by the members of the IAPH.

The IAPH's website comprises primarily two sections: one for general information on the Association, i.e., its objectives, history, structure, membership, etc. and the other for technical committees. What should be valuable

UN Secretary General in Tokyo

ON 13 May 1997, at a Tokyo hotel, a welcome reception was held in honor of Mr. Kofi A. Annan, the newly appointed UN Secretary General on the occasion of his first official visit to Japan. Organized by a local institution known as Japan UN Association, some 200 participants representing diplomatic delegations, government officials and NGOs, attended the reception. IAPH was represented by R. Kondoh.



UN Secretary General Kofi A. Annan in Tokyo

Visitors

20 May: **Antoni Casablanco Vilanova**, Finance and Development Director, **Taragona Port Authority**;

21 May: **Pieter Struijs**, Vice Chairman, Executive Director Shipping, **Port of Rotterdam**; and **J. Ron Longstaffe**, Chairman of the Board, **Port of Vancouver**;

17 June: **Rita Seño-Ogbinar**, Division Manager, PPA Training Center, **Philippine Ports Authority**; and **Maria**



David Bendall (seated left)

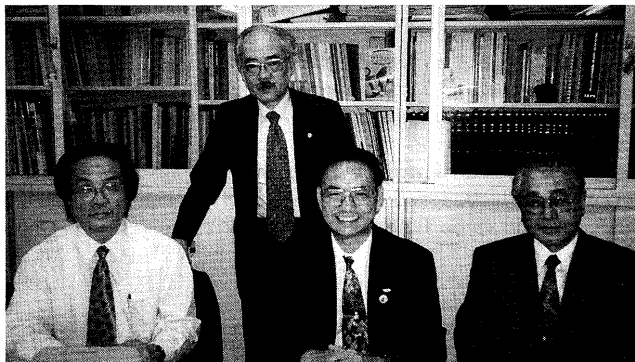
Rosa Carrion, President & CEO, **Seagull Philippines**;

19 June: **David Bendall**, Vice-Chairman, **ICHCA Australia**, Sydney;

27 June: **Kuo-Quan Chen**, Managing Director, **The Association of Ports and Harbors, Taipei**; **Dr. Ho-Shong Hou**, Director, Transportation Engineering Department, Institute of Transportation (IOT), Ministry of Transport and Communication (MOTC), Taipei



Seated: Rita Seño-Ogbinar and Maria Rosa Carrion



Seated: Mr. Chen, Dr. Hou and Mr. Kusaka (IAPH Secretary General)

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BLG, a pioneer of container transport in Europe, has long emphasized forward looking solutions for the future, not the traditions of the past. We offer intelligent, customer-dedicated logistics systems that deliver measurable benefits.



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Better customer service means greater customer returns. BLG's value-added services - such as handling and world-wide distribution of car parts for the auto industry - open up entirely new horizons.

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Japan:

Mr. Gosuke Shibayama
9F Zenkoku Tobacco Center Bldg.,
2-16-1, Nishi-Shinbashi, Minato-ku,
Tokyo 105, Japan
Tel.: +813-3431 8012
Fax: +813-3578 8086

● BLG Bremer Lagerhaus-Gesellschaft, Container Division, P.O. Box 107965, D-28079 Bremen, Germany, Tel.: +49/421/398-3450, Fax: +49/421/398-3540

WORLD PORT NEWS

1st Univesal Congress Of Panama Canal

7-10 September 1997
Atlapa Convention Centre
Panama City

Sunday 7 September
Opening Ceremony

Monday 8 September
Session One – Panama's Maritime
Strategy
Session Two – Transition and Beyond

Tuesday 9 September
Session Three – The Canal in the 21st
Century
Session Four – Continuation of morn-
ing's session

Wednesday 10 September
Session Five – Investment Opportuni-
ties

Session Six – Tourism and Cruise
Industry
Visits to the Canal and other field trips

For further information contact:

Melba A. Raven
Comision Organizadora del Congreso
Universal del Canal de Panama
Apartado 2003, Balboa – Ancon,
Panama
Rep. de Panama
TEL: +507 228-5454/8618
FAX: +507 228-8690

Worldwide Representatives:
Gillian Belsham,
Universal Congress of the Panama
Canal,
31 Bedford Square, London WC1B, 3SG,
UK
TEL: +44 (0)171 314 1662
FAX: +44(0)171 314 1683

Transportation, Safety & Security in New York

September 8 - 19, 1997

**The Williams Club, 24 East 39th
Street (between Madison & Park
Avenues), New York, New York
(Manhattan)**

PROGRAM HIGHLIGHTS

Discussion on aviation safety

- General security
- Passenger screening
- Cargo security
- Security design criteria

Rail security

- Terminal railyard and equipment
security
- Passenger safety
- Operations security
- Right of way

Maritime security

- Cargo security
- Smuggling
- Terrorism and piracy

Crime prevention

- Identification of threats
- Design of counter-measures
- Security surveillance

Crisis management and disaster plan- ning

- Risk and vulnerability analysis
- Hazardous materials

Problem-oriented policing

- Traditional policing
- Security problem solving
- Elements of problem solving

Terrorist incidents

- Bomb threats
- Hostage situations
- Pre-incident indicators
- Prevention and counter-measures

For further information, please contact:
Vincent Seglior, Director, International
Training

Global Educational Services
One Gateway Center, 5th Floor,
Newark, NJ 07102 U.S.A.
Telephone: (201) 297-0053
Fax: (201) 297-0014

CONTAINER ASIA 97

Shangri-La Hotel
Kuala Lumpur

Programme Highlights

Day 1 - October 7, 1997

- Defining Intra-Asian and Mega-
Carriers strategies and how they are
meeting shippers' changing require-
ments
- Asia's focal point in World trade
- Malaysian ports expansion and
investment; providing the necessary
infrastructure

Day 2 - October 8, 1997

- Profitable ports without direct deep-
sea calls
- How Asian ports can benefit from
European main-port/feeder-port expe-
riences
- What container carriers have to learn
about serving their customers
- In-depth workshop led by port and
shipping consultants Moffatt and
Nichol Engineering

Day 3 - October 9, 1997

- How the container shipping and ports
industry can really benefit from the
Internet
- Improving the management of con-
tainers – reducing empty box move-

ments

- Developing practical logistics opera-
tions with integrated communication
systems

Asia Reefer Forum

10 October 1997

- Market trends, regional trade devel-
opment and changing user require-
ments
- Box and machine technology
advances and their effect on opera-
tions, management and maintenance
- Controlled atmosphere: now technol-
ogy and user applications

For further information, please con-
tact Baltic Conventions:

UK office:

Anne Williams
Baltic Conventions
Regal House, 70 London Road,
Twickenham TW1 3QS, UK
Tel: +44 181 892 2892
Fax: +44 181 892 6767

Singapore office:

Rosalind Foo
Baltic Conventions
12A Haji Lane, Singapore 189205
Tel: +65 298 8911
Fax: +65 298 6877

3rd Conference on Ports, Sea & River Shipping

**16th & 17th October 1997
The Siwssôtel, Istanbul**

ORGANIZED by The Adam Smith Institute and administered by Business Seminars International Ltd, the annual event bringing together all the key players in the maritime industry in the CIS and Baltic States to discuss port and shipping operations and the dramatic commercial opportunities emerging in the Baltic Sea Region, Russian Far East, Black Sea Region and Caspian Sea Region.

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- Aleksander Konoshevich, Deputy State Secretary, Director of Planning and Strategic Department, Latvia
- Hans Peters, Principal, Transport and Maritime Industries, World Bank
- Heimo Heikkilä, Port Manager, Port of Hamina
- Neeme Kaarma, Deputy Technical Manager, Estonian Shipping Co.
- Vladimir Lavrenchuk, General Director, Sea Port of Kaliningrad

- Kimmo Nortsgrom, Partner, Containerships Ltd. Oy
 - Valery Gegidze, General Director, Sea Port of Poty
 - Rado Antolovic, Managing Director, Vostochny International Container Services
 - Peter Schmelter, Director Sales and Key Account, Central & Eastern Europe, Intercontainer-Interfrigo (ICF)
 - Itzhak Hayon, CIS Representative, Zim Israel Navigation Co.
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The Asian Conference and Exhibition for the Shipping, Ports and Terminal Industries.

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New Publications

Dictionary of Shipping Terms, 3rd Edition

AUTHOR Peter R Brodie; Published by LLP Limited; ISBN 1-85978-119-5; 228 pp. Soft Cover. Price £30/US\$57.

The third edition of an LLP classic for the shipping industry has just been published. *Dictionary of Shipping Terms* contains clear consistent definitions to over 2,000 of the most commonly encountered words, phrases and abbreviations in the shipping business.

This well-researched third edition has been completely updated and expanded to incorporate the numerous changes that have taken place in the shipping industry at all levels – operational, legal and commercial – in recent years.

Those who own, operate or use cargo ships, as well as those involved in related industries such as banking, commercial law and insurance, will find the book a handy source of reference to accurate definitions of shipping terms.

Author Peter Brodie has wide experience in shipping, marine insurance, export and banking, and is also a winner of the Baltic Exchange Prize in the Fellowship examinations of the Institute of Chartered Shipbrokers.

The Americas

Canadian Tax Rates Put Ports at Disadvantage

CANADIAN National President and Chief Executive Officer Paul M. Tellier called on Canadian governments to take immediate action to lower non-competitive tax rates and clarify the legislative status of Canada's ports. Mr. Tellier was speaking to The Greater Vancouver Gateway Council's forum on business opportunities for Vancouver's world-class port and transportation infrastructure.

"We're doing our part to create a competitive rail network, but we can't

do it alone. Taxes in Canada represent a significant competitive disadvantage to rail transportation and, by extension, to the Vancouver Gateway," said Mr. Tellier.

Mr. Tellier said that Canada's two largest railways pay about \$200 million more in tax annually – 40 percent more – than they would under the U.S. tax system. He also said that if Canada's

capital cost allowance rate were equal to that in the United States, CN could have purchased up to 20 more locomotives than the 75 the company recently announced it will buy this year. He said that a more balanced tax regime is essential to allow CN – and Canadian business – to compete against rail carriers and businesses south of the border.

"The uncertainty surrounding the legislative status of Canada's port system is another impediment to growth that must be clarified soon," said Mr. Tellier. Legislation that would have enabled major Canadian ports to operate as autonomous businesses and to compete more aggressively against U.S. ports died when the recent federal election was called. "I urge the federal government to move ahead promptly on this issue so that Canada's ports can better position themselves in their highly com-

petitive international marketplace."

Mr. Tellier said that 30 percent of CN's revenue comes from Canadian West Coast traffic, mostly in the form of outbound grain, coal, sulphur and fertilizers and inbound intermodal containers. In addition, about 40 percent of CN's revenue comes from transborder or movements within the U.S.

Canadian National Railway Company is Canada's largest and North America's sixth largest freight railroad, based on 1996 revenues of \$4.2 billion. It serves all of Canada, including the key ports of Vancouver, Montreal and Halifax and the cities of Chicago and Detroit with connections to all points in North America.

Halifax: \$5.2 Million For Richmond Terminals

ON June 23, the Board of Directors of the Halifax Port Corporation approved a \$5.2 million project to redevelop Pier 9A at Richmond Terminals.

The project, part of the HPC's \$46.3 million capital investment plan, will include the restoration of Pier 9A and

installation of rail tracks on the terminal. Work will begin immediately with completion scheduled for the spring of 1998.

The facility will be used for breakbulk cargo handling operations under a long term operating agreement with the private sector.

Merv Russell, Chairman of the HPC noted: "The redevelopment of Pier 9A will enhance the port's capability in the area of breakbulk cargo handling. The Pier 9A project is also part of the bigger picture of port investment undertaken by the HPC, which will ensure our future as a commercial port."

David Bellefontaine, President & CEO, stated: "This is yet another project in our fast-paced port redevelopment program which we are undertaking over the next few years."

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

It is estimated that port activity accounts for an economic impact of 7,000 jobs and \$230 million of income annually.

Halifax Cruise Ship Season Officially Begins

HALIFAX'S 1997 cruise ship season officially opens at 1 p.m. June 18, 1997. The S.S. *Ocean Breeze*, operated by Dolphin Cruise Line, will arrive at Pier 20 for the first of 15 calls at the Port this season. Dolphin Cruise Line, based in Miami, first called Halifax last year with the S.S. *Island Breeze*. The *Ocean Breeze* will operate on the same 5-day itinerary as the *Island Breeze* did last year, with ports of call at New York, Newport, Portland, Halifax. The *Ocean Breeze* is expected to bring over 700 passengers to Halifax on each call.

"The Port of Halifax is very pleased to welcome Dolphin Cruise Line back for its second season", states David Bellefontaine, President and Chief Executive Officer of the Halifax Port Corporation. Dolphin Cruise Line is one of the 13 cruise lines that will make regular calls at Halifax in the 1997 season. Other cruise lines calling Halifax include industry giants, Holland America Line, Princess Cruises, Royal Caribbean International, Norwegian Cruise Line, Crystal Cruises, Seabourn Cruise Line, and Cunard.



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"We are expecting 1997 to be a spectacular cruise year for Halifax as we prepare to welcome some of the newest as well as some of the largest and most expensive cruise vessels in operation today", says Bellefontaine. "We will welcome 6 cruise ships on their first (inaugural) call to Halifax this season, including three new cruise line customers – Royal Caribbean International, Norwegian Cruise Line, and Euro Cruises, which we are very pleased to announce".

The Halifax Port Corporation, in partnership with the Halifax Regional Municipality Tourism Department and Tourism Nova Scotia, will again sponsor the welcome programme for each cruise ship calling at Halifax. This year, the 78th Highlanders, from Citadel Hill, will join Town Crier, Peter Cox, and other local performers on the pier to provide a special Maritime welcome to all cruise passengers.

The 1997 cruise season is expected to bring over 43,000 passengers to Halifax with an estimated economic impact in excess of \$3.3 million. "Since 1986, the cruise business at the Port has increased dramatically, rising from just 34 cruise ships with 15,400 passengers", says Bellefontaine. "To date, 46, cruise ships are scheduled to call the Port of Halifax this season between June 18 and November 5, 1997. This is a 180 percent increase in passengers and a 35 percent increase in the number of cruise ships over the past decade".

The Halifax Port Corporation posts the complete cruise vessel schedule for the public on its web site at <http://fox.nstn.ca/-mrkting>

New Vancouver Terminal Boon for CN Customers

THE Port of Vancouver's new Deltaport container terminal, linked with CN's extensive continental rail network, will help shippers capitalize on rapidly expanding business opportunities throughout the Pacific Rim, Canadian National Railway President and Chief Executive Officer Paul M. Tellier said at the official opening of the new facility.

CN is partner in Deltaport, which is one of the most advanced terminals of its kind in the world and effectively doubles Vancouver's container-handling capacity.

"Today, the focus of business oppor-

tunity lies along the Pacific Rim," Tellier said. "By the year 2000, some 60 percent of all world trade will involve Asia. Much of that trade will flow between this continent and the nations of Asia Pacific."

With Deltaport, Vancouver has what it takes to become a major gateway to North America. From Vancouver, CN offers the services of a transcontinental railway, direct intermodal service to the heart of the continent, and expanded capacity and efficiency at our new Gateway Intermodal Terminal in Chicago. CN is the only North American railway offering full doublestack container train service between Vancouver and Chicago, Toronto and Chicago, and coast to coast in Canada.

Canadian National is Canada's largest and North America's sixth largest freight railroad, based on 1996 revenues of \$4.2 billion. It serves all of Canada, including the key ports of Vancouver, Montreal, and Halifax, as well as Chicago and Detroit, with connections to all points in North America.

General Cargo Tonnage Continues to Soar at GPA

GENERAL cargo handled at GPA facilities statewide from July 1, 1996 through April 30, 1997 increased by 477,603 tons; an overall improvement of 21.6% compared to fiscal year to date 1996 tonnage. A total of 2,216,019 tons of general cargo was handled via Savannah and Brunswick port terminals during the ten month period.

1,894,150 tons of general cargo transited Savannah facilities during the period, representing an 18.1% increase over the corresponding period one year ago. Primary general cargo transiting Savannah facilities included iron and steel, clay, woodpulp, linerboard, machinery and foostuffs. Savannah facilities reported handling 1,973 automobiles from July 1, 1996 through April 30, 1997.

Colonel's Island Terminal, located at the Port of Brunswick, reported an increase of 85.7% in general cargo volume. Automobile movements at the Colonel's Island Terminal rose an unprecedented 66.3% to stand at 104,892 units through April 30, 1997. General Motors and Ford recently joined Saturn, Cadillac, Hyundai, Land Rover, Mitsubishi, Saab and Volkswagen to take advantage of supe-

rior intermodal connections via the Port of Brunswick.

Two world-class auto processors, Benicia Industries, Inc., and International Auto Processing, Inc., are located on Colone's Island Terminal to provide processing services for inbound and outbound automotive shipments.

The Mayor's Point Terminal in Brunswick reported a 38.2% increase in general cargo for the first ten months of the fiscal year while Marine Port Terminals posted a 5.6% increase for the corresponding period. Major commodities handled via Mayor's Point and Marine Port Terminals included woodpulp, linerboard, paper products and lumber.

According to Georgia Ports Authority Executive Director Doug J. Marchand, "The growth in general cargo during the past ten months has been phenomenal. I attribute much of our general cargo/breakbulk success to our ability to handle a vast array of commodities productively, safely and at equitable rates."

The Georgia Ports Authority operates modern and efficient deepwater facilities in Savannah and Brunswick, Georgia and provides value-added services to facilitate international trade. Inland barge terminals operated under the auspices of the GPA are located in Bainbridge and Columbus, Georgia.

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

Houston Foreign Trade Up 5.6% in 1996

FOREIGN trade through the Port of Houston rose 5.6 percent in 1996, according to figures released recently by the U.S. Department of Commerce. Houston's foreign waterborne tonnage totaled nearly 76.5 million tons last year.

The Port of Houston Authority also recently released numbers indicating that tonnage at the port's public docks held even during the first quarter of this year, totaling 5.3 million tons. The quarterly total, which accounts only for Port of Houston Authority facilities, represents a 1 percent increase from the same period in 1996.

General cargo at the public wharves passed 2.9 million tons, up 20 percent from the first three months of last year. The PHA Bulk Materials Handling Plant, which is operated by a private company, reported a 70 percent increase for a total of nearly 279,000 tons.

At Barbours Cut Container Terminal, cargo volume rose to nearly 1.5 million tons, up 12 percent from the first quarter of 1996; these figures include containerized, project, bulk and other varieties of cargo. Containerized cargo at Barbours Cut exceeded 141,600 TEUs, up 7 percent from 1996.

Imported steel crossing PHA docks rose by 54 percent, totaling 725,000 tons for the quarter.

Bulk shipments showed decreases in several commodities during the first three months of the year. Industrial chemicals dropped 5 percent, weighing in at 1.6 million tons. Petroleum products fell 18 percent for a total of 71,000 tons. A major increase among bulk shipments was petroleum coke, which jumped 145 percent for a total of 198,000 tons. (Port of Houston)

Port Businesses Create \$4.5 Million in Taxes

PORT and Port area businesses employ more than 400 people in blue collar jobs and generate \$4.5 million in state and local taxes, according to the newly-formed Seaport Industrial Association (SIA).

The SIA is comprised of 14 industrial businesses along Seaport Boulevard.

"Most of us are dependent – in one way or another – on Redwood City's unique regional asset, the Port of Redwood City," said Alan Ratner, executive vice president of SimsAmerica, the Port's biggest tenant.

According to SIA, the 14 businesses collectively generate \$600,000 in sales tax annually for the City of Redwood City and another \$3.6 million for the State. The businesses also pay more than \$300,000 in property taxes to San Mateo County, which contribute to schools and county services.

SIA member businesses together constitute a major recycling center for the Bay Area. Member businesses recycle diverse materials, including metals, chemical products, road and building materials, and landscape products. (Currents)

Wilhelmsen's 'Tanabata': Fist Call at Tacoma

THE auto carrier MV *Tanabata*, operated by Wilhelmsen Lines, made its first call at the Port of Tacoma on June 9, 1997. The ship discharged 700 Kia automobiles at the Port's Pierce Country Terminal.

The *Tanabata* was built by Sumitomo Heavy Industries, Ltd. of Japan and delivered in 1994. Registered in Norway, the *Tanabata* is 623.5 feet long, 106 feet wide and has a capacity of 5,850 cars.

Tanabata's first call was commemorated with an on-

board celebration and presentation by Port officials of a plaque to Captain Magne Hungnes to welcome ship and crew to Tacoma.



Pictured left to right: Ole Halsvik, NOSAC Pacific Northwest; Finn Wollbek, Port of Tacoma; Captain Magne Hungnes, MV *Tanabata*; Ed Engelhardt, Port of Tacoma; David Larson, Kia Motors North America.

Africa/Europe

Evian Export Distribution Centre at Le Havre

DURING its meeting of 14 February 1996, the Board of Directors of the Port of Le Havre Authority had approved the project of opening of an export distribution centre for Evian mineral water.

This project has now entered real achievement with the signing on March 19th, 1997 of the renting contract for the shed 120, located "Darse de l'Océan", at the premises of the "Saga Terminaux Portuaires" Company which has a service contract with Evian (Danone Group). Saga will receive full trains of palletized and filmed bottles at the shed 120 which is directly connected with the rail network and then, they will be loaded into containers before maritime shipment to the United States and Far East.

The coming on stream of this service

is planned for mid-August and the trade is

expected to reach no less than 180,000 tons of mineral water through Le Havre each year.

Hamburg: Tea Trade Metropolis in Germany

HAMBURG is one of Europe's leading tea ports. Some two thirds of tea imported into Germany is handled here. With Germany's tea consumption rising steadily, Hamburg's tea turnover is also

increasing.

The first tea reached Germany from Holland in 1650. But the tea-drinking tradition took a long time to become established and initially was confined to the coastal regions – a north-south divide which is still evident today. The East Frisians on Germany's north-west coast are the country's champion tea-drinkers even though in 1996 their per capita consumption declined slightly from 2,500 g to 2,400 g. But that is still a huge amount compared to the average German's annual consumption of just 220 g. In all, Germans drink some 10 billion cups of tea a year, which makes the country ninth in the world tea-drinking league. But a GfK market survey revealed an increase in tea consumption last year with some 500,000 households joining the tea-drinking ranks.

In view of Hamburg's importance as a port and trading city, it soon became the main trading centre for tea in Germany. In 1793 the first tea import firm was established in Hamburg and for some 40 years now the German Tea



Tea tasters not only check the quality of individual consignments of tea but also put together the blends and aromatic teas. (Photo Port of Hamburg/HJH)

Office has been based in the city.

Around 68% of all German imports are unloaded in the Port of Hamburg – a total of 21,4000 t in 1995. Transit cargoes exceeded german imports by nearly 3,000 t to reach 24,300 t in 1995.

German tea imports via the Port of Hamburg are estimated to have totalled 24,000 t in 1996 (on the basis of the first ten months' statistics) – nearly 11% higher than the previous year.

Transit traffic is estimated to have been around 21,300 t with reexports to Finland and the Russian Federation declining last year. Virtually all this tea reaches Hamburg in containers which are unpacked in the Port.

Some 4,000 t of tea are stored in the warehouses of Hamburg's picturesque Speicherstadt – enough for about 2 billion cups of tea or a fifth of Germany's average annual consumption of around 27 litres of tea per person.

In 1995 some 34,000 t of black tea, tea extracts and green tea were delivered to Germany (excluding tea ending up in Free Ports or bonded warehouses). Of this total black tea accounted for 30,600 t, up 7.7% on the previous year and worth DM 168,817,000 (in purchase price terms). 1995 was a record year for imports of black tea, mainly because of the increased efforts by German importers to re-export tea to Scandinavia and Eastern Europe. Some 46% of German imports, 14,000 t of tea, are transshipped to Scandinavia, Eastern Europe, Austria and Switzerland.

Half the tea imported into Germany (in volume terms) comes from India (28%) and Sri Lanka (21%). China is third (17%) and Indonesia fourth (12%). Sri Lanka in particular has considerably increased its sales in Germany since

the beginning of this decade.

The Port of Hamburg handles 62% of imports from India, 63% of imports from Sri Lanka, 80% of imports from Indonesia, 82% of imports from Malaysia and a massive 90% of imports from China. But when it comes to transit cargoes passing through the Port of Hamburg, Colombia is a more important supplier than even China.

Tea is bought as a finished product by importers at tea auctions, direct from the plantations or on the basis of samples. Germany's tea production is confined to making up the various kinds of tea and packing the tea into commercial quantities. Of course, a good tea taster is vital in this work.

Tea tasters are also responsible for the various kinds of aromatic tea. These are teas of favourably priced quality to which aroma essences such as vanilla, lemon or strawberry are added. The first aromatic tea to appear on the German market, Earl Grey, is still the market leader in this segment with a share of 43%.

For more than a decade the trend in the German tea trade has been to fruit or herbal teas, products that are put together by the pharmaceutical industry and not tea testers.

What Germany's tea lovers lack in quantity, they make up for in quality. This is particularly obvious if we look at sales of tea bags (which normally contain lower-quality teas). In Germany as a whole tea bags only have a 25% market share; in East Frisland, where consumption and demands are highest, loose-leaf tea has 91% of the market.

The Port of Hamburg is confident of once again strengthening its market position in 1997.

Transshipment Continues To Grow in Amsterdam

THE Amsterdam Port region, comprising the ports of Velsen, Beverwijk, Zaanstad and Amsterdam, reports on a good first quarter. With goods transshipment reaching 14.5 million tons, it closed the quarter with an increase of 12.9% on the first quarter of 1996. All categories showed growth. Liquid bulk rose by 24.6% to almost 3 million tons, dry bulk rose by 11.6% to 9.5 million tons while general cargo demonstrated a 4.6% increase to more than 2 million tons.

According to Godfried van den Heuvel, Executive Director of the Amsterdam Port Management, 1997 is set to become a year of new activities and developments which will strengthen economic growth and employment in the ports. "There is the opening of a roofed-in terminal for moisture-sensitive products, the construction of a new Passenger Terminal for cruise ships, the recently opened business centre for new commercial starters (of which there are another two in the pipeline) and last but not least, the construction of the Afrikahaven. We also hope for clarity on the new broad locks project in IJmuiden, now that the survey of the Ministry of Traffic and Water Management has shown them to be necessary and potentially profitable."

General cargo

The first quarter saw growth in all general cargo sectors, totalling 2 million tons, an increase of 4.6%. The number of containers rose by almost 5% at 450,000 tons. Ro/ro traffic was up by more than 7%, in part thanks to improving car sales. Total transshipment was 144,000 tons. The 'other general cargo' sector (bags, bales and unit loads) climbed by 4.2% to 1.5 million tons.

Containers in Lisbon: Positive Growth in 1996

1 996 was a very remarkable year for the Port of Lisbon as in the number of boxes, containers increased 11.6% and 12.7% in TEUs.

The most significant fact was the establishment of direct and regular lines to new destinations.

Besides the already existing Canmar connections to Canada and the United States (East Coast), the Croatia Line started new services from Lisbon to

New York, Baltimore, Norfolk and Savannah and Evergreen's Round the World Eastbound Service now connects Lisbon to Columbus, Port Kelang, Singapore, Hong Kong, Keelung, Kaohsiung, Tokyo, Shimizu, Osaka, Nagoya, Busan and the USA (West Coast).

New intermodal links to the Iberian hinterland have started with railroad services to and from Vigo and Barcelona. Road services to the Spanish Extremadura have been increased. (Newsletters)

Southampton: 1st Ship to Use Full Draught Depth

ON a recent visit to Associated British Ports' (ABP) Port of Southampton, Maersk Line's *Karen Maersk* became the first vessel to use the full draught depth of the newly-dredged approach channel, and the first of the world's largest container ships to sail fully laden from the port.

The 81,488-tonne *Karen Maersk* carries over 6,000 TEUs, with containers stacked 17 wide. She made her maiden call at Southampton in November 1996.

The Loading of container ships to 14 metres' draught has been made possible by a £27 million dredging programme – expected to be complete at the end of June – to increase the depth of the main channel between Fawley and the Container Terminal from 10.2 m to 12.6 m below chart datum. This dredging, coupled with the port's famous double-tide, allows the largest loaded container ships to access the port for 18 out of every 24 hours, giving Southampton a wider operational window than any other major UK container port.

Port of Newport Starts Work on Steel Terminal

WORK has begun on a new steel terminal at Associated British Ports' (ABP) Port of Newport. The contract for the construction of the bespoke facility has been awarded to Tarmac Building and will be ready to receive its first deliveries of export steel in the Autumn of this year.

The facility, costing over £2.5 million, is being provided by ABP in response to the steel industry's demands for quality handling methods throughout the sup-

ply chain. Steel produced locally by British Steel will form a major part of the cargo passing through the terminal. A commercial agreement with this main player in the South Wales economy underpins ABP's investment.

The development at Alexandra Dock will provide 5,000 sq m of storage and be equipped with two 40-tonne gantry cranes. Cargo-handling equipment will include 75-tonne capacity coil-carriers, as well as tugmasters. The terminal will be served by both road and rail, and the project has attracted a Freight Facilities Grant from the Welsh Office.

Robert Smith, Port Manager at ABP Newport, said:

"ABP's investment in this new facility demonstrates our commitment to quali-

ty and our ability to respond positively to the demands of the market. The steel industry has always been important to Newport and we are now in a position to further expand and develop this trade."

Stuart Cadzow, Operations Manager, Distribution, British Steel, said:

"The demanding market place in which British Steel Strip Products (BSSP) competes necessitates continuous improvement and setting of new standards for quality and service throughout the supply chain. ABP at Newport has risen to this challenge with this development and set a new benchmark for handling BSSP products."

'Bluefin' Joins ABP's UK Dredging Fleet

A new suction dredger *Bluefin* was officially named on 12th June 1997 by Lady Moffat, wife of British Steel plc Chairman, Sir Brian Moffat, at a service of dedication and naming ceremony held at Associated British Ports' (ABP) Port of Swansea.

Bluefin, built by Ferguson Shipbuilders Ltd of Glasgow, is the latest addition to the fleet of UK Dredging (UKD), a division formed early this year when ABP consolidated its dredging activities. *Bluefin*'s principal job will be to maintain the waters of ABP's Port Talbot Tidal Harbour at depths that will accommodate the largest bulk carriers used by British Steel plants for the importation of raw materials for their plants at Port Talbot and Llanwern. It will also be used, however, at ABP's other South Wales ports.

Sir Keith Stuart, ABP Chairman, said: "ABP's investment in *Bluefin*, To-

gether with the many other investments we are making in our ports, is a clear demonstration of ABP's commitment to South Wales, of our confidence in the future of Welsh industry and commerce and, not least, of our support and confidence in the steel industry in South Wales."

As a result of the new 25-year agreement reached between ABP and British Steel in 1995, ABP has invested in dredging and deepening Port Talbot Tidal Harbour from 8.6 m to 11.2 m below chart datum to expand the capacity to meet the increased needs of British Steel's plants in South Wales. The tidal harbour can now accommodate ships of up to 16.7 m draught and 160,000 dwt.

Bluefin joins *Cherry Sand*, *Humber Marlin* and *Welsh Dolphin* in the UKD fleet. She is a state-of-the-art trailing suction hopper dredger, equipped to dredge from a depth of 28 m and in open-sea conditions.



Pictured l to r: Sir Keith Stuart, ABP Chairman; Lady Moffat and Captain Mike Fraser, Master of *Bluefin*.

Asia/Oceania

Brisbane Port Fees Steady After Airport Sale

PORT of Brisbane charges will not rise as a result of the Port of Brisbane Corporation's stake in the newly privatised Brisbane Airport, Corporation chairman Ms Elizabeth Nosworthy has stated.

Ms Nosworthy was responding to concerns that the port's involvement in the successful bid would be subsidised by an increase in port fees.

"Our initial investment of \$200 million will be sold down to a \$135 million stake and this will be financed in full from our own funds and borrowings against our assets base," Ms Nosworthy said.

In May, the Federal Government sold the public asset to the Brisbane Airport Corporation Limited (BACL) consortium for \$1.387 billion. BACL will take over the airport's management from 1 July this year.

The Port of Brisbane Corporation has a 26% share in the new holding company, with 38% held by the Commonwealth Bank, 15% by Amsterdam Airport Schiphol and the remaining 21% divided between a number of smaller investors, including Brisbane City Council.

The Combined local, national and international flavour of the group was its great strength and would secure Brisbane's future as a world-class transport hub, according to Ms Nosworthy.

"I believe the opportunity to maximise the synergies between the businesses of the airport and the seaport will be a major boost to the economic development of the region.

"This is underpinned by the Corporation's renewed commitment to increasing trade and investment through the port, as outlined in our new business strategy for 1997-2002," she said.

(Portrait)

Fremantle: Planning to Cater for Future Needs

TRADER through Fremantle has been rapidly expanding, with the port now among the fastest growing container ports in Australia.

Container trade has doubled in the

last decade, and if the current annual growth rate of 11.3 per cent is maintained, it will double again in the next seven years.

The number of ships calling at Fremantle, and the overall shipping tonnage has increased by 22 per cent and 25 per cent respectively over the past five years.

Forward planning

Given this situation, and the strong likelihood that the growth trend will continue, the Fremantle Port Authority is planning well ahead to ensure that the port has the necessary facilities and infrastructure to cater for future needs.

A comprehensive Port Development Plan covering both the Inner and Outer Harbours is planned to be completed by 1998. The plan will build on planning work that has already been done and will have a 25 to 30 year horizon.

The plan will be a dynamic document, addressing and integrating all planning issues as they relate to economic trends, community and social issues, the environment and statutory processes. Consultation with the various stakeholders will be an important feature of the planning process, which is expected to take 12 to 18 months.

The ultimate capacity of the Inner Harbour is expected to be reached by about 2015 to 2020, and expanded facilities will have to be developed to handle additional trade beyond this point.

The new facilities are not expected to be developed until after 2015 and will supplement facilities in the Inner Harbour.

Enhanced efficiency

Fremantle Port has undergone very dramatic changes over the past few years with the aim of increasing efficiency and productivity - reducing costs, speeding up turn around times for shipping and putting in place organisational structures to enable the port to operate more strategically in a competitive environment.

One of the major improvements in the Inner Harbour in recent years has been

the consolidation and upgrading of container handling facilities on North Quay.

This has been a joint initiative of the Fremantle Port Authority and stevedoring companies, P&O Ports and Patrick The Australian Stevedore.

Technological advances are also helping Fremantle Port in the pursuit of competitive edge. (Port of Fremantle News)

Gladstone Coal Terminal Capacity Expansion

THE Authority has developed the concept of an expansion plan which outlines the proposed development of RG Tanna Coal Terminal to an annual throughput capacity of 60 million tonnes per annum.

RGCT presently has a capacity of 30 million tonnes per annum and is rated as the fifth largest coal terminal in the world. Previous planning was on the basis of an eventual capacity of 45 million tonnes per annum. However, with the development of new mines in the Bowen Basin and potential for coal in the Surat Basin, it is possible that a facility of greater capacity will be needed.

The proposed expansion of capacity to 60 mtpa is based on staged development being dependent on meeting market demands. The stages include construction of extra stockpile areas, construction of a third and fourth berth, provision of a third and fourth shiploader, construction of a third and fourth rail unloading station and increasing the coal inloading and shiploader rates from 4,000 tph to 5,000 tph.

The concept plan was included in a presentation by Reg Tanna on Australian coal Ports at the Asia Coal Conference in March, 1997.

Presentation Made at Asia Coal Conference

Gladstone Port Authority General Manager, Reg Tanna, recently made a presentation on Seaborne Coal Trade From Ports of Australia, at the 1997 Asia Coal Conference in Singapore during March.

The presentation dealt with the ability of Australian Coal Ports to cater for world seaborne coal demand to 2010.

Mr. Tanna said, "Demand of future seaborne coal from Queensland and NSW Ports being met is dependent on Australian coal ports increasing capacity through expansion and development.

"Expansions and development works are underway or about to commence on a number of port facilities, namely Dalrymple Bay Coal Terminal, Hay Point, RG Tanna Coal Terminal, Port Waratah Coal Services and if required Port Kembla Coal Terminal. Abbot Point can only be increased with development of additional rail infrastructure."

It was concluded that Australian Coal Ports would be able to meet the demand through these projected/ planned expansion plans.

(Gladstone Port-Talk)

Dust Levels Reduced to The Lowest in Gladstone

ACCORDING to an on-going study by a combined committee of State Government and local industry organisations including Gladstone Port Authority, the general levels of dust in the Gladstone region are the lowest they have been in ten years.

Mr Heiko de Groot from the Queensland Department of Environment and chairman of the Gladstone Area Dust Committee, said the perception of Gladstone as a typical industrial city with high levels of dust pollution was no longer warranted given the results of recent studies.

He also said that continuous monitoring found that dust levels in the Gladstone region were relatively low, apart from periods of bushfires and during adverse wind conditions.

The Gladstone Dust Monitoring Study was initiated in 1992 in response to complaints about the level of dust in the air around Gladstone.

The study involved conducting tests on the levels of dust in the air in and around Gladstone for one year with some dust monitoring equipment being located at Auckland Point.

GPA has continued to improve dust suppression and implement dust management measures including relocating coal handling facilities from Auckland Point to RG Tanna Coal Terminal, installing sprinklers at the RG Tanna Coal Terminal and planting wind breaks.

(Gladstone Port-Talk)

green line status of each goods line. Applications for exemption to the usual restrictions may be made by the agent and responded to by Sydney Ports.

This means that all dangerous goods information is available to Sydney Ports, the stevedores, the Australian Maritime Safety Authority and any other authorised interested parties as soon as agents have entered the data, or transmitted an international standard electronic data interchange message to the HMS.

The other important change has been Sydney Ports' Internet site which first came on line at the beginning of this year.

You can now find us on www.sydports.com.au, where you will find information on port facilities, port statistics, key personnel and the latest news and press releases.

The site is updated on a regular basis to ensure that the information is current. You can also order a free copy of the Sydney Ports Handbook by emailing us through the site or direct on enquiries@sydports.com.au

(Port Focus)

New Grain Record Set at South Australia

A Port Adelaide record for the biggest single wheat shipment was set in January when the Chinese registered vessel the 189.9 metre *Tai Shan Hai* loaded 42,000 tonnes of grain.

The previous Port Adelaide record of 38,600 tonnes was loaded for Pakistan aboard the vessel *Fellow* in March, 1992.

The *Tai Shan Hai*, which sailed for Iran early on Saturday, January 11, began loading on the evening of Tuesday, January 7. The wheat was loaded for the Australian Wheat Board for growers throughout the State.

Spokesman for Ports Corp, Mr Wayne Parham, said the record was a reflection of the good grain season.

"Ports Corp has, during the past 18 months, been pivotal in increasing the number of shipping lines using Port Adelaide, and we are obviously pleased to see this record being created," Mr Parham said. "Last year we set a world record for the shipment of live cattle when 10,500 steers were loaded at

Outer Harbor for export to Egypt."

The biggest single wheat shipment from South Australia was in 1988, when 87,108 tonnes was loaded at Port Lincoln.

(Port Briefings)

Technological Changes in Operations: Sydney Ports

THERE are some important technological changes in the operations of Sydney Ports taking place at the moment, the biggest of which is probably the introduction of the Dangerous Goods Module of the Harbour Management System (HMS).

The first round of testing has started and detailed user testing is scheduled to commence in early June.

The lodgement of dangerous goods import, export and transit applications by shipping agents will be able to be made within the electronic system, significantly reducing the number of manual applications currently received by Sydney Ports Corporation.

Immediately upon electronic lodgement, the HMS responds with the red or

Container Exports Thru Sydney to Record Level

IN the last 6 months of 1996 container exports through Sydney increased by 6.3% to a record level of over 177,000 TEUs.

Australian cotton exports are forecast to increase by about 34% this year, to a total of 2.4 m bales and half of this will pass through Sydney.

According to Sydney Ports, the rail access to Sydney now provides for greater efficiencies and have helped to improve relations with cotton exporters.

Increased shipments of rice are expected, as are wool exports with the processing capacity in Asia continuing to expand.

During the last half of 1996, frozen and chilled meats exports to Japan and Korea have increased by 64.5%. This equates to an increase of around 1,200 containers.

Some of the gains are attributed to the reduced transit time by a change in port rotation of ANSCON Conference vessels and also the development of inter-modal rail terminals in country areas of NSW, which is proving a major advantage for exporters using Sydney.

(P&O Ports Newsletter)

Bangladesh: Construction Of a Deep Sea Port

BANGLADESH has two ports, i.e. Mongla and Chittagong for International Shipping Trade. Mongla Port was established as anchorage soon after the partition of India to replace Calcutta which until that time served the western part of the country. In fact the port started as an anchorage and experienced healthy growth, specially in exports.

Mongla port located about 80 km upstream from the mouth of Passur River, is the country's second sea port. It has five berths having a designed depth of 8.4 M and 12 mooring buoys. An anchorage area of about 6.5 km from the port can accommodate upto 19 vessels and facilitate lighterage operations to inland water barges. A river jetty named *Roosevelt Jetty* was in operation. The draft of ships entering Mongla port is limited by a bar at the mouth of Passur River which has a low water depth of 5.1 M.

Chittagong is the country's main port. Industrial activities requiring deep water front are mainly located at Chittagong. The main port installation lies about 9 nautical miles upstream of Karnafuli mouth. There are specialised bulk handling facilities (Grain Silo Jetty, Cement clinker Jetty, TSP Jetty, Oil Berth, CUFL Jetty, KAFCO Jetty) located down stream of port main installation.

The average maximum draft in Chittagong is 9.14 metres whereas average maximum draft in Mongla is 8.00 m. Besides there are length restrictions in both the ports. The present trend in World Shipping is to have bigger and bigger vessels to derive economy on bulk carrying. The operational cost of bigger vessel is not significantly high compared to that of smaller vessel. Besides, due to the draft restriction in the ports, lighterage operations are to be carried out at outer anchorage or at sea. The lighterage operation is costly as well as time consuming. In order to avoid lighterage work on bulk handling, it may be worthwhile to construct new harbour facilities at a site where there is deep water access.

At present the trend of containerisation all over the world is mounting. Both the ports of Bangladesh are called upon to handle increased nos. of containers. Containers are being carried to these ports by feeder vessels from Singapore and Colombo. Due to the limitations of draft in the navigational channel tankers and mother vessels

with oil, food grains and other general bulk cargoes cannot enter the ports and they are to stay at different points outside the port and discharge the cargo through lighterage.

Chittagong has the export processing zone and another export processing zone in Khulna is going to function shortly. Recently Korea is going to set up an industrial park on the left bank of River Karnafully. Besides JICA study team is also considering the possibility of establishing a special economic zone in the left bank. If major industrial development prospects in this region come up as a result of the study, large scale port facilities are likely to be required. To ensure the proper services of the export processing zone necessary facilities of their import, export, transit facilities, storage space for deep draft vessels are necessary. As such it would be seen from the national perspective point of view that a deep sea port is needed so that we can use the same for the purposes such as-

- 1) Transit facilities to SAARC countries;
- 2) Storage facilities;
- 3) Manufacturing ports such as EPZ, SEZ & Free Port;
- 4) Future trading need of Bangladesh;
- 5) Catering need of neighbouring land locked countries.

Since there is no deep sea port in Burma and also on the north eastern coast of India, there is a possibility that the proposed deep water port can provide services to these areas.

At present due to the draft restriction the mother vessels carrying cargo for Chittagong have to stay at Chittagong outer anchorage or near Kutubdia or Moheshkhali for discharge of their cargo through lighterage operation. The lighterage operation is time consuming and expensive. Sometimes due to bad weather at outer anchorage or in open sea, the rate of discharge through lighterage operation is low. Longer stay means more freight cargo by the mother vessels. If deep draft berths or deep water port is constructed the bigger vessels can berth and discharge the cargo directly, thus avoiding the lighterage cost and ships delay.

Under the Netherlands Technical Assistance, the Netherlands Economic Institute (NEI) carried out the feasibility study for construction of a deep water port in Bangladesh and improvement of Chittagong Port Entrance during 1977 - 1978. They studied the following possi-

ble sites for location of a deep water port: -

- i) Kutubdia Channel
- ii) Sonadia Island
- iii) Moheshkhali Channel
- iv) Elephant Point
- v) St. Martin's Island
- vi) Teknaf Bay
- vii) North Parches
- viii) Kutubdia Point
- ix) Passur River
- x) Patenga
- xi) Middle Island
- xii) Near the entrance at the left bank opposite Patenga Point artificial basin with lock gate

Considering the major cost items (e.g. the onward transport cost, provision of port facilities, sheltered port and dredging) for construction of a new deep water port the NEI worked out comparative cost estimate for the aforesaid locations and finally recommended to construct four deep draft berths at Patenga for vessels up to 50,000 DWT in the first phase. According to their assessment 50,000 DWT vessels will require 11.58 meter (38 ft.) draft and continuous dredging will be needed in the basin in front of the proposed Deep Draft Berths and the approach route. Since the NEI study was carried out 17 years ago and a huge amount of investment will be required for construction of such a deep water port as well as its operation & maintenance dredging, a fresh feasibility study is considered imperative.

The financial outlay of the project comprising a food grain terminal, a cement terminal, a bulk oil terminal and a fertilizer terminal along with a few lighter berths was estimated at US\$147 million. Although the port basin and the approach to the new port would require continuous maintenance dredging their economic evaluation reported that the project was attractive. Necessary fund can be arranged through financing under IDA, ADB, IDB, OECF, etc. Otherwise fund can be raised through joint venture investment from any friendly countries like Japan, Korea, Hong Kong, etc.

It is mentioned that TAPP titled "Techno-economic Feasibility Study for Construction of a Deep Water Port" was submitted to Govt. on 06-03-96 at a cost of US\$1.40 million with FEC of US\$0.07 million. this TAPP is awaiting consideration of the government.

Ninth Pan-Pacific Ports Seminar

Message from Host Port

Dear colleagues,

THE Ninth Pan-Pacific Ports Seminar will be held at Dalian in June 1998.

On behalf of the host port, Port of Dalian, I cordially invite you to participate in the Seminar to have in-depth exchanges on a wide range of issues of common interests, such as regional economic and trade development, port and shipping trends, with the representatives of ports, shipping lines, freight agents, port equipment suppliers, consultants, governments and academic institutions from the Pan-Pacific region.

Even since the First Seminar in Oakland, USA in 1982, the Pan-Pacific region has been enjoying tremendous economic and trade growth. Following this, the Seminar has grown into a well-known event of the port and shipping community today. I believe, by taking part in the Seminar, you will be able to broaden your outlook, get to know new friends and learn more information. The event will bring you unexpected fruits.

Dalian is a young but beautiful coastal city of North China, brimming with vigour and vitality. We are looking forward to welcoming you in Dalian in the early summer of 1998.

Yuan Fu Xiu, Director
Seminar Organizing Committee
Director, Port of Dalian Authority

Seminar Information

Date: June 21 (Sun) - 24 (Wed), 1998

Venue: Furama Hotel Dalian, P.R. China

Hosted by: Port of Dalian Authority
Organizing Committee Secretariat
Port of Dalian Authority Foreign Affairs
Office

Address: 1 Gangwan Street,
Zhongshan District, Dalian 116004, P.R. China

Tel: (411)2637873, 2622835

Fax: (411)2807148, 2807147

Theme of the Seminar: "Regional economic development and diversification of port operations."

The Seminar will mainly focus on the following topics:

1. Trend of Diversification in port operations. Diversification and privatization; Chinese port system, joint venture and stock terminals; extension of port functions; free trade zones and portside industries.

2. Port and regional economic development. Risks and returns of investment in China; impact on ports by Chinese coastal development zones; establishment of the Northeast Asian hub port; North American free trade agreement and structure of Pan-Pacific trade; port and regional economic prosperity.
3. Port and shipping in H.K. after 1997. Changes in terminal operations and future prospect; position and role in Pan-Pacific trade; impact on trade across the Taiwan Straits.
4. Larger vessels and consolidation of shipping enterprises. Requirements on port construction by larger vessels; impact on trade structure by consolidation; merge of shipping lines and port operations; business extension of shipping lines and inland intermodal transportation.

Turning Port Klang Into Regional Load Centre

IN recent years, the government has been actively encouraging shipping lines and local shippers to make greater use of Port Klang. The Government's initiative was aimed at turning the port into a regional load centre and so far, results have been positive.

To bring about a better understanding of the policy, "road shows" were held in strategic port areas within and outside the country. Led by the Transport Minister, Dato' Seri Dr. Ling Liong Sik, "road-shows" were held in Penang, Kota Kinabalu and Johor while similar presentations were also made outside the country in Belawan, Indonesia and Ho Chi Minh City in Vietnam.

Kelang Container Terminal, as the principal container terminal and the nation's premier port, has benefited substantially from this Government initiative. The past year saw the port gaining a number of new direct shipping services while a few others expanded or increased their frequency of services.

Since late 1995, the Government mounted a campaign, together with port terminal operators and port authorities to win more direct trade to Port Klang. Between December 1995 and January 1997, more than ten direct calls to various destinations were made at KCT by major shipping lines. This is a remarkable achievement in the development of shipping services by any port in the region.

The reason KCT became the major beneficiary of many new direct services was not due to providence. Instead, it was due to the inherent strength of its infra-

structure.

KCT offers shipping lines faster turnarounds, thus meeting specific customer requirements. The ability to meet the window requirements of shipping lines, the ability to provide as many cranes as required to expedite shipside operations, the state-of-the-art IT operating environment and the quality of peripheral services increased the attraction of KCT to shipping lines.

As a result of the increase in the direct services at KCT, a dramatic leap in the volume of transshipment trade at the Terminal was registered. Trade from Penang Port is now being feedered at Port Klang (instead of via a foreign neighbouring port) and the bulk of it is being handled via KCT.

During 1996 for instance, a total of about 60,000 TEUs were relayed from Penang to KCT for transshipment to other countries. There are now regular dedicated and common feeder calls linking KCT and Penang and also to other ports in the region.

Feeder traffic not only comes from Penang, the volume of containers from Tanjung Priok and Belawan in Indonesia and Phuket, Thailand have also risen swiftly and this has further strengthened the position of KCT as a transshipment port. The trend in the transshipment to KCT is expected to be sustained, as there is a wider choice of main-line operators serving the port.

The availability of more feeder calls helps in ensuring that mother vessels are able to pick up the boxes without delay and keep to the schedule. (Portlink)

Kuantan Port: Container Traffic Growing

THE prowess shown by the Port's container trade can only signal that containerisation is firmly setting in at the major Eastern side seaport.

The quantum by which Kuantan Port Authority registers the growth in container traffic has no equal. For the first three months of this year, the Port for the Pacific Rim handled 123.8 per cent more containers than it did in 1996 correspondingly. The trade captured 14,000 TEUs from just 6,256 TEUs previously.

"And most of these were exports from Kuantan Port. What this means is that we have more manufacturers in Pahang and Terengganu who are using our Port as their gateway to the world. With more scheduled container services at Kuantan Port, we are highly optimistic that con-

tainers are set to grow by leaps and bounds from now on," General Manager Haji Mohamed Awang Tera says with full confidence.

Exports in containers during first quarter this year were 7,144 TEUs, up 110.3 per cent when compared with 3,397 TEUs previously. Imports chalked a higher growth when 6,275 TEUs were registered. The corresponding trade in 1996 was 2,859 TEUs.

Kuantan Port is currently served by eight scheduled container shipping services which link the Port with Indo-China, Bangkok, Singapore, Sihanoukville, Belawan, Hong Kong, Sabah and Sarawak. The Port's 200 metre container berth can easily accommodate vessels of up to 35,000 dwt.

Mohamed said shipside operations can be expected to improve when the existing quay crane is accompanied with the arrival of the second crane in November 1997.

"We are gearing up to ensure that we always have additional capacity to handle the container trade which is a booming segment of our business today. We have achieved the mission we set upon which was to revolutionise our total trade by boosting containerisation. After several long, hard years, we are beginning to get the support from lines and shippers alike. I say this is the result of hard work by all staff of this Port whose ambitions are to make our Port the best at every opportunity," Mohamed says with a smile.

In terms of ship calls, Kuantan Port received 398 calls in the first quarter of this year, up 19.2 per cent. A majority of these were container ships and chemical tankers. Ships' gross registered tonnage at the Port rose by 17.9 per cent to 2.56 million grt as opposed to 2.17 million grt previously.

Mohamed pledges that more efforts are underway to ensure that vessel dwelling time at the Port be reduced further. This will be made possible when new and additional equipment ordered are in place and through closer coordination with the stevedoring companies where bulk cargo is concerned. (Kuantan Port News)

Fed. of Malaysian Ports To Foster Closer Ties

PENANG Port Sdn. Bhd. (PPSB) Executive Chairman, Dato' Zahrain Mohd. Hashim, has been elected Chairman of the Federation of the Malaysian Port Operating Companies (FMPOC) for the term 1997 - 1999 at its

first Annual General Meeting held on April 10, 1997.

The FMPOC has identified several issues for further action. Among them are the load centre for Malaysian Ports, EDI, role of the National Port Authority and Tariff Rationalisation.

The FMPOC which was registered on March 7, 1997 under the Societies Act 1966 comprises the three terminal operators in Port Klang (Klang Container Terminal Bhd., Klang Port Management Sdn. Bhd. and Klang Multi Terminal Sdn. Bhd.), and port operators in Penang (Penang Port Sdn. Bhd.), Pasir Gudang (Johor Port Bhd.), Bintulu (Bintulu Port Sdn. Bhd.) and Lumut (Lumut Maritime Terminal Sdn. Bhd.).

The primary objective of setting up the FMPOC is to foster closer relationships as well as exchange ideas to further improve the management and operational efficiency of private ports in the country, thus promoting Malaysian

ports to world markets.

The FMPOC also aims to foster close rapport with government agencies, contribute actively towards national transportation policies and act as a resource centre on port operations, management and training.

The FMPOC also aims to foster close rapport with government agencies, contribute actively towards national transportation policies and act as a resource centre on port operations, management and training.

The idea to form an association of private operators was first mooted in September 1995 following the study visit of Chief Executives of Port Operating Companies in the country led by the minister of Transport, Malaysia to Hong Kong, Korea and Taiwan. As a result, the FMPOC was formed in October 1995 with a Protem Committee.

(Baylink)

LINE-UP OF OFFICE-BEARERS OF FMPOC

POST	NAME	ORGANISATION
Chairman	Y. Bhg. Dato' Zahrain Mohd, Hashim	Penang Port Sdn. Bhd.
Secretary	Encik Harun b. Halim Rasip	Lumut Maritime Terminals Sdn. Bhd.
Treasurer	Encik Abdul Malik b. Rahman	Klang Multi Terminal Sdn. Bhd.
Committee Members	Y. Bhg. Dato' Mohd. Taufik Abdullah Tuan Haji Ramli b. Abu Samah Encik Basheer Hassan b. Abdul Kader	Johor Port Bhd. Bintulu Port Sdn. Bhd. Klang Container Terminal Bhd.
Auditor	Encik Dahari b. Ujud Encik Mohd. Azman b. Mohd. Aris	Klang Port Management Sdn. Bhd. Johor Port Bhd.

PAT Seaport Phase II For Post-Panamax Size

THE PAT has begun the second phase development project at Laem Chabang Port (LCP), in a move aimed at paving the way for the Seaport to become a transshipment hub for Indochina. The project is now in the stage of pre-qualification of bidders for the construction of LCP stage I. It is expected that the construction will begin by the end of this year and will be ready for partial operation with the capacity of 600,000 TEUs in early 2000, in time when the Seaport reaches its saturation point.

The second phase project planning was conducted and designed by an engineering consultant. It has more port capacities and facilities than the

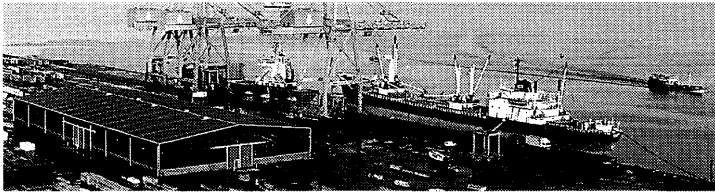
existing port in Basin I, adding navigation channel at the depth of -16 meters M.S.L., mooring basin to 500 meters long to accommodate two vessels and can also accommodate a container vessel of up to 80,000 DWT. together with passenger berth and observation tower, in accordance with the government's policy to build the new modern terminal with capacity for the handling of long-haul vessel up to Post-Panamax size.

The construction of the first stage in LCP's second phase expansion, costs US\$345 million, includes both onshore and offshore facilities. The work consists of reclamation, dredging navigation channel and mooring basin 2, construction of new breakwater, quaywall and road, building terminal office, container storage facilities and warehouse including railway and utilities. (PAT)

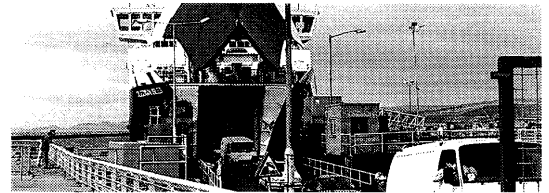
At Glasgow
we've got the quay...



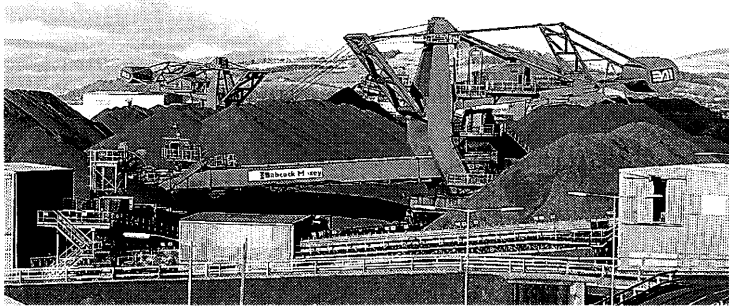
At Greenock we've got
it covered...



At Ardrossan we've got
it all tied up...



At Hunterston we'll
even move
mountains.



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Bintulu Port

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Efficient Services

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