



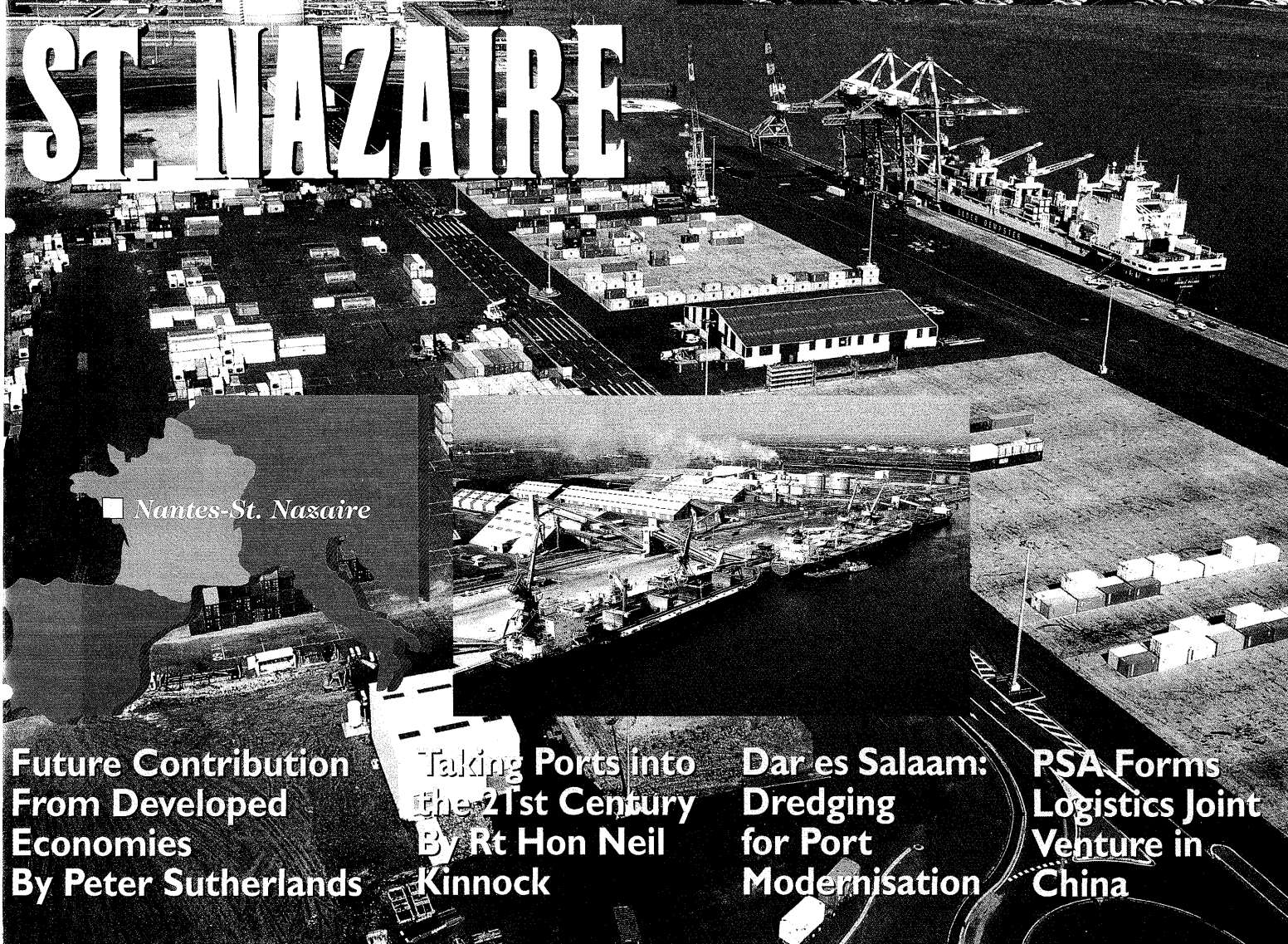
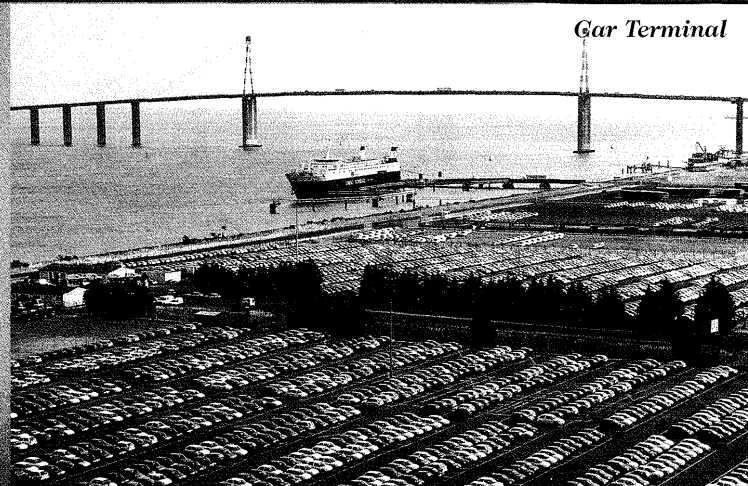
Ports & Harbors

September 1997 Vol. 42 No. 7

Terminal for Containers and Various Other Cargoes

Car Terminal

PORT OF NANTES- ST. NAZAIRE



■ Nantes-St. Nazaire

**Future Contribution
From Developed
Economies**
By Peter Sutherlands

**Taking Ports into
the 21st Century**
By Rt Hon Neil
Kinnock

**Dar es Salaam:
Dredging
for Port
Modernisation**

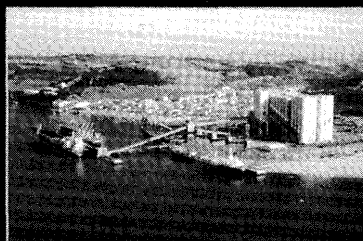
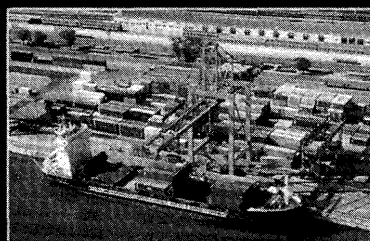
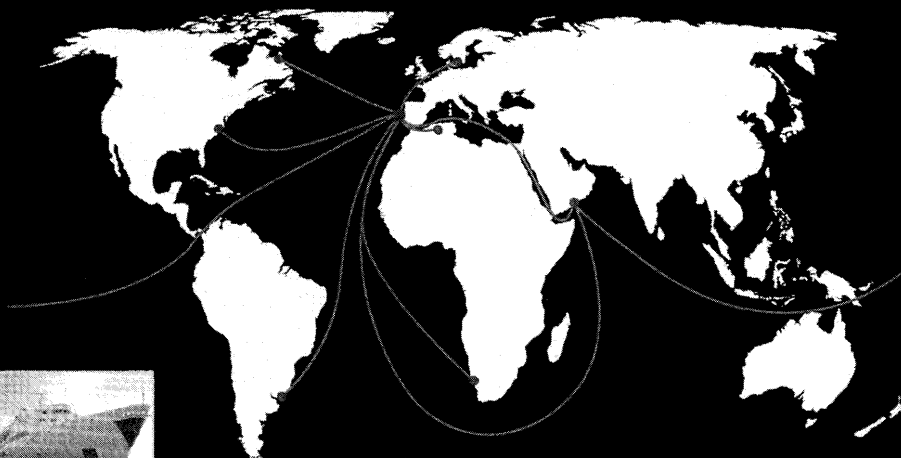
**PSA Forms
Logistics Joint
Venture in
China**



Port of Lisbon Authority

LISBON

A Port for all Trades



President: Natércia Cabral - Rua da Junqueira, 94 - 1349 Lisboa, Portugal Tel: +351 (01) 361 1002 Fax: +351 (01) 361 1076
Commercial Manager: António Manso - Edifício Infte. D. Henrique - Doca de Alcântara Norte - 1350 Lisboa, Portugal
Tel: +351 (01) 392 2001 / 2 Fax: +351 (01) 392 2041

IAPH Officers

President:

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

First Vice-President:

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

Second Vice-President:

Akio Someya
Executive Vice President
Nagoya Port Authority
Japan

Third Vice-President:

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

Conference Vice-President:

M. Rajasingam
General Manager
Klang Port Authority
Malaysia

Contents

IAPH ANNOUNCEMENTS & NEWS

Port Guidance Documents to IAPH Members	3
LPC Conducts a Survey on Pollution From Bunkers	4
IPD Fund-raising Campaign 1997 • TFC Analyzes Results of Information Model Questionnaire	5
Approach Channels – A Guide for Design • Bursary Recipients Announced • IAPH IT Award: Presentation Ceremony in Saigon	7
IMO Meetings	
25th Session of Facilitation Committee	8
68th Session of Maritime Safety Committee	9
39th Session of Marine Environment Protection Committee	10
75th Session of Legal Committee	11
Minutes of Combined Meetings of Committees on Port Safety & Environment and Marine Operations	12
Visitors • Membership Notes	14
10th IAPH Japan Seminar Reviews London Conference	15

OPEN FORUM

Future Contribution From Developed Economies	16
Taking Ports Into the 21st Century	20

INTERNATIONAL MARITIME INFORMATION

WORLD PORT NEWS

Rotterdam Conference on Solutions for Sediments • 6th International Conference of Cities and Ports • Intermodal India '97 in New Delhi Nov. 3-5 • The 2nd Middle East Infrastructure Congress 23-25 Nov. in Dubai	23
Asean Ports Association Conference & Exhibition • Human Factor Key to Port Safety, Security—4th Conference in Bremen	24
New Publications	26

The Americas

Chilean Port Reform: System Decentralization • National, Regional Teams Review Dredging Issues	28
Tarbutton Elected Head of Georgia Ports Authority • Houston Web Site Wins Top Award • Perez Elected President of Long Beach Harbor Comm. • Long Beach: Second-best Container Month in May	29
Redwood City, Nantong Ink Sister Port Pact • Tacoma Names Riniker as Executive Director	30

Africa/Europe

New Container Terminal Opened in Antwerp	30
Port of Helsinki: Goods Traffic Increases by 10% • Le Havre: Productivity Improvement per Hour • Hamburg Paperless Port With Launch of ZAPP • Review of Ringaskiddy Freeport Called For	31
A Good Year in Tonnes, Kronor for Göteborg • Dar es Salaam: Dredging for Port Modernisation • Helsingborg: Direct Traffic With St. Petersburg • Goole: Additional Crane for Handling Containers	32

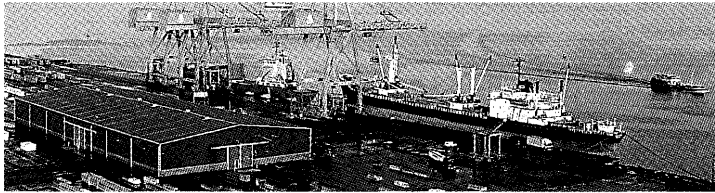
Asia/Oceania

Magnetic Fork Lift Attachment 'Magnetic' • Dawn of 2nd Decade for Kelang Terminal	33
PPSB Plans Ahead to Enhance Performance • Auckland: Expert Adds Sparkle to SPARCS	34
New Container Terminal for Port of Tauranga • PSA Forms Logistics Joint Venture in China	35
Liberalisation of Tug Services Announced • Bangkok Port Upgrades Container Service • Commemorative Plate for Le Havre Garden	36

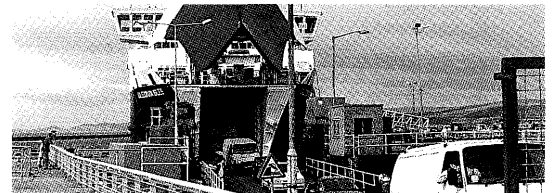
At Glasgow
we've got the quay...



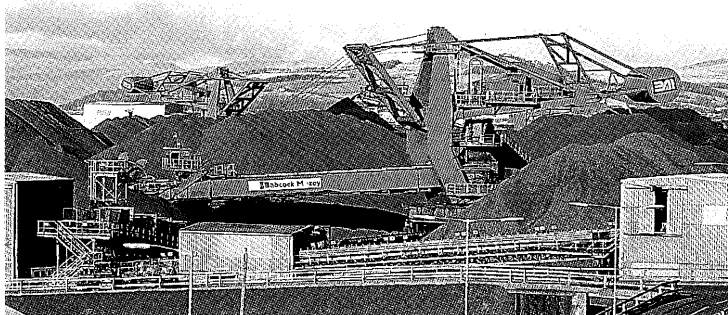
At Greenock we've got
it covered...



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



At Hunterston we'll
even move
mountains.



Down the years, Clydeport, Europe's west coast international gateway, has built an enviable reputation for its ability to adapt to meet the changing needs of ships and shippers.

Now, Clydeport is able to offer even more flexible and competitive services of the highest quality.

With facilities at Glasgow, Greenock, Ardrossan and Hunterston, capable of berthing the largest carriers afloat, plant capable of speedy cargo handling and vast storage ashore, Clydeport is unrivalled as a centre for transhipment to other parts of the UK and Europe.

So why not contact Clydeport today? You'll find us most accommodating.

To find out more and receive your information
pack contact:

The Marketing Department,
Clydeport Operations Limited,
16 Robertson Street, Glasgow G2 8DS, Scotland, UK
Telephone: 0141-221 8733 Fax: 0141-248 3167.



— we can handle it.

IAPH ANNOUNCEMENTS AND NEWS

Port Guidance Documents to IAPH Members

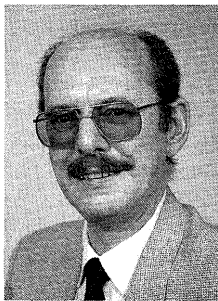
AT the London Conference, the Board and Executive Committee considered the reports of the Committees on Port Safety and Environment (Chairman: P. van der Kluit of Rotterdam) and Marine Operations (Chairman: I. Dale of Hong Kong) and agreed that the following documents should be circulated to IAPH members at large after the Committees had made further amendments to them:

1. Environmental Policy Statement (as reproduced below)
2. Waste Management Policies for Ports
3. Health and Safety Policies for Ports
4. Guidance on the Acceptance of Disabled Ships in Ports

The papers, as updated by Chairman van der Kluit and entitled "Port Guidance Documents", were to be circulated to all members from the Tokyo Head Office in late August.

In the Secretary General's covering letter, it was indicated that IAPH's Executive Committee, with the assistance of the Technical Committees, intends to issue Guidance Documents to ports from time to time and that, where appropriate, these will facilitate the development of local port operational policies concerning the described areas. In this context, members are encouraged to take due account of these papers in their port operations and to take such action as may be necessary.

Out of the above four documents, we reproduce here No.1 document, while the minutes of the combined meeting of the Committees on Port Safety &



Peter C. van der Kluit



I B Dale

Environment and Marine Operations held in London are partly introduced in this issue for further information on the background of the issues involved.

Port Guidance Document No. 1 **IAPH Environmental Policy Statement**

1. Primarily, ports are operational entities involved directly or indirectly in commercial activity. Ports are defined as the land and water area on which shipping and land based companies are involved in the transfer of cargo from one mode of transport to another.
2. IAPH member ports are committed to contributing effectively to the sustainable economic and social development of the countries and areas in which they are located.
3. In making that contribution they will want to ensure that development of their commercial interests are in balance and co-exist with sound environmental and safety practices. In that respect their environmental management approach will be on the basis of the following principles:

3.1 Recognise environmental management as being amongst the highest corporate priorities and establish practices for conducting operations in an environmentally sound manner.

3.2 Continue to improve corporate practices and environmental performance, taking account of current legislation, governmental policy, industry codes of practice, technical developments, the needs of port users and expectations of the community inside and around the port area.

3.3 Take voluntary steps, to further improve current environmental practice and as a consequence the environmental quality of the port area, its surroundings and if applicable the adjacent sea area, where it is considered possible and appropriate.

3.4 Educate, train and motivate employees to conduct their activities in an environmentally responsible manner.

3.5 Minimise the use of raw materials, toxic substances, energy, water and other resources, as well as reducing the impacts of day-to-day operations.

3.6 Encourage research on environmental issues associated with the port industry.

3.7 Promote the use of environmentally friendly mode (s) of transport.

3.8 Develop and maintain emergency preparedness plans in conjunction with emergency services, other relevant authorities and the community, consistent with current legislation and good practices.

3.9 Promote the adoption of these principles by port users and contractors acting on behalf of IAPH member ports and, where appropriate, require improvements in their practices to make them consistent with those of the port.

3.10 Promote good public relations and foster openness and dialogue with employees, relevant authorities and the public, anticipating and responding to their concerns about potential environmental impacts arising from port development or operation.

3.11 Measure environmental performance, conduct environmental audits and publish this information internally and externally as appropriate.

Note 1. The principles of this policy statement have already been implemented in two (draft) policy documents: "Waste Management Policies for Ports" and "Safety and Health Policies for Ports". Policy documents covering other areas of environmental concern are under consideration.

Note 2. Each Member Port may observe this statement in accordance with the legal and regulatory framework specified by its respective national authority.

LPC conducts a survey on pollution from bunkers

THE Legal Protection Committee (Chairman: Mr. Bruno Vergobbi, Port of Dunkirk) has recently circulated a questionnaire to IAPH member ports asking them to provide the LPC Chairman with information related to pollution from ships' bunkers at ports. IAPH members are requested to return the completed questionnaire, by no later than 20 September 1997, to Chairman Vergobbi so that he will be able to come up with an analysis of the results for reporting back to all the respondents and to the maritime community.

In his covering letter, the following points are presented by Chairman Vergobbi as background information.

1. For whatever reason, bunker (heavy fuel oil) spills draw less atten-

tion from the general public than pollution incidents involving oil tankers, even though their resultant damage and clean-up costs can be greater. It is such spills, however, that ports are most likely to face.

2. On a legal approach, the existing Conventions (the Civil Liability Convention and the International Fund Convention) do not provide a liability and compensation regime for this type of spill. The 1992 Protocols have brought some change to this situation. Bunker spills from persistent oil tankers are now included in the effect of these Conventions, but bunker spills from other types of ship are not.

3. The text of the Hazardous and Noxious Substances Convention (HNS Convention) does not oversee bunker spills due to the fact that the effect of the HNS Convention is limited to cargoes of hazardous and/or noxious substances only.

4. This means that such damage is only covered by the 1976 Convention on the Limitation of Liability for Maritime Claims. A protocol of this Convention was signed on 3rd May 1996 but is not yet in force. It has however considerably raised the limitation, even for small

ships.

5. Even though the national legislation of many countries provides strict liability for oil pollution damage caused by any type of ship, there is a growing view that an international solution to the problem is preferable to any unilateral or national solution in order to ensure uniformity. IMO is therefore currently considering whether there is a sufficiently compelling need to fill the existing gap with an appropriate international legal instrument.

6. However, the IMO is not only divided as to the question of how this Convention should be drafted. Even the fundamental question of whether or not it is necessary to have a Convention for the subject is questioned.

7. From an IAPH standpoint there is an obvious concern to safeguard the interests of ports and harbors by ensuring that liabilities as respect bunker spills in port areas are addressed, and that clean-up and/or damage costs incurred by ports are fully recovered.

8. The matter to be solved in the first instance, however, is whether and to what extent ports are experiencing problems in these respects.

The questions raised were as follows:

1. Do you think the liability regime in force in your Port result in problems related to pollution from Ships' bunkers?

Yes ☐

No ☐

No opinion ☐

Short description:

2. Do you think the liability/compensation regime currently applicable in your Port concerning bunker spills deals adequately with pollution from ships' bunkers?

Yes ☐

No ☐

No opinion ☐

Short description:

3. Do you think if the applicable regime gives rise to problems would these be mitigated by the application of a strict liability regime?

Yes ☐

No ☐

No opinion ☐

Short description:

4. Have you experienced clean-up operations caused by spills from ships' bunkers and the consequential cost recovery process?

Yes ☐

No ☐

If yes, what were the major hindrances or problem areas? (for example, a fact that the liable party/ parties had insufficient financial means.)

Short description:



IPD fund-raising campaign 1997

The Secretary General appeals anew for contributions

UNDER the program known as the IAPH Bursary Scheme, IAPH has provided assistance towards the cost of the training of selected applicants on approved training courses overseas, such as those available in ports or institutes which are members of or affiliated to IAPH.

The revenue for the Fund has been obtained from the voluntary contributions by the organizations and individuals who support this endeavor of IAPH, which was initiated about 20 years ago by the Committee on International Port Development - now renamed the Committee on Human Resources.

Since its inception in 1976, this program has enabled over 100 people from 37 member ports in 30 developing countries to participate in the training courses at various institutions. As a tangible result of this program, we can nowadays find a number of familiar names of past bursary recipients being listed as top officials of various ports.

The Secretary General is in a position to administer the fund and disburse the appropriate amount for each successful applicant upon receipt of the final approval of the Chairman of the Committee on Human Resources.

The previous fund-raising campaign was launched in 1992 as the 4th campaign with the targeted amount of US\$70,000. Since then no campaign has been launched, mainly thanks to a sufficient level of surplus remaining in the Fund which met our needs over the past five years.

Under the current arrangement, a maximum of ten bursaries per year, each not exceeding US\$3,500, can be awarded to the successful applicants. If we go on awarding bursaries at this pace, the current surplus of approximately US\$52,000 will be depleted within a year or so. Before the Fund is exhausted, the Secretary General needs to seek the advice of the Executive Committee to see if calling for the collection of the dues is deemed appropriate.

At the joint meeting of the Board and Exco in London, action to replenish the Fund was proposed by Dr. Akio Someya, the Coordinating Vice President for the Technical Committees in Human Affairs and External Affairs Group, based on the recommendation of Mr. Goon, Chairman of the Committee on Human Resources to this effect.

Following the Board's endorsement of the recommendation, the Plenary Session of the London Conference officially approved the launching of a new campaign in 1997.

For this purpose, the Secretary General's letter dated 14 July 1997 has been sent to all IAPH members requesting them to give their support to the project with fresh donation which will be used as the resources for sustaining the IAPH Bursary Scheme.

We will report on the progress of the fund-raising campaign in the appropriate issues of the journal.

From the Working Sessions of the London Conference

IN the previous issue, the presentations by the respective speakers were introduced in their summarized form except a few keynote addresses including the one from the UK Minister for Transport Rt Hon Dr Gavin Strang. In this issue, we feature the addresses by Mr. Peter Sutherland, Former Director General, GATT/WTO, and Rt Hon Neil Kinnock, Transport Commissioner, European Commission, in the OPEN FORUM column.

TFC Analyzes Results of Information Model Questionnaire

IN September 1996, the Trade Facilitation Committee (TFC) conducted a survey of IAPH member ports regarding the establishment of an Information Model on Information Technology developments. As referred to in the TFC Chairman's Report submitted to the London Conference, the TFC had received 64 answers to the questionnaire, which the Committee found very satisfactory. Mr. Santiago Milà, Coordinator with the TFC Chairman, has recently sent a summary of the results to the Tokyo Head Office, which we introduce below.

Prior to the London Conference, the TFC had met in Hamburg on 23 and 24 April, hosted by Dr. Hans Ludwig-Beth of the Port of Hamburg.

According to the minutes received from Mr. Santiago Milà, the meeting

was organized to take place simultaneously with the Symposium on Liner Shipping.

As for the TFC chairmanship, Mr. Emili Arbos (Head of the President's Cabinet at the Port of Barcelona) was officially appointed by Mr. Smaghe, new President of IAPH, to succeed Mr. Leandre Amargos, at the end of London Conference.

Those pictured are, from left (standing): Ian Flanders (PLA), Aurel Carp (Constantza), Hans Ludwig-Beth (Hamburg), Jordi Torrent (Barcelona) and Emili Arbos (Barcelona); (seated): Assemian Kablankan (Abidjan), Paul Scherrer (Le Havre), Leandre Amargos (Barcelona), Santiago Milà (Barcelona) and Marielle Stumm (INRETS, France).

(The respondents to the questionnaire are listed in the following page.)



Questions

1. Would information about the use of IT by other ports be of value to you?
2. Which of the following aspects are of importance to you?
 - a) Financial and administrative systems
 - b) Operational systems
 - c) Community systems
 - d) IT developments involving Customs
 - e) National or regional IT developments
 - f) Global development, e.g. EDI message standards
 - g) Others
 - h) Should aspects other than IT systems and facilitation be covered?
3.
 - a) Would this information assist your own port's development?
 - b) Do you currently have access to information as detailed in section 2?
4.
 - a) Is this because your port already has sophisticated systems?
 - b) Are you able to obtain the information yourselves?
 - c) Would you use the information for:
 - i) commercial purposes
 - ii) technical purposes
 - iii) for other purposes
5. Do you see provision of this information as a facility that the IAPH should offer?
6. If the facility is in English, is this acceptable to you?
7. Do you think the information should be provided in electronic form?
 - a) In the form of a central database
 - b) In the form of a distributed database
 - c) If not a) or b), how then? - please detail
8. If, for example, an Internet site was established for such data, does your organisation have to receive and send?
9. Does your organisation anticipate having access as in 8?
10. Would this utilise:-
 - a) Web browser?
 - b) E-Mail request?
 - c) File transfer protocol download?
11. To handle downloaded information, what types of format would you use?
 - a) ASCII text file
 - b) Word processed file? e.g. Microsoft Word
 - c) Portable Document format? e.g. Acrobat
 - d) Other?
12. Do you think the information should be provided in paper form? i.e. Library/Documents
13. Do you think information should be provided in the 'Ports and Harbors' magazine.?

Is the current provision of occasional articles adequate?

Should a regular feature be developed?

Should there be additional information in the form of an index provided (say) in the IAPH magazine?
14. Do you have other suggestions for providing the information?

15. Do you think there should be one central IAPH Website?

An index to individual port Websites

A mix of the two depending on information available?
16. Who should be responsible for accuracy and updates?

If one central site? – IAPH

 – Individual Contributor

If individual port sites? – IAPH

 – Individual Contributor

If a mix? – IAPH

 – individual Contributor
17. Would your organisation be prepared to participate, including providing information on a regular basis?

On your own port?

On your own region?

On wider and ad hoc issues? (e.g. Global developments)
18. Would your organisation be prepared to contribute towards costs of maintenance of such a facility?
19. Is your organisation prepared to be involved in the development and preparation of such facility?
20. Is your organisation prepared to participate in a trial?
21. Other commentaries:

SUMMARY		
Yes	No	n/n
60	3	1
46	4	14
36	4	23
37	7	20
47	4	13
41	6	17
49	4	11
7	2	55
15	30	19
59	2	3
20	35	9
12	21	30
9	15	40
12	1	50
17	2	45
8	2	54
53	6	5
56	7	1
49	5	10
39	3	22
21	4	39
8	0	55
43	10	11
18	1	45
47	2	14
45	1	18
38	3	22
36	3	25
46	1	17
10	13	41
0	10	54
24	24	6
49	11	3
28	24	11
44	12	7
42	13	9
11	34	19
37	14	13
43	7	14
34	16	14
29	10	25
32	10	22
8	18	38
44	4	16
31	4	29
35	3	26
45	9	10
53	1	10
22	16	25
17	17	29
19	28	17
31	26	7
42	14	8

List of Respondents

Malta Maritime Authority
 Port Hedland Port Authority
 Canaveral Port Authority
 Associated British Ports
 Newcastle Port Corporation
 Hiroshima Prefecture
 Port of Napier
 Port & Railways Authority Israel
 Port of Tacoma
 Miri Port Authority
 Ports of Auckland
 Kaohsiung Harbour Bureau
 Nassau Port Authority
 Ports Authority of Fiji
 Bintulu Port Authority
 Antwerp Port Authority
 Jawaharlal Nehru Port Trust
 Flushing Ports Authority
 Solomon Islands Ports Authority
 Sabah Ports Authority
 Constantza Port
 Vancouver Port
 Port of Copenhagen
 Sydney Ports Corporation
 Port of Brisbane
 Mauritius Marine Authority
 South Port New Zealand Ltd
 State Ports Authority Esbjerg
 Port of Vladivostok
 Gambia Ports Authority
 Seaport Authority Mina Zayed
 Administracion Portuaria de Veracruz
 Port of Singapore Authority
 Cyprus Ports Authority
 Port of Rotterdam
 Ghana Ports & Harbors Authority
 Townsville Port Authority
 Port of Muscat
 Huailien Harbor Bureau
 Fremantle Port Authority
 Port Autonome de Bordeaux
 Cameroon National Ports Authority
 Port Autonome de Dakar
 South Carolina State Ports Authority
 Port of Houston Authority
 Port Qasim Authority
 Port of Tauranga
 Port of Cork
 Porto de Sines
 Port of Quebec
 Port Autonome de Nantes-St. Nazaire
 Port Autonome du Havre
 Delfzijl/Eemshaven Port Authority
 Port of Philadelphia and Camden
 Port of London Authority
 Office of Marine Administration, Australia
 Kenya Ports Authority
 Portnet
 Port of Halifax
 Port of Yokohama
 Ibaraki Prefecture
 Port of Pusan
 Nagoya Port Authority
 PSO of Iran

'Approach Channels - A Guide for Design' Final Report completed

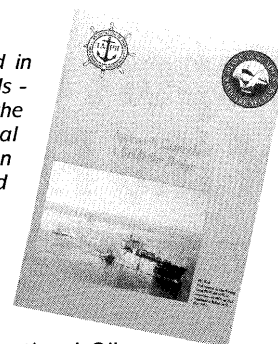
FOLLOWING a preliminary report which was published in April 1995, the final report entitled 'Approach Channels - A Guide for Design' was produced in July 1997 by the joint Working Group of PIANC (Permanent International Association of Navigation Congress) and IAPH, in cooperation with IMPA (International Maritime Pilots Association) and IALA (International Association of Lighthouse Authorities), and a copy of it was sent to all IAPH members from the Tokyo Head Office in mid-July.

In the Foreword, the background of the work leading up to the completion of the final Report is outlined as follows:

The design of channel dimensions was first considered by a joint Working Group of IAPH, PIANC and IOTC (International Oil Tankers Commission), and a report was published in 1973. The IOTC work was then reviewed some years later by WG4 of the PIANC International Commission for the Reception of Large Ships (ICORELS), whose report was published in 1980.

Recognizing the need for a review of the recommendations presented in previous reports, PIANC and IAPH set up a joint Working Group (No.30) and invited the participation of the IMPA and the IALA to assess and, if necessary, update existing reports, to provide practical guidelines for the design of approach channels and fairways. Central to this work were the results collected by an earlier PIANC Working Group (No.7), and these have been combined with recent developments in design techniques to form the basis of this report.

Its intention is to provide practising engineers with guidelines and data which will allow them to design a channel for a given ship or mix of ship types or, alternatively, enable the assessment of the suitability of an existing channel for a proposed change in ship type or operation.



Bursary Recipients Announced

SINCE our last announcement, the following individuals have been approved by Mr. Goon Kok Loon, Chairman of the IAPH Committee on Human Resources (Singapore), as recipients of the IAPH Bursary.

1. **Mazlan Mohamed**, Finance Manager, **Penang Port Commission**, Malaysia to attend the Port Finance course at IPER, Le Havre for the period 12-23 May 1997.
2. **Syamsuddin**, Staff, Maintenance Cargo

Handling Equipment, **Indonesia Port Corporation** I to attend the Management of Port Equipment course at Singapore Port Institute for the period 7-18 July 1997.

3. **M.D.Maton**, Assistant to Executive Director (Engineering and Technical Services) **Nigerian Ports Authority**, Nigeria to attend the Port Engineering Course at Singapore Port Institute for the period 1-19 September 1997.
4. **Hassan Ahmed Said Ahmed**, Senior Engineer, **Sea Ports Corporation, Sudan** to attend the Management of Port Equipment course at IPER, Le Havre for the period 3-7 November 1997.

IAPH IT Award: Presentation ceremony in Saigon

ON 30 June, Mr. Hiroshi Kusaka, Secretary General of IAPH, was welcomed by the key officials of Saigon Port, where a special event was organized on the occasion of his visit to the Port. Mr. Kusaka, who was visiting Saigon as a member of the OECF mission to Vietnam, took the time to present the Port with the gold award plaque which he had received at the IAPH London Conference on behalf of Saigon

Port.

The presentation ceremony took place in the Port Director's room, where Mr. Kusaka presented Mr. Nguyen Tan Tri, Director Economic and Engineering of the Port (pictured seated in the center), with the award before some 50 officials of Saigon Port witnessing the occasion.



IMO MEETINGS

By A. J Smith, IAPH Euroean Representative

Report on the 25th session of the Facilitation Committee (FAL 25)

FAL 25 was held from 30 June to 4 July 1997, under the chairmanship of Mr L Barchue (Liberia) at IMO Headquarters, London, UK.

Delegations were present from 47 Member States and one Associate Member together with observers from 3 intergovernmental and 13 non-governmental organisations, including IAPH.

IAPH's principal interest in FAL's agendas lies in the topics covered by the continuing item, Ship/Port Interface. These topics, as dealt with by FAL 25, are reported in detail below. Ports, also however, have a clear interest in other aspects of FAL's activities which, on this occasion, included:

Alien Smuggling by Ships, though criminal and dealt with as such by the world's Governments, concerns IMO in general and FAL in particular in the context of specific aspects of safety in transport. Cases of loss of life have been reported. Measures such as information exchanges, facilitation of the early release of ships which have helped in related rescue operations and encouragement of the humanitarian treatment of aliens landed ashore have been mooted for further consideration within IMO.

Stowaways have been discussed at earlier FAL meetings. FAL 25, however, has been able to develop and approve a draft resolution on Guidelines on the allocation of responsibilities to seek a successful resolution of stow-away cases for submission to and adoption by IMO's 20th Assembly in November 1997.

FAL 25 has also approved for adoption by the 20th Assembly a draft resolution on Guidelines for the prevention and suppression of the smuggling of drugs, psychotropic substances and precursor chemicals on ships engaged in international maritime traffic. It will be recalled, in that regard, that IAPH is an active participant in the World Customs Organisation "ACTION/DEFIS" programme, an anti-drug smuggling

alliance, from which similar guidance has been prepared for practical implementation at ports.

More generally, FAL 25 has continued to develop EDI Messages for the Clearance of Ships. With that aim in mind, Implementation Guides have effectively been prepared for dissemination in respect of the seven FAL Forms dealing, respectively, with:

- FORM 1 - General Declaration
- FORM 2 - Cargo Declaration
- FORM 3 - Ship's Stores Declaration
- FORM 4 - Crew Effects Declaration
- FORM 5 - Crew List
- FORM 6 - Passenger List
- FORM 7 - Dangerous Goods Declaration

In respect of the last of these Forms, IAPH together with ICHCA, had commended the use of the so-called PROTECT concept initiated by a group of six major North European ports, as a good example of the use of EDI systems for dangerous cargo notification to ports. FAL 25 has endorsed that view and recommend in principle the use of the IFTDGN Implementation Guide issued by PROTECT as the EDI equivalent of IMO FAL FORM 7. There is recognition however that the PROTECT guide may need slight modifications and enhancements which take into account the harmonisation recommendations being developed by the International Transport Implementation Guidelines Group (ITIGG).

On a related matter concerning the use of EDI for the collation of pre-arrival data requirements of ports to facilitate ship turn-around times, note was taken of the development of a Berth Management Message by a group acting under the aegis of the UN Edifact Board. IAPH will want to receive an indication from members that the Message includes all relevant data elements.

As mentioned earlier, IAPH members have a particular and obvious interest in Ship/Port Interface matters dealt

with by FAL 25. These are, of course, dealt with by a Working Group (SPIWG) in the first instance and it has been to SPIWG that IAPH has addressed a number of issues of concern at this and previous meetings. For ease of reference these matters are reported on in the order in which they arose in discussion at FAL 25.

Financing Schemes for the Establishment and Operation of Reception Facilities

SPIWG is required to put a proposal to the next meeting of IMO's Marine Environment Protection Committee (MEPC 40). To that end information on available schemes at the world's ports was collected and collated as a first step in providing necessary guidance on the mechanisms which could be used for the establishment and operation of port reception facilities. The considerable contribution made by IAPH to the collection process was greatly appreciated. The next step will be the expansion of chapter 11 of IMO's "Comprehensive Manual on Port Reception Facilities" to include more information on the character of different cost-recovery systems in current use; on the relations between types of waste/waste streams and financing schemes; on managing the financing system; on providing information on financing regional schemes where these have been seen to be appropriate; on the provision of incentives to encourage good practice; and on funding the establishment of port reception facilities.

SPIWG has reconfirmed an earlier view that a uniform global system is simply not feasible. Ports should have the opportunity to choose the system best suited to their respective localities.

MEPC 40 will be asked to approve the continuation of the work of the Correspondence Group intersessionally with the aim of submitting a draft revised chapter 11 to MEPC 42, likely to be held towards the end of 1998.

Implementation of IMO Instruments and Training Requirements for Cargo-Related Matters

IMO instruments considered likely to give rise to training implications for ports and others concerned with the

cargo flow were listed provisionally by SPIWG. Together with other IMO bodies, and to ensure that duplication of effort is minimised, attention will need to be given to the list interessionally to establish whether and to what extent training packages/opportunities already exist. It was also felt to be appropriate to emphasise the need to include a provision taking account of ship/port interface-related aspects when developing and implementing IMO's Integrated Technical Co-operation Programme as respects each of IMO's four specific activity areas, namely:

Maritime safety and related aspects of shipping and port operations;
Marine environment protection;
Maritime legislation;
Facilitation of international maritime traffic.

Pressure has been exerted on SPIWG, over a period of time, to develop an Information Leaflet for Terminal Operators for endorsement and possible circulation by IMO. The leaflet's primary aim would be to give guidance to ship and shore personnel involved in the loading and unloading of bulk carriers.

SPIWG noted that disparate groups such as IACS, ICHCA's Safety Panel and a Joint Industry Working Group consisting of members from a range of organisations, including IAPH, were currently addressing this subject. To avoid unnecessary duplication, therefore, it was agreed that ICS which chairs the Joint Industry Working Group would liaise with all parties concerned and endeavour to prepare a suitable input to FAL 26, for subsequent endorsement by IMO.

SPIWG was also very appreciative of an offer by the Canadian delegation to prepare the required outline of a model course for use by terminal operators involved in the loading and unloading of solid bulk cargoes.

Communications between administrations and ports/terminals

During consideration of the reception, loading and discharging of bulk carriers, it became evident that communication problems existed between certain administrations and their respective ports/terminals. At the request of SPIWG, FAL 25 has approved the issue of a circular to member Governments encouraging the establishment of two-way channels of communication between administrations and their

ports/terminals, with designated contact points, as part of the consultative process as respects matters relating to the ship/port interface.

Predicted shortfall of qualified seafarers

SPIWG took note of concern expressed at the 4th Conference on Safety in the Port Environment regarding a foreseen shortfall of qualified seafarers world wide which would have an impact on the availability of suitably qualified port marine personnel.

It was generally agreed that organisations such as IAPH should in the first place address the development of internationally agreed minimum standards for education and training of port marine personnel. IAPH may wish to consider and act upon that observation.

Tug Assistance in Port Waters

The Maritime Safety Committee's (MSC) instructions to SPIWG were clear, namely that a methodology should be developed for the assessment of adequacy and availability of tug assistance in port waters, restricted to non-seagoing tugs used solely to assist mooring and unmooring in ports or in port emergency situations.

At SPIWG's request, IAPH had provided copies of guidance on Tug Criteria; Towing Considerations; Tug Safety; Extension of the Tug Fleet; Support Boats and Personnel; Tugs on Stand-by for Firefighting and other Contingencies in a Port with the qualification that such guidance was currently under review for updating purposes. This was warmly appreciated as was the statement that IAPH's re-evaluation would take account of comments made by SPIWG in discussion of the subject.

These included interalia reference to a dependency for tug use on site - specific factors such as port characteristics, meteorological and tidal conditions, ships' and tugs' characteristics within the broader concepts of the human element, technical elements and environmental elements.

It was evident from the discussion that some ports had already developed their own assessment criteria for local use. It was therefore agreed that IAPH would collect relevant data on the subject from members and make that available, on a country by country basis, to FAL 26 so as to avoid duplication of effort.

Meeting of FAL 26 would take place from 7 to 11 September 1998, subject to confirmation. The SPIWG would normally expect to meet during that period.

Report on the 68th session of the Maritime Safety Committee (MSC 68)

MSC 68 took place from 28 May to 6 June 1997 under the chairmanship of Dr G Pattofatto (Italy).

Delegations were present from 81 Member States and 2 Associate Members together with representatives from 3 UN and specialised agencies, 4 inter-governmental organisations and 29 non-governmental organisations, including IAPH.

Safety of Bulk Carriers was seen as the most important item on MSC 68's agenda. Unified Requirements for Bulk Carriers were considered together with the text of draft Resolutions which would be further considered for adop-

tion at a SOLAS Conference on Bulk Carrier Safety to be held from 17 to 28 November 1997.

The safety measures for bulk carriers to be deployed are very specialised, highly technical and of primary interest to shipowners. IAPH however does have a particular interest in the related development of a Draft Code of Practice for the Safe Loading and Unloading of Bulk Carriers and has been associated with the activities of a joint industry working group on the subject. A draft resolution which has been prepared for adoption by IMO's 20th Assembly (17 to 28 November 1997) will ask Member States to apply the Draft Code in their

respective ports and terminals.

Other matters of particular interest to ports dealt with by MSC 68 included:

Aspects of Port State Control (PSC)

Implementation of the International Ship Management (ISM) Code takes effect from 1 July 1997. Plans for action, including ship detentions, where ships are not conforming with the Code, are being put in place by the Governments of the Netherlands and United States respectively. Other governments will no doubt follow suit.

Ship inspections and certification for PSC purposes are essential elements in any move towards the elimination of sub-standard ships. IMO will issue an MSC/MEPC Circular amalgamating into a single document all guidelines, minimum standards, specifications, model agreements and the like, relating to authorisation of organisations to implement PSC agreements. It is made clear, for example, that PSC inspections of foreign flag ships should only be carried out by authorised personnel acting on behalf of Member Governments which are asked to follow established practice of not charging for PSC purposes at the first and single visit of a ship. It appears that some countries have

levied charges for PSC purposes.

It is also likely that the 20th IMO Assembly will adopt a resolution calling on all Flag States inter alia, to carry out periodic inspections of ships flying their flag to ensure their conformity with certificates which have been issued, and to discourage violation of international rules and standards by invoking appropriate penalties.

Covering Maritime Infrastructure Costs

A proposal by the UK Government to develop a set of principles for charging users the cost of existing or planned maritime infrastructure necessary to enhance safety of aviation and protection of the marine environment, was set aside for the time being as being an issue best left to national administrations. It was also felt to be beyond the scope and mandate of IMO.

Vessel Traffic Services

MSC 68 has agreed that the proposed new regulation on Vessel Traffic Services contained in the on-going revision of SOLAS Chapter V should be adopted at the earliest opportunity. It should enter into force on 1 January 1999.

Conference. Changes in the proposed Regulations from earlier drafts reported to IAPH members, which have a particular relevance to port operations including the following:

Regulation 14 - Sulphur Oxides (Sox)

It was not possible to agree on a level of sulphur in fuel for global capping purposes. It remains therefore, at a provisional 5%.

SOx Emission Control Areas will be designated in accordance with criteria set out in Appendix 11 of the draft Regulations. These include, inter alia, IMO's assessment of each proposal's relative costs of reducing sulphur depositions from ships when compared with land-based controls. The economic impact on shipping engaged in international trade will also be taken into account.

Regulation 15 - Volatile Organic Compounds (VOCs)

The term "ports or terminals" are used, rather than "shore side terminals" when considering possible regulation of VOC emissions.

Regulation 16 - Shipboard Incineration

Whether or not shipboard incineration will take place in ports, harbours or estuaries will be determined by the Sovereign State.

Regulation 17 - Reception Facilities

Facilities for the reception of ozone-depleting substances need only be provided by Member States in ship repair, or ship breaking ports.

Regulation 18 - Fuel Oil Quality

The quality of fuel oil supplied to a ship will be the responsibility of the fuel oil supplier as certified in a Bunker Delivery Note.

MEPC 39 also considered a number of other matters of especial interest to ports, including:

Unwanted Aquatic Organisms in Ballast Water

Resolution A774 (18) providing guidance on dealing with harmful organisms in ballast water will be superseded by a new text for agreement by

Report on the 39th session of the Marine Environment Protection Committee (MEPC 39)

MEPC 39 was held at IMO headquarters, London, UK from 10 to 14 March 1997, under the chairmanship of Mr Pieter Bergmeyer (Netherlands). Delegates from 69 Member States and 2 Associate Members were present together with representatives from 6 inter-governmental organisations, and 31 non-governmental organisations, including IAPH.

The main item on MEPC 39's agenda was the proposed new Annex to MARPOL 73/78 on the Prevention of Air Pollution from Ships, the details of

which had already been discussed extensively during previous sessions. It was expected, however, that the several outstanding issues could either be resolved or be seen to be less divisive at least to the extent that it would be possible to hold an Air Pollution Conference during the period 15 to 26 September 1997, with a reasonable chance of success. It proved to be so.

A draft Protocol and Regulations were prepared with due regard to views expressed and decisions taken at MEPC 39. These will be submitted for consideration and adoption by the

MEPC 40 (15 to 26 September 1997) and subsequent adoption by IMO's 20th Assembly in November 1997.

The intention remains to finalise a proposal for a new Annex to MARPOL 73/78 dealing with this issue during MEPC 41 (March 1998). This accords with the generally-held view that legally binding, globally applicable provisions are needed for ballast water management, that unilateral approaches to the subject should be discouraged, and that steps need to continue to be taken to develop effective treatment and control techniques. Questions continue to be raised and need further consideration concerning the role of national authorities with regard to the establishment of reception facilities for ballast water.

Compensation for Pollution from Ships' Bunkers

MEPC 39 recognised the need for a compensation regime and noted that the Legal Committee would consider the issue.

Waste Management Plans for Port Reception Facilities

MEPC 39 was ambivalent as to the justification for waste management plans for port reception facilities. Support, however, was given for dialogue between users and providers. The UK Government has undertaken to prepare a paper on the matter for con-

sideration at MEPC 40.

Anti-fouling Paint for Ships

The subject matter will be considered at MEPC 40. Views will be welcomed on the nature of any measures (mandatory or otherwise) to be taken and these should be legislated and enforced.

Extension of the OPRC Convention to Hazardous and Noxious Substances (HNS)

An IAPH submission in support of the extension was made to the OPRC Working Group. MEPC 39 agreed that a draft instrument should be prepared for completion in the 1998/99 biennium, and possible adoption by a Conference to be convened early in 2000.

Technical Co-operation Programme

Australia and New Zealand intend to hold a regional workshop in 1998 with the aim of identifying priority issues of concern in a marine environmental context in the Asia and Pacific region. An action plan will then be developed for implementation under the broad heading "Working Together to Reduce Impacts from Shipping Operations: Australian and New Zealand Strategy to Protect the Marine Environment".

IMO will assist in the organisation of the workshop as a co-sponsor.

proceedings of LEG 74, should continue to deal with the tasks set out in its remit. Members, however, were asked to reflect on the provision of security for passenger claims as a priority issue, and also to provide evidence, if any, of compelling need for an international instrument to deal with the perceived problem.

On compensation for pollution from ships' bunkers, though the compelling need for a suitable instrument was still questioned, there was a distinct impression in the meeting's discussions that it would be desirable to have one in place. If that is to be the case, it would first be necessary to establish the basis of liability and its channelling, the type of claims to be covered, financial security, jurisdiction, period of coverage and the scope of application of the form of instrument selected. IAPH ought to develop views on these matters for input to the debate.

The matter will be further considered at LEG 76. If IAPH members can provide their respective national delegations relevant data on incidents of pollution and whether or not cost recovery was effected without difficulty, the question of compelling need for an international legal instrument would be brought nearer to resolution.

A comparative survey by CMI of domestic legislation dealing with wreck removal issues in a number of countries showed that national laws more or less followed the same pattern.

Though the question of the need for a convention did arise, it was possible for LEG 75 to have a preliminary exchange of views on options which had been identified by a Correspondence Group dealing with the proposed convention's geographic scope, the type of risks to be covered, types of ships/wrecks to be covered, the relationship between public international law and private law provisions, liability and compensation. The Correspondence Group will continue its work with due regard to the comments made by LEG 75 and report back to LEG 76.

Each of the foregoing three matters will feature again on the agenda for LEG 76 which will be held from 13 to 17 October 1997.

On another matter, LEG 75 endorsed the recommendation adopted by the Joint IMO/UNCTAD Intergovernmental Group of Experts on Maritime Liens and Mortgages and Related Subjects to convene a UN/IMO Diplomatic Conference for a new convention on Arrest of Ships. No date for the Conference has been set thus far.

Report on the 75th session of the Legal Committee (LEG 75)

LEG 75 was held at IMO headquarters, London, UK from 21 to 25 April 1997 under the chairmanship of Mr A H E Popp, QC (Canada).

Participants included delegates from 54 Member States, one Associate Member, and representatives from 20 intergovernmental and non-governmental organisations, including IAPH.

It had been hoped that LEG 75 would provide pointers to the kind of international instruments which could best provide financial security to cover different claims involving shipping, compen-

sation for pollution from ships' bunkers, and wreck removal. That, however, did not happen.

In each of these three activity areas there was a significant difference of opinion focused on the question of compelling need for an instrument at all. No consensus on that was achieved at this stage of discussions.

On the matter of provision of financial security (previously referred to as compulsory insurance) it was agreed that the Correspondence Group to which reference was made in my report on the

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

London, 31 May and 3 June 1997

(submitted by Peter van der Kluit, Rotterdam in July 1997)

Participants of both meetings are listed in the annex

(Meeting of 31 May)

1. Opening, messages and adoption of agenda

It was agreed that Mr. van der Kluit would chair the meetings. The first meeting concentrated on those issues that needed to be put forward to EXCO for endorsement.

2. Report of meetings in Houston, 9 and 10 December 1997

The minutes of the meetings in Houston were accepted.

3. Marpol Reception Facilities

The draft policy statement was discussed and approved by the Committees to be put forward to EXCO. The title is changed into:

MARPOL 73/77 Financing and charging regimes for port reception facilities

4. IAPH Environmental Policy Statement

The document was approved to be put forward to EXCO.

6. Aquatic Organisms in Ballast Water

This is a major issue under consideration by IMO which is currently developing guidelines to mitigate possible problems in port and coastal waters from the introduction of unwanted species originating from discharged ballast water.

IAPH is closely monitoring these developments. In particular it is important to point out that the provision of reception facilities in ports for suspects ballast water is not a viable option, in so far as it would be impossible for ports to provide such facilities on the scale required.

7. Safety and Health Policies for Ports

The paper provides guidance for IAPH member ports on the development of a safety and health policy.

The paper is now being presented without the originally planned annexes. These annexes contain information on how safety and health policies have been implemented in a number of IAPH ports. It was decided not to include these but to ask the secretariat in Tokyo to store them and provide copies on request to interested parties.

8. Waste Management Policies for Ports

The document provides guidance for IAPH members on the development of a waste management plan for their respective ports.

9. Bulk Carrier Safety

Safety of dry bulk carriers is high on the agenda of IMO. In order to identify problem areas and to seek possible solutions, a Joint Industry Working Group has been established in which IAPH participates. Other organisations participating in the Group are ICS, IACS, Bimco, Intercargo and IMO. One of the activities the Group recently embarked upon relates to a world wide survey to identify possible problem areas in the ship/shore interface.

IAPH carried out a comprehensive survey among terminals all over the world. Particularly good response rates came from Europe, Japan and Australia. Ship owner organisations sought information from the captains of bulk carriers. The results of both surveys were reported to the meeting. They included a growing awareness of the usefulness of the use of the ship/shore checklist and underlined the importance of the recently completed draft IMO "Code of Practice for Loading and Unloading of Bulk Carriers". IAPH members are urged to promote the general use of the

ship/shore safety checklist which has been endorsed by IMO, through national legislation.

As a further result of the survey a number of problem areas have been identified which need further attention and where appropriate, action.

A detailed report covering the results of the survey will be submitted to IMO at a later date.

The members of the Joint Industry Group have agreed to continue to meet at a regular basis in order to address the identified problem areas and look at approaches dealing with them.

10. Emergency Preparedness and Response

The paper was earlier discussed at the Houston meeting which decided that it needed further expansion before its presentation to EXCO for endorsement.

It was agreed that Mr. Hirst would co-ordinate further editing of the paper. Any additional comments should be sent directly to him.

16. Guidance on the Acceptance of Disabled Ships in Ports

In the discussion of the paper it was explained why the section on permission to enter is couched in vague terminology. Because of different legal regimes in different countries there is a need to keep the wording as general as possible.

The document was then approved for submission to EXCO for endorsement.

18. Pilotage Pre-planning

The subject of pilotage pre-planning appears on this agenda as a result of discussions in IMO and subsequent activities in an inter-industry working group chaired by Intertanko which had proposed the development of formalised pilotage pre-planning. The proposals of Intertanko, on the ground that they were unduly prescriptive and in any event were unnecessary, were not supported by the meeting.

Especially IMPA and IALA emphasised that prescriptive pre-planning is not an option due to the absence of globally experienced problems. Problems which do arise have a local character and should be resolved at local level and not through IMO.

IMPA reported on a survey which was carried out on the subject and which results would be presented at the IMPA Executive Committee in next July's meeting. The survey underlines the statements made at this IAPH meeting.

20. Report to the London Conference

The report was approved for submission to EXCO

(Meeting on 3 June)

5. Air Pollution from Ships, including Fuel Oil Quality

IMO is organising a diplomatic conference in September 1997 concurrently with MEPC40 with the aim to finalize this subject and to arrive at the establishment of a new Annex VI to the Marpol Convention. The Secretary General of IMO has put pressure on national delegations to reach agreement and to finalise the discussions which have continued over the past few years.

The maximum sulphur content of fuel oil is still one of the major contentious issues. In the draft document for the conference this percentage is set at 5%. IAPH would have preferred this percentage to be set at a lower level in order to avoid the apparent necessity for the establishment of SO₂ emission control areas. On the other hand IAPH is content with the fact that a percentage will be agreed upon, since this opens the possibility to start negotiations to gradually lower that percentage to such a level that emission control areas are no longer required. In fact the earlier IAPH comments are still valid and will be put forward at the conference if the need to do so will arise.

11. Support for Protect in IMO

In a joint submission from ICHCA and IAPH, IMO's Facilitation Committee will be advised that Protect is a good example of the use of EDI in the process of exchanging information regarding dangerous substances between agents and port authorities in other ports.

Copies of the submitted document will be submitted to the members of both Committees and other participants to the meeting.

12. IAPH/PIANC-PEC Relationship

Mr. Smith reports on the results of an initiative for cooperation between the two organisations which was discussed in Rotterdam at an IAPH meeting in January and at a PIANC meeting in Huelva (Spain) in March 1997. His report on the issue has already been approved by EXCO and agreement has been reached on closer cooperation between the two organisations. Mr. Smith has agreed to look for individuals in the IAPH organisation which will be able to take on certain issues of mutual

interest.

13. Seminar in Africa, 1998

Mr. Perrot reports that the seminar in Mombassa, scheduled for 19 and 20 January 1998, is gradually taking shape. It is noted that PIANC has expressed the willingness to contribute to the conference.

14. Tug Assistance in Ports

The available paper will be re-edited by the chairman of the Marine Operations Committee, Mr. Ian Dale. A copy of the chapter on tugs in the existing Guidelines will be made available to the chairman of IMO's Working Group on the Ship/Shore Interface (SPI) for discussion at the forthcoming meeting of SPI. The results will be reported to the next meeting of both Committees in Fremantle in December 1997.

15. VTS in Small Ports

The present document is presently being re-edited by Mr. Dale and his staff and will hopefully be available for discussion at the next meeting in Fremantle.

17. Training of Pilots and VTS Operators

There is an ongoing situation in IMO that recognises the need to train pilots and VTS operators. IALA will be discussing the subject at a meeting which is scheduled to take place within a matter of weeks. A special working group has been set up and Mr. Kruuse said that IALA would welcome a structured input by IAPH in this work.

Mr. Matthews informed the meeting of current IMPA activities in this regard.

19. Health and Safety Newsletter

It was agreed that the Chairman of the Committee on Port Safety and Environment would approach the new vice President in charge of the Port Affairs Group with the request to make £5000 of the Technical Committee Support Fund available to facilitate a one year trial with a Health and Safety Newsletter which would be distributed at four months intervals among IAPH members. After the trial period a survey among IAPH members will be conducted to investigate whether the News letter is appreciated and should be continued.

21. Any other business, next meeting

Mr. Baird reconfirms the invitation of Port Hedland to host the next combined meeting of both Committees in Fremantle, Western Australia, on 2 and

3 December of this year. The tentative programme includes a helicopter trip over the port of Fremantle and an optional visit to Port Hedland. Work is in hand to arrange for other related activities involving Australian port personnel to take place in the same week.

The presence of representatives of other international organisations is strongly supported by the members of the Committees.

According to contacts with the Chairman of the Port Planning and Construction Committee it seems likely that his Committee will meet as well in Fremantle during the same dates. This offers the possibility to arrange for a combined meeting of the three Committees.

Moreover Mr. Keenan announces that in the wake of the Fremantle meeting a tentative meeting of the IAPH/IMO Interface Group is scheduled to take place in Hong Kong.

Further details will be communicated as and when they become available.

A n n e x

Participants to the meeting of 31 May

- Peter. C. van der Kluit, Port of Rotterdam, Chairman, Committee on Port Safety and Environment
- Ian Dale, Hong Kong Marine Department, Chairman, Committee on Marine Operations
- Alex J. Smith, IAPH, London, UK
- Pedro J. Román Núñez, Puertos del Estado, Spain
- Mike Compton, PSO (Technical Services) Ltd, UK
- Pat Keenan, Port of Cork, Ireland
- Per H. Olson, Swedish Maritime Administration, Sweden
- Terumi Iijima, Yokkaichi Port Authority, Japan
- Ian Baird, Port Hedland Port Authority, Australia
- John Hirst, Australian Association of Port and Maritime Authorities, Australia
- Charles Deans, Fremantle Port Authority, Australia
- Trygve A. Meyer, Intertanko, Norway
- Mike Warner, Associated British Ports, UK
- Norman Matthews, IMPA, UK
- Torsten Kruuse, IALA, France
- Julio de la Cueva, Puertos del Estado, Spain
- David Jeffery, Port of London Authority, UK
- J. Maat, IHMA, Netherlands
- José Perrot, Port of Le Havre Authority, France
- Nouhoum Diop, Port of Dakar, Senegal
- Tony MacDonald, American Association of Port Authorities, USA

Participants to the meeting of 3 June

- Peter. C. van der Kluit, Port of Rotterdam, Chairman, Committee on Port Safety and Environment
- Ian Dale, Hong Kong Marine Department, Chairman, Committee on Marine Operations
- Alex J. Smith, IAPH, London, UK
- Ian Baird, Port Hedland Port Authority, Australia

- **John Hirst**, Australian Association of Port and Maritime Authorities, Australia
- **Charles Deans**, Fremantle Port Authority, Australia
- **Mike Compton**, PSO (Technical Services) Ltd, UK
- **Per H. Olson**, Swedish Maritime Administration, Sweden

Visitors

On Tuesday, 22 July, **Dr. Hans-Ludwig Beth**, Chief Officer, **Port of Hamburg** (Marketing and Public Relations) and Chairman of the Combined Transport and Distribution Committee of IAPH, visited Tokyo on a trade promotion mission to Japan, and met Mr. R. Kondoh of IAPH. He was with **Mr. Makoto Takanashi**, the newly appointed representative of the Port of Hamburg in Japan.

On Monday, 28 July, **Mr. Ron**

Brinson, President and Chief Executive, **Port of New Orleans**, who serves as an IAPH Executive Committee Member and Chairman of the Membership Committee and **Mr. Robert M. Landry**, Director of Marketing, accompanied by **Mr. Hiroyuki**

Matsumoto, the port's Far East Director in Tokyo, visited the Head Office and met Secretary General Kusaka and his staff. They discussed, among the other subjects concerning IAPH affairs, how to best arrange for the mid-term Exco meeting which the Port of New Orleans is hosting in late April in 1998.

They were visiting Tokyo on a trade promotion mission and were reportedly heading to the Port of Kushiro, which is a sister port of New Orleans. On the



Seated from left, Mr. Landry, Mr. Kusaka and Mr. Brinson.

same evening in a Tokyo hotel, a reception was organized by the Port of New Orleans, attended by some 150 people representing various companies such as

traders, manufacturers and shipping companies serving the Port of New Orleans.

On 8 August, **Mr. Harold J. Hilliard**, Marketing Manager and **Dr. John E. Kashiwabara**, Commissioner of the **Port of Long Beach**, accompanied by **Mr. Jiro Takasaki**, Japan Representative of the Port, visited the Head Office, where they were welcomed by Secretary General Hiroshi



Seated from left, Mr. Takasaki, Dr. Kashiwabara and Mr. Hilliard

Kusaka and his staff. Earlier in the week, they were reportedly visiting Yokkaichi, a sister city of Long Beach to attend a commemorative event.

Membership Notes:

New Members Regular Members

Port Autonome de la Guadeloupe (France)

Address: P.O. Box 485, 97165 Pointe-a-Pitre
Cedex, Guadeloupe
Mailing Addressee: Mr. Jean-Claude Le Clech
General Manager
Tel: (590) 213900
Fax: (590) 213969
General Manager: Mr. Jean-Claude Le Clech
Public Relations Officer: Mrs. Sylviane Samyde

Mormugao Port Trust (India)

Address: New Administrative Bldg.,
Headland Sada 403804
Mailing Addressee: Dr. Jose Paul, Chairman
Tel: 513821
Fax: 0834 513065
Chairman: Dr. Jose Paul

Associate members

Hiroshima National College of Maritime Technology [Class D] (Japan)

Address: 4272-1 Higashino-cho, Toyota-gun
Hiroshima 725-02
Mailing Addressee: Prof. Fujio Chisuwa
Tel: 08466-7-3000
Fax: 08466-7-3009
President: Mr. Toshisuke Kubo

Maine Maritime Academy [Class D] (U.S.A.)

Address: Castine, ME 04420
Mailing Addressee: Dr. Donna G. Fricke
Director of Graduate Studies

Tel: (207) 326-2485
Fax: (207) 326-2411
E-mail: dfricke@bell.mma.edu
President: Mr. Len Tyler
Director of Graduate Studies: Dr. Donna G. Fricke

Changes

Port Autonome de Cotonou [Regular] (Benin)

Mailing Addressee: Mr. Idelphonse Lemon
General Manager

Kenya Ports Authority [Regular] (Kenya)

Mailing Addressee: Mr. L.J. Mwangola
Managing Director

National Port Authority [Regular] (Liberia)

Mailing Addressee: Ms. Nyama B. Waritay
Managing Director

Papua New Guinea Harbours Board [Regular] (Papua New Guinea)

Mailing Addressee: Mr. Joseph Kumgal
General Manager
Chairman: Dr. Julius Ngahan
General Manager: Mr. Joseph Kumgal

10th IAPH Japan Seminar

The London Conference Reviewed



The seminar attracts over 100 participants.

ON the afternoon of 25 July 1997, a meeting of Japanese IAPH members was held in a Tokyo conference hall, sponsored by the IAPH Foundation in close cooperation with the IAPH Head Office. The meeting was attended by some 100 people, among whom were a number of the London Conference participants. The four-hour meeting was designed to enable those attending to hear reports from those who had participated in the London Conference. The speakers invited were from the Ministry of Transport, the

Ports of Nagoya, Kobe, Yokohama, and Yokkaichi as well as from the OCIDI (Overseas Coastal Development Institute), who spoke about the issues they found of particular importance as a result of their participation in the London Conference. IAPH Secretary General Kusaka and Deputy Secretary Kondoh also made presentations on the London Conference and on issues which IAPH will have to look at in the coming years.

The gathering was followed by a reception, where the participants enjoyed chatting with their IAPH friends from the different ports, maritime and transport businesses from all over Japan.



Mr. Naoshi Machida, President of the IAPH Foundation, welcomes the participants.



Mr. Hideaki Kimoto, Director General, Ports and Harbours Bureau, MOT, addressing the gathering.



Speakers invited, from left: A. Someya (Nagoya), N. Yamamoto (Kobe), T. Hirota (OCDI), E. Muramatsu (Yokohama), T. Iijima (Yokkaichi) and Mr. S. Inoue (MOT).

Shipping and Trade News
TUESDAY, APRIL 16, 1996
NEWS EDITION

TRANS Blooming in Wide range of Logistics Fields

Yang Ming Ponders Singapore Options

Maersk Gets Ready to Open New Kaohsiung Terminal

Refugees in Vietnam

Special Discount Rate offered to IAPH members. News Edition Weekly Delivery ONLY US\$300/yr. (including postage)

Asia's Leading Shipping Daily.

After 45 years, Shipping and Trade News continues to provide the hottest and latest information on international physical distribution activities from around the world.

For further information, just inquire by fax to
TOKYO NEWS

Publisher Tokyo News Service
Tsukiji Hamariku Bldg., 3-3 Tsukiji 5-chome,
Chuo-ku, Tokyo 104, Japan Fax: 3-3542-5086

Future Contribution From Developed Economies

by **Peter Sutherland S.C.**

Former Director General, GATT/WTO

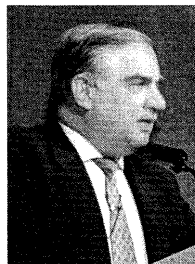
(Address delivered at the 20th IAPH Conference in London Working Session 1- Monday, 2 June 1997)

MR President, Chairman, ladies and gentlemen. Let me preface my remarks by saying that anybody in the business of making prophecies today would be well advised to make them frequently and at very short intervals. Therefore I approach the task of speaking to you today about the future with a certain degree of timidity, but I thought that perhaps I would start with this salutary anecdote.

In 1815 when Napoleon returned from Elba, a Parisian newspaper called *The Monitor* covered the course of his journey with a series of headlines. The headlines read as follows. March 9th, 1815: "The Beast has left its lair." On March 11th, 1815: "The Corsican monster has set foot on French soil." On March 13th, 1815: "The Torturer spent the night in Grenoble." March 18th: "The Tyrant advances to Dijon." March 19th: "Bonaparte wants to conquer Paris. Will he succeed?" March 20th: "The Emperor has reached Fontainebleau" The 21st March. "The Liberator is pounding at the gates of the capital." March 22nd: "His Imperial Majesty marched into Paris today." March 23rd: "Vive l'Empereur."

I suppose the moral of that story is that a week is a long time in politics and looking at the future requires a certain degree of courage.

The topic I have been asked to address is one which relates to the so called developed economies. The end of the cold war and the rapid globalisation of the world economy, which I shall come back to in a moment, have made the world a more complicated place in a way. But one very significant factor in



recent times has been the fact that the economic hegemony of the Northern hemisphere during most of the preceding millennium, is, thank God, a diminishing reality.

Furthermore, the stability of the balance of power between east and west has been replaced by a multipolar world which is simultaneously integrating economically and in some instances fragmenting politically. Political fragmentation is often caused as we have seen in comparatively recent events, by extreme nationalism. Even that is increasingly challenged by the growing realisation that the nation state is no longer capable of coping with the major challenges of our times. The most important means available to secure not merely prosperity but peace is to develop multilateral approaches to develop interdependence between peoples in order to address global problems. The greatest challenge of all facing the world today is the need to create an international economic system that maximises global growth, both integrating the new emerging economic powers and bringing along countries that currently are participating only marginally in worldwide economic expansion.

There is, in a word, although it may be uncomfortable to use it on an occasion such as this, a moral dimension as well as an economic dimension in the issues to which I have referred.

One issue about this which perhaps deserves comment is the global economic leadership. First of all let me say that neither the G7 nor the G8 which often purports to provide global economic leadership, reflects a perspective that adequately represents the world economic community as it is today. I do not say that the G7 or G8 is an undesirable reality; far from it.

I think we should recognise that the capacity of that body to set and pursue global economic objectives or provide direction is limited, limited by the membership which is somewhat exclusive as a club. We have, in short, a structural deficit in the world economy both in terms of the making of policies and of their execution. To see what this deficit is costing one can look, and see I think, a certain lack of coordination and direction characterising international efforts, for example, to assist the transition to a market economy in Russia or the international community's failure, or relative failure, to come up with effective joint action to help sub-Saharan Africa to join the world economy as a participant rather than as dependent.

One could go on with the list of failures. One could also say that the OECD, a very important body in generating ideas and thinking on the global economy, is in itself in something of an ambivalent situation. In one sense it is a club of the "haves". That again is a factor which one must take into account in the development of policies.

Fortunately, as regards the intellectual analysis and the prescription of remedies in terms of the global economy, we were fortunate in having an increasingly enlightened leadership not merely of the OECD but also Mr Ricupero who will follow me, in his role in the United Nations body, UNCTAD.

It is necessary to say all this at the outset because we are living through a revolution which is one which, because of the relative prosperity which our societies enjoy, is not all that evident to many who are participating in it. At the end of the last war when the structures which were to govern economic activity on both sides of the iron curtain were put into place, there was a clear need for the development of new mechanisms to develop policies and to develop opportunities. And in the free world those policies were developed by people who, faced by the challenge of rebuilding from the debris of civilisations that had been destroyed and which were visible to them in the post-war period, they had an incentive, a real incentive to develop new structures: the IMF, the World Bank, the United Nations itself and regionally, the most promising of all initiatives to my mind, the development of the move-

ments towards European integration based on supranational institutions, created both international and regional dimensions to interdependence which would have been unthinkable in the prewar period. And, of course, during the period after the creation of these various bodies, the one stillborn element of which was the ITO which should have created something more than a provisional organisation which the GATT remained until its recent metamorphosis into the WTO, both bodies created nonetheless a structure, and the GATT in particular, created a structure which was to give us an element of rule-making which allowed for the development of trade, the development of trade which is the ultimate test in many respects of the interdependence which is providing us with prosperity and provides us with new opportunities for the future.

So the challenge which we are now facing, the challenge of the nineties, is an exponential growth in the elements of interdependence to which I have referred. This ever deeper and ever greater integration of the world economy is the central dimension of our times in terms of policy-making from an economic point of view, and it is a particular pleasure to have been invited to address this conference where, I might suggest, it is particularly appropriate that the issue of trade should be focused in one sense on London. After all, for centuries the Port of London has played a central role in the development not merely of the British economy but of the global trading system. As one might expect, successive British governments have been dedicated to the principles of free trade and have demonstrated that dedication by vigorous support of the multilateral system throughout its history, including the period of my involvement with the conclusion of the Uruguay-Round which is something I would like to take credit for.

As I have said, we are now witnessing a degree of global integration which is unprecedented and the volume of world trade expanding more rapidly than the volume of world output in nearly every year since the end of the Second World War, is now expanding at a rate which is unprecedented, thereby indicating that the integration process to which I have referred is taking place at a considerable pace.

Two decades ago roughly 10 percent of the world economy was in trade; today the proportion is 20 percent and it is growing rapidly.

As the world's trade to output has

steadily increased, national frontiers have become less and less relevant for private sector decisions concerning investment, production and consumption. The mirror image of more intense competition on world markets has been an increasingly defensive stance of some import-competing industries and sectors. And I would say that this defensiveness, which fortunately so far has been rebuffed, is more evident in developed countries than in developing economies who in the main have changed their traditional position, which in some instances was reluctant to embrace free trade, to one which is positively favouring free trade.

It is not a coincidence that when the WTO and the GATT Uruguay Round was in its final stages, the parts of the world that nearly derailed it were the European Union and the United States respectively. One can remember the blockade of Paris on one occasion in terms of the agricultural agreement, or indeed for that matter the final difficult stages of negotiation in regard to Congress and getting Congress's agreement to the conclusion of the Uruguay Round.

Textiles and agriculture are classic examples of where the rhetoric of the developed world has not always matched their own policies in terms of embracing free trade and embracing what it means. Therefore national economic interests, as they become increasingly identified with an open international economic environment, we can hopefully say that forces hostile to that openness, who may continue to clamour for assistance and protectionism, are less likely rather than more likely to impede significantly onward course of internationalisation of trade. They are less likely to succeed in appeasing that ongoing course, quite simply because the degree of the involvement of other lobbies who are committed to international trade is commensurately stronger than it has ever been in the developing and in the developed economies.

I do not want to be complacent, but I believe that hopefully we are on a path which may not be quite irreversible but at least has a reasonable prospect of continuing to move forward in opening trade opportunities across the world.

The second development, apart from this, which I think deserves some comment, is the sharply different demographic trends in the world today; and if we must define the world—which I think is an increasingly ridiculous definition between developed and developing economies, whatever that means—

but if one is to try to define the world in those terms, one can make the point that the global population, which has more than tripled this century and continues to increase at a rate of 81 million a year, has now a population of 5.85 billion and will probably reach 9.4 billion by the middle of the next century.

That growth reflects very low or zero population growth rates in the OECD countries, which also have ageing populations and likely to bring many attendant changes, not least of which are the financial implications for pension schemes and so on. As for developing economies, however, of the nearly 2 billion people who will be added to the world's population in the next 20 years, 95 out of each 100 will be born outside the OECD countries.

The consequence is that, between now and the year 2015, the number of new jobs required to keep unemployment rates unchanged in the developing world will exceed the current populations of Western Europe and North America combined. Again, the economic implications are manifold, including competition for capital and a continuing shift in competitiveness in labour intensive activities to high population growth countries.

Nor is it a coincidence that migration and the linkage between pressures for migration from low-income countries and trade barriers in the rich countries are moving rapidly up the international agenda. One can further underline the potential for change by pointing out that over one third of the population of developing countries are under the age of 15.

So this truly is a revolution with enormous implications: you have interdependence, massively increasing trade between developing countries, between developing and developed countries, and between developed countries themselves.

The third element in this equation is the spread of market-oriented reforms. In transition economies, reforms are liberating markets from government control. They are creating the basis for faster growth. But they are difficult to implement. Anybody who looks at what is happening in Europe today can see the extent of the trauma that follows the liberalisation process. In 1986 we launched the 1992 programme for the completion of the internal market in Europe. The completion of the internal market in Europe which was largely achieved, the free movement of people, capital and goods has, within the European Union, created its own trauma.

I remember when Spain and Portugal were applicants for membership of the European Union. It was argued by many who were opposed to their accession that Spain and Portugal joining the European Union would mean a sucking, to use the Mexican example which was used in the NAFTA debate, of jobs from northern Europe to southern Europe. We have had the same argument about the transition economies of central and eastern Europe; "don't let them in because they will take jobs." We have had the same argument about the GATT and the WTO, and low cost producers; all the arguments about introducing workers' rights into international trade negotiations, something to which I am opposed.

These are the issues of our times. The overwhelming advantage of opening trade on this basis is that whilst it may not be absolutely universally true that a rising tide raises all boats it is pretty well true that it does, assuming that reasonable government policies are pursued.

The result has been pretty clear. Export led growth strategies in developing countries have led many to reject former policies—discredited, I am glad to say—of import substitution.

For much of the postwar period more than three quarters of the world are people who lived in countries whose governments were sceptical of, and in some instances openly hostile to, the advantages of integration into world markets. That has changed. Since 1982, for example, the developing countries have doubled their share of world exports and exports of manufactures. They have moved from 11 percent to more than 20 percent last year. One third of the top 25 traders of goods and services are now developing countries. Furthermore, two thirds of the increase in globalisation over the last 10 years is from the expansion of imports and exports from developing countries.

Another factor is the end of the Cold War. National economic competitiveness has now become a rallying cry and competition has increasingly been refocused from the military, political field to the economic sphere. Competition brings efficiency.

Those economies which have sought to deny competition by creating national champions, whatever the initial argument for having such a policy to provide some degree of indigenous support for industry, have found that, when they have persisted with protectionism for national champions, all they achieved was the maintenance of inefficiencies. When we saw the collapse of the Iron

Curtain and the Rolls Royce of eastern Europe being the Trabant, the evidence was pretty clear. That is where it leads; it leads to inefficiency, lack of innovation and so on.

So where are we now? We are now in a world where we have increasingly to recognise that traditional attitudes to national sovereignty are no longer compatible with the degree of real interdependence that exists in trade. As a result of this we have seen the development of regional trading areas. The most profound of these, of course, is the European Union itself, which has provided many of the examples of policies, which were not merely developed by the Uruguay Round and led to its conclusion, but have been used to a greater or lesser extent by many other regional areas which have developed free trade areas themselves. One can take NAFTA and so on who have to a greater or lesser extent used the model. There is an argument about whether regional trade blocks, by virtue of the fact that they create a certain discrimination in favour of those within the blocks, are in fact acting, by virtue of their existence, in a manner which is inconsistent with the most favoured nation principle which underpins the global multilateral structures of the WTO. Overall my personal view is that, subject to reasonable rules in regard to external trade with those blocks it has been beneficial because if you can break down protectionism within a region, you can also break it down, and are breaking it down, ultimately in terms of the wider, global economy which we are trying to develop.

So sovereignty can still raise tensions. One has seen it in the course of the continuing debate here in Britain on the European Union and on the single currency, and so forth, which incidentally is in my view a logical conclusion to the creation of a single market. We can argue about timing, one can argue about anything one likes, but the basic argument about a single currency is absolutely consistent with the creation of a single market and always was, and was always envisaged, incidentally, as such.

We have seen, therefore, the development of a new world and a most important part of that new world in the trading area is the WTO itself. A key task of the WTO is to maintain its credibility; ultimately this comes down to the dispute settlement mechanism. Ultimately the member states of the WTO have to be consistent in applying and reacting to the decisions of the dispute settlement mechanism that has been estab-

lished. We have seen in the past how noble ideas in terms of the adjudication of disputes on a local basis have fallen either into disuse or a large irrelevance. One example of that might be the UN Court in the Hague, whose real possibilities have been muted by the fact that its decisions and jurisdiction were challenged early on. What we now have to ensure is that the WTO has and maintains the credibility that it deserves and that when it takes difficult decisions, whatever these decisions may be. We all have a massive interest in supporting and accepting the adjudications of this body, because the Uruguay Round agreement—all 22,000 pages of it—ultimately is not worth the paper it is written on unless there is an obligation to comply with the decisions which you have taken and which you have agreed with your partners, and that can only ultimately be determined by an independent body adjudicating where there are disputes about it.

Therefore, the WTO is a vital element in the future of a system which is in turn crucially important to all of you. And the most crucial clause in terms of demonstrating that their rhetoric in regard to free trade is matched by the reality of their action are the developed countries and their commitment to the rules which they have been instrumental in developing since the last war. In "The Constitution of Liberty", the great Austrian economist Hayek developed further John Locke's very important idea of law as a guarantor of freedom:

"The end of the law is not to abolish or restrain, but to preserve and enlarge freedom. For in all the states of created beings capable of laws, where there is no law there is no freedom."

What we had in the past and what led to the last war and what has created more tensions than anything else historically between peoples is the law of the jungle in international trade. Ultimately the law of the jungle in international trade is the law of the mighty against the weak. What we have sought to achieve through the Uruguay Round and what I believe has been achieved by the creation of the WTO is the greatest advance since the last war in addressing that issue. The multilateral norms or rules which are therefore part and parcel of the conclusion of the Uruguay Round are the essential element in sustaining the momentum towards greater free trade in the global economy not overnight everybody conceding that there must be movement slowly in some areas and with greater difficulty in adjusting than in others. But the period which is often

applied to the European Union is equally applicable to the WTO and the global trading system. If you are not moving forward, you will fall off.

Somebody once said, I think it may have been Montesque, that politicians act wisely after they have exhausted all other alternatives. They exhausted them a long time ago and the only alternative for economic prosperity is the development of the concept of interdependence based on a rule based trading system, but a rule based system that is only as good as the credibility of its rules and procedures.

The success of the Uruguay Round, as you will follow from what I have said, I believe, is absolutely essential to globalisation. One can look at the global income gained, which has been suggested to flow from the various estimates. I think the original one at the WTO was \$755 billion in additional trade annually by the year 2005, with a global income gain up to that date estimated at \$500 billion. For the OECD countries or the developed economies one has heard arguments of increases in merchandise trade by 7 or 8 percent.

At the end of the day, whatever these statistics are, and there are many who have tried to assess them, they are not real; they are a speculation. While one can certainly say that the momentum of world trade has already proved that we are moving forward, nearly fifty years ago developed country tariffs on industrial goods averaged around 40 percent. Now they average around 4 percent and they are going down. The proportion of industrial products entering duty free to developed economies has more than doubled from 20 to 43 percent. In fact that figure may be a little out of date now.

I appreciate that in some vital areas, and I have already referred to agriculture and textiles, there has not been the movement that some might have foreseen as being desirable but the momentum is in the right direction. Again, I would say that the developed economies have an obligation to lead by example and that leading by example needs to deal with issues fairly and squarely and in compliance with agreements on issues such as textiles, clothing and multi-fibre agreements and so on.

So as for the ultimate element of trade, one can say that whilst the Ports Authorities may not be concerned with services you also have an interest in watching what is happening there, because there is an element of inter-relationship between trade negotia-

tions, and in a sense the success of the Uruguay Round was based upon the fact that there was this multiplicity of different areas of advance and a balance was able to be achieved between different areas of negotiation, services on the one hand and intellectual property trade in goods and agriculture, so that one was able to create the balance which allowed for further advances. All these areas and the movement that have already taken place has given us the opportunity to continue this advance and to continue in a way which is vitally important, not merely for us but for sustaining the growth economy which many of us are currently enjoying.

What are the issues of the future? There are obviously issues which are new, complicated and difficult. Many of them will increasingly involve that new player on the world political scene, the non-governmental organisation. They have always existed but their relevance to international debate was comparatively limited until recent times. Anybody who has watched the development of NGOs focusing on international issues such as the environment, human rights and so on, will recognise that this is a new interlocutor that transcends borders and plays and will play a role which requires the organisations to be engaged in debate and to be involved in the development of policies rather than excluded. The trade and environment issue is one example of what I am talking about.

The challenge is a real one, the challenge of simply saying, "We don't want to debate the issue" is not going to work. It is already on the agenda and will continue to be on the agenda. Other areas are not going to be on the agenda for the foreseeable future. There are difficulties, for example, in trying to interfere with trade, on the basis that, for example, workers' rights have been infringed. This is something which in practical terms is very dubious and is rejected by the overwhelming number of developing countries in terms of their negotiating position.

Regional trade and economic cooperation will advance and I think they should. Shared adherence to the multilateral principles and rules is in effect a prerequisite for negotiating closer association at a regional level. The rules of GATT and the WTO have provided and should provide a framework of guidelines and procedures to help to ensure that regional groupings develop in an open way. The WTO will continue these rules and procedures in a more effective

form.

It is vitally important that, in the development of all these policies global economic coherence is provided, and there is a need for new cooperative arrangements at international level to promote global coherence in economic policy making. The Uruguay Round decision regarding greater coherence in trade, financial and monetary policies states that the WTO should pursue and develop cooperation with other international organisations, the IMF and the World Bank.

That is happening. The attendance of the leaders of many of the multilateral organisations in G7 meetings is testimony to the fact that the developed economies, in their discussions, are at least beginning to recognise the crucial importance of having somebody there who represents the world as it really is.

Trade and economic relations therefore are the essential element in the world in which we live. The vital problem that we face today is that the undoubted benefits of globalisation have to be balanced by a recognition that this revolutionary change also incites fear of real and imagined adverse consequences. Whilst global competition promotes efficiency, innovation and general prosperity, structural adjustment is also necessary and it is vital that people such as you maintain an active lobbying involvement in maintaining the momentum which I have described as being essential to this prosperity.

The negative social aspects of globalisation as perceived by some must be dealt with. Governments have to deal with them through adequate retraining and the provision of temporary income support in some developed countries, but not by shutting out trade. Attempts to resist the process of change, whether they be in the form of tariffs, quotas or the more insidious shape of non-tariff barriers and state assistance, offer merely short term protection and hinder the exploitation of new opportunities being offered by the global free trade system. Moreover, it has been shown that, besides putting third countries at a disadvantage, protection also damages domestic consumers and other domestic production sectors. So I hope that it is possible to rely upon you as advocates for an ongoing process which is essential for the future of mankind. Thank you very much indeed.

"Taking Ports into the 21st Century"

by Rt Hon Neil Kinnock

Transport Commissioner, European Commission

(Address delivered at the 20th IAPH Conference in London Working Session 4 - Thursday, 5 June 1997)

I would like to begin by thanking this International Association and our hosts, the Port of London Authority for the kind invitation to speak at this 20th World Ports Conference – and, since the European Commission is one of the many bodies which values the advice of the Association, I would also like to express my appreciation for this organization's work.

As some here will know, the European Commission considers maritime transport to be central to our efforts to promote free movement, competitiveness and "sustainable mobility" both within the European Union Single Market and more widely in our relationships with the rest of the World.

That is not just a declaration of good intentions – and I hope that is evident from the series of policy actions which the Commission has undertaken in recent times. They include our 1995 Communication on Short Sea Shipping, the legislative initiatives taken on promoting safety, and – of course – our Maritime Strategy White Paper published in March last year.

All of these and other activities like the proposal on the Guidelines for State Aids in European shipping have been geared to the promotion of efficient maritime transport. That momentum will be maintained – and the Green Paper on the Port Sector which I will be publishing in the Autumn will ensure that fresh attention is focused on this essential area of transport policy, provision and connection.

Basic to all of our considerations in every area of maritime and port policy development is, of course, the significant growth in world trade over recent decades and its forecast expansion in future years. Globalization and technological progress in all parts of the transport sector are altering – and will continue to affect – the character of world



shipping and bring significant operational and strategic changes to the maritime sector.

Against that background, particularly for us in Europe there are clearly two inter-

related sets of port issues that have to be addressed:

- firstly, those which are linked to developments at the world level which must be attended to in international fora through ongoing negotiations and multilateral agreements and conventions;
- secondly, port issues which are specific to the Community as a regional trading power which must be dealt with through the use of various institutional arrangements of the European Union.

These two sets of interests obviously have distinctive elements. It is clear, however, that a broadly similar set of challenges must be overcome in both cases – especially since the world economy is gradually evolving towards a structure where regional trading blocks similar to that which now exists in the Community are common.

Simultaneously, the growth in trade is being stimulated by several factors which include internal EU developments – particularly the completion of the Single Market – and external global agreements including the GATT arrangements and the ongoing liberalization measures being introduced by the World Trade Organization (WTO).

These developments patently foster commercial integration and interdependence and they are producing sustained increases in the movement of goods, capital and people. All of that will certainly offer opportunities – but, as this audience will know only too well, it will also impose new pressures on ports as the vital intermodal links in the increasingly extended and complex transport chains.

Faced with these prospects, the

requirements for productive change in the port sector over the coming decades are becoming increasingly evident. They include:

- the need to harness technological advances in order to be competitive in a rapidly changing trading environment;
- the need to reduce and remove restrictive practices which could act as barriers to the flow of cargo;
- the need for forward planning of infrastructural and other facilities, not only to deal with the inevitable increases in volumes that will occur, but also to avoid the development of over-capacity;
- the need for increasingly innovative political and economic measures to ensure greater interoperability between the different modes of transport.

Several of these and other activities are well under way as anyone can clearly observe from the performance of ports in Europe and elsewhere in the World. In a public forum like this, however, they are worth emphasizing as continuing requirements – not least because of my feeling that ports are characteristically taken for granted by several public authorities and business concerns when they should be receiving more focused political and commercial attention as essential nodes and as basic parts of the strategic and economic infrastructure.

Ports are also, of course, major facilitators of international trade and, clearly, they must reflect the changing shape of that trade and of the shipping industry which carries it.

The expansion of liner shipping is a case in point. This audience will know of the liner shipping average growth rate of around 6.5 percent a year over the last decade and of the OECD estimate that the volume of seaborne trade throughout the world will double by 2010.

The experience of the recent past, and the probabilities of the future show that global competitive pressures have contributed to the trend of increasing co-operation between carriers in the liner shipping industry in order to facilitate both the provision of a wider range of services and cost reductions.

The evolution of 15 years, from cooperation in individual trade lanes, with vessel sharing and service rationalization, to multi-trade operational alliances that affect carriers' long-term investment decisions on vessels and container terminal leases have been a transport revolution in themselves. Clearly, those developments are now producing the

beginnings of fully integrated alliances with member companies consolidating terminal operations and cooperating on inland facilities and related services. Most recently the merger of carriers has been seen in the case of P&O and Nedlloyd, and in the proposed acquisition of American President Line of the USA by Neptune Orient Line of Singapore. Annual cost savings in these cases have been assessed at \$200 million and \$130 million respectively and one carrier has estimated that savings from terminal rationalization or from joint use under an alliance to be around one-third of its total saving from the alliance.

With the increasing size of container vessels and with operational developments through alliances and mergers, it is obvious the race has already begun for the choice of which mega-terminals the emerging carrier groupings will use. And it is also clear that if existing ports are not able to offer the required services at the right price, then carriers will build their own as in the case of American President Lines construction of a huge terminal in Los Angeles.

The changing structure of the shipping industry, coupled with greater international competition, are obviously impelling ports throughout the World towards reducing costs and maximizing economies of scale in order to offer services more efficiently and more cheaply.

Participating in these changes can obviously be very challenging – but resisting these forces is certainly not a trouble free course, as the experience of Japan shows. Maintaining the convention of ports that do not provide 24 hour operations or regular Sunday working, and sustaining costs of waterfront services which average 25 to 100 percent more than in comparable countries has resulted in a relocation of hub port activities from Japan to neighboring countries. Ten years ago Japan accounted for around 35 percent of all Asian-origin-or-destination cargo. Currently, this figure is down to around 18 percent.

After many unsuccessful attempts to bring about reforms in the Japanese ports, the Commission and the US Federal Maritime Commission have separately taken steps to try to resolve the problems and, as many of you will know, the European Commission initiated a procedure under the multilateral provisions of the World Trade Organization. This procedure is a request for consultation which is currently underway and, obviously, we hope that a practical solution will soon be found.

I refer to these events to illustrate the policy of the Commission when seeking to deal with problems like those posed

by Japan, and to emphasize that – when multilateral provisions to ensure free and fair international trade exist – countries which permit practices in their ports which adversely affect world trade risk action within the World Trade Organization.

This is not any sense produced by a malevolent attitude. In Europe, and everywhere else, we all have a vested interest in efficiency, reasonable cost and good standards of service simply because the fluency and economy of world trade depends on those qualities. We want to try, whenever possible, to promote them for universal advantage – and we will continue to do so.

Before I conclude, Mr. President I'd naturally like to make particular reference to ports and the development of port-related policy herein Europe.

The fundamental importance of ports to the European Union's economy is very obvious since they handle more than 90 percent of the European Union's trade with third countries and approximately 30 percent of intra-Community traffic. In conditions of continually rising transport demand in the Single Market, competition between many ports has intensified, ports are increasingly promoting themselves as agents and facilitators of deeper commercial integration, and several ports are amongst the interests which are leading the efforts to improve intermodal connection and transfer in the freight sector. In these activities, ports are not only building advantages for themselves, they are producing gains for the wider community, and that should be acknowledged.

In the Commission we are, of course, trying to foster intermodal and multimodal advances in a number of ways. Our Project Action for Combined Transport programme is, for example, being extended to the Maritime and ports sector and, meanwhile, we are working to secure implementation of our strategic proposals for the revitalization of European Railways concept. The Trans-European Rail Freight Freeways concept which I presented to EU Transport Ministers last Autumn has, I'm glad to say, secured active support and – as some here will know – the first Freeway is likely to be operating between Northern Ports and Southern Italy by the turn of the year.

Clearly many of those developments are encouraging – but I do not think that there is anyone in the European ports sector who feels complacency. On the contrary, there is widespread demand for physical and technical advances that will further improve port connections with the land transport systems, there are arguments in favor of

reform to increase the efficiency and speed of administrative procedures, and there are calls for revision of present rules and arrangements in order to foster fair competition between ports.

Against the background of those and other factors, I decided last Autumn that it was time to prepare a comprehensive Green Paper on European Ports Policy in order to focus on the main issues for development, and to identify the areas in which useful legislative and other changes could be pursued.

The paper will be published after the Summer. We will then undertake widespread consultation with the member States of the Union and with all elements of the ports industry so that the thinking that emerges will be firmly grounded in practicality and capable of strengthening European performance as the next century comes.

Of course, as many here will know, the European Commission has never sought to establish a global port strategy that is intended to deal with all conditions or to achieve uniformity. There is too much diversity for that – and the need to ensure competitive vitality forbids any neat pattern in any case.

Our purpose must therefore be to try to develop a set of coherent policies on individual port issues in order to help to maximize the overall potential of the sector and its contribution to European and Worldwide transport systems. In taking that approach there are some obvious items for inclusion:

- Firstly – and following up on the Short Sea Shipping document of 1995 – there is a need for various initiatives to promote better procedures, to implement new technology in order to make better use of existing infrastructure, and to foster further cooperation in and between ports.
- Secondly, there is clearly a need to achieve improvements in infrastructure within and around ports, and both the Community's Regional and Structural Funds and our Trans-European Transport Network strategy should be used to facilitate and lever beneficial change, especially where it improves intermodal development.
- Thirdly, the European Commission has legal responsibilities to work to for the free and fair competition that reduces costs, improves efficiency and avoids expensive distortions of trade flows. Obviously, that poses particular challenges in the case of the financing and charging of port and maritime infrastructure because practices vary significantly between and within Member States, and there are different levels of government and municipal involvement. As a result,

as many here will know, it is often not clear whether the costs of investments in port and maritime infrastructure are, in reality, passed on to users through port charges.

With an increasing number of ports attempting to cover their costs through charges, an imbalance in competitive conditions can obviously be created when some ports are not following this principle. Any thorough treatment of modern port issues will have to address that complex matter – not to impede necessary investment but to ensure that any support is transparent, justifiable and not used to provide unfair competitive advantage.

These are just some of the primary issues which will be addressed in the Green Paper, but there are two other elements which I would see as having significance for ports over the coming period – the achievement of environmental improvements and the employment of telematics.

Shipping is rightly regarded as one of the "greener" modes of transport but it is clear that there are changes that are necessary to further limit the environmental impact of the maritime industries. In the Commission we will consequently be proposing a draft Directive that will harmonize the international requirements that have been developed by the IMO for all ports within the Community and require ships to dispose of waste before sailing in order to avoid discharges at sea.

While I am aware that there has been

reluctance to accept the implementation of the MARPOL Convention of the IMO, I hope that this attitude is changing with the increasing awareness of environmental responsibility. In the draft Directive we will therefore introduce a requirement for ports to develop waste management plans as one of the means of further quality improvement and better protection of the marine environment and, naturally, we'll be submitting the proposal for consideration by the Industry as well as the Member States and the European Parliament.

Meanwhile, the application of telematics and information technology to the integration of the maritime sector into the transport and logistics chain is obviously vital. To their credit – and their benefit – some EU ports have already implemented EDI systems and are equipped with state-of-the-art technology. In the European Union we need wider application of such progress in the port sector in order to achieve better procedures and management, in order to deal with the complexity of physical factors in port operations, and in order to facilitate increasingly efficient and safe transfer of goods between the ship and shore.

I know, of course, that the necessary investment in equipment and skills is not cheap or easy – but it is equally obvious that there are major efficiency gains to be made from modernization. We are therefore dedicating a significant part of our R&D budget to close-to-market research in this area as a means

of supplementing the efforts of the industry and of stimulating further innovation.

Mr. Chairman, the three decades since this Conference last met in London have been a period of radical – in some cases revolutionary – change for many of the Ports and Harbors of Europe and the World.

The next 30 years are likely to see alterations that are at least comparable in scale and many of the cultural, commercial and technical features of the port industries which are now regarded to be fixtures will, by 2027, be memories.

Formulating precise strategies for that evolution is, of course, impossible. But one thing is absolutely certain: The future belongs to those who prepare for it and punishes those who neglect it.

Readiness to anticipate and respond to customers changing needs, investment in technology skills and infrastructure that strengthens competitiveness, persistent advance in environmental standards, improvements in management and development of conditions of fair competition are all essential components of preparation.

In the European Commission we commend the efforts that are being made and will be made by ports in our continent and elsewhere to provide themselves with those instruments of success – and we shall use what powers we have to support those efforts.

When the World depends on its ports, it is not just an obligation – it is a duty to the future.



GLADSTONE QUEENSLAND, AUSTRALIA

Some of the Port of Gladstone's customers import over 10 million tonnes of cargo from 18 ports around the world.

The rest of our customers export over 28 million tonnes of cargo from Gladstone to 98 ports around the world.

Is your port one of them?

Find out more about making *our* customers *your* customers – contact Gladstone Port Authority.

Phone: +61 079 761333

Fax: +61 079 723045

WORLD PORT NEWS

Rotterdam Conference on Solutions for Sediments

THE International Conference on Contaminated Sediments (ICCS) will take place in De Doelen congress center in Rotterdam from 7 through 11 September. This will be the first time a large international conference has solutions for contaminated dredged material as its central theme. A wide range of technical approaches for contaminated water bottoms will be discussed during the ICCS. The research results from the Development Programme of Remediation Processes for Water Bottoms (POSW) initiated by Rijkswaterstaat will be presented. In this programme a large number of dredging and disposal techniques have been studied and tested since 1989. Due to POSW, a number of these have become operational or have been improved further. For the conference, speakers and visitors have registered from countries like Canada, South Korea, the UK, Scandinavia, Russia, Japan, Spain, Taiwan, Germany, the USA, France, Belgium and the Netherlands.

The ICCS is organized jointly by POSW and the Rotterdam Port Authority, and it incorporates the second conference of the specialist group for contaminated sediments of IAWQ (International Association on Water Quality), a co-operative organization of scientific researchers.

6th Int'l Conference Of Cities and Ports Montevideo/Punta del Este November 18/22, 1997

UNDER the high sponsorship of Julio Maria Sanguinetti, President of the Oriental Republic of Uruguay.

Under the presidency of Mariano Arana, Mayor of Montevideo (Uruguay); Ruben Diaz Burci, President of the Administración Nacional de Puertos (Uruguay); and Antoine Rufenacht, President of the IACP, Mayor of Le Havre (France).

Workshop 1: The production of new urban spaces

- The diversity of waterfront models.
- Urban reconstruction around the port.
- Urban functions in keeping with the ports of tomorrow.

Workshop 2: Equipment identified with city/port interface

- Architecture, the link between maritime space and quaysides.
- For emblematic equipment: nautical space, maritime stations, etc.
- Opening of international trade: telecommunication hubs, business centers, research poles, etc.

Workshop 3: Optimization of the environment

- Landscaping procedures.
- Water, the ability to manage a common heritage.
- Rehabilitation of neglected port areas, and ecosystem approach.

Workshop 4: Which partners for which projects?

- New public equipment/private programme links.
- International co-operation: mobilizing capacities.
- City/port/company partnerships at the port city service.

Workshop 5: Adapting institutions

- The development of legal conditions concerning the port spaces occupation.
- Do ports have a planning vocation?
- Advantages and limitations of privatizing port spaces.

Workshop 8: The profitability of planning programmes

- Commercialization policy for urban port spaces.
- Which role for real estate in the city/port interface.
- An attractive image: the price to pay.

International Association Cities and Ports

45, rue Lord Kitchener
76600 Le Havre - France
tel: 33 2 35 42 78 84
fax: 33 2 35 42 21 94
email: bureau@aivp.com
web: <http://www.aivp.com>

Intermodal India '97 in New Delhi Nov. 3-5

• Strong International Participation

Over 30 international companies will be exhibiting.

• Intermodal India '97 Conference

Organized by ITE London, the Conference will address the key issues concerning the development of Intermodalism in the Indian Sub Continent.

• Targeted Visitor Promotion

A targeted visitor promotion campaign will attract key decision makers both nationally and internationally.

• Ministerial and Association Support

Intermodal India '97 has received the full support of all major Ministries and Associations concerned with Intermodalism.

• Stand Costs

Stand costs are cost effective, reflecting the international aspects of the exhibition.

To reserve a stand at Intermodal India '97 or receive updated information, contact either

Mr Ross Piggott
Project Director - ITE London
Tel + 44 171 286 9720
Fax + 44 171 286 0177
Mr Mula Wala
Project Advisor - ITE India
Tel + 91 11 631 9412/9413
Fax + 91 11 631 9416

The 2nd Middle East Infrastructure Congress 23-25 Nov. in Dubai

THE 2nd Middle East Infrastructure Development Congress, Ports and Free Trade Zones Summit, which is to expose the macro and micro economic impact of free zone development and implications for private investment, will be held 23-25 November 1997, Dubai, UAE.

For further information, please con-

tact:

Middle East Infrastructure Development Congress (MEIDC)
16th Floor, World Trade Centre, PO Box 9392

Dubai, United Arab Emirates
Tel: +(971-4) 314552
Fax: +(971-4) 318710
Email: infocntr@emirates.net.ae

Asean Ports Association Conference & Exhibition

OFFICIAL Opening & Keynote Address: The Hon. Dato' Seri Dr. Ling Liong Sik, Minister of Transport, Malaysia.

The Asean Ports Association (APA) Conference and Exhibition, "Asean Ports into the 21st Century," will be held 30th November – 3rd December 1997 at Sunway Lagoon Resort Hotel, Petaling Jaya, Malaysia.

The conference is designed to meet the following objectives:

- to review APA's role vis-a-vis the changing trends faced by the ASEAN Ports in the 21st Century
- to evaluate trends, challenges and opportunities related to strategic port development in ASEAN
- to evaluate the global shipping trends and its significant impact on ASEAN economies and port industry
- to quantify achievement and experiences of development and how these developments will take shape in the 21st Century
- to deliberate the changing role of port management in ASEAN

Sunday, 30 Nov. 1997: Pre Conference Programmes

Opening of the APA Exhibition
Welcoming Reception

Day One: Monday, 1 December 1997

Keynote Address & Official Opening of the ASEAN Ports Association Conference and Exhibition

Session One: Future Role of ASEAN Ports Association

Session Two: Evaluation of Strategic Development Potential Of ASEAN Ports

Day Two: Tuesday, 2 December 1997

Session Three: Impact Of Technology Changes And Development

Session Four: Changing Role Of Port Management In ASEAN

Day Three: Wednesday, 3 December 1997 (Post-Conference)

Technical visit to Port Klang (optional)

APA Permanent Secretariat
c/o Philippines Port Authority
Marsman Building South Harbor, Port Area
Manila, Philippines.
Tel: (632) 527 4746
Fax: (632) 527 4749

APA Home page:

<http://www.singaporeport.gov.sg/apa>

e-mail add:

aida@ppa.gov.ph

Conference Secretariat:

Asian Strategy & Leadership Institute
Level 14, Menara SungeiWay,
Jalan Lagun Timur, Bandar Sunway,
46150 Petaling Jaya, P. O. Box 8545,
Kelana Jaya, 46792 Petaling Jaya,
Tel: (603) 731 7775 Toll Free: 800 3096
Fax: (603) 731 4758/9
E-mail: karenc@asli.po.my

Exhibition Secretariat:

Star Publications (Malaysia) Bhd
No. 13, Jalan 13/6,
46200 Petaling Jaya,
Selangor Darul Ehsan, Malaysia.
Tel: (603) 7581188, (603) 757 9991
Fax: (603) 757 5791
E-mail: BDEV@thestar.com.my

Human Factor Key to Port Safety, Security

4th International Conference on Safety in the Port Environment Bremen, 14-16 April 1997

Introduction

The 4th International Conference on Safety in the Port Environment with the subtitle "The Human Factor" took place in Bremen, Germany, from 14 to 16 April 1997. The conference was attended by 90 participants from 37 countries. Four key topics had been selected for intensive and detailed discussions:

- Ship and port security
- Future availability of qualified port and marine personnel
- Safety in port premises
- Ship/shore communication in port services

The conference was hosted by the Bremen Senator for Ports, Transport and Foreign Trade and supported by a number of international and national organizations, institutions and companies, notably the International Maritime Organization (IMO) and the Baltic and International Maritime Council (BIMCO). The conference was organized by Port and Transport Consulting Bremen GmbH.

Conference Methodology

The conference proceeded in a form successfully introduced during the third event in 1994: For each key topic two selected speakers provided their points of view in form of presentations. These presentations, after the official opening, filled the first day. In the morning of days 2 and 3 workshops were held to discuss the key topics in more detail, with two workshops each running parallel. The results of all four workshops were presented to the plenary in the afternoon of the last day, before the official closing. Alternative technical visits were offered in the afternoon of day 2.

Due to these methodological arrangements certain benefits could be pursued:

- to set the scene for the particular subtitle
- to convey latest developments and the state of the art
- to discuss topics and presentations in detail and in some length
- to assure active contributions by all participants
- to conclude concrete results

Conference results

The following summarizes the results of the four workshops and integrates the discussions and comments of the final plenary meeting. All four workshop papers are enclosed as attachments.

Workshop 1: Ship and port security

The workshop discussed three core threats to port and ship security:

- Piracy and violent attacks
- Drug trafficking
- Stowaways

The workshop was of the opinion that the main reasons for all three problem areas can be found, on the one hand, in particular economic and political conditions of certain countries, in rising

social problems and in the increasing international crime and, on the other hand, in the lack of security in particular ports due to unawareness, ignorance and incompetence. In addition there seems to be a frequent and widespread lack of willingness to enforce security standards due to corrupt and fraudulent action as well as criminal pressures on members of the enforcement agencies.

To improve on all three problem areas, the workshop strongly recommended the installation of a permanent joint IMO/BIMCO Working Group which in cooperation with other international organizations, as appropriate, should constantly observe the sea- and port-related activities of piracy and violent attacks, of the developments in drug trafficking and of stowaways on a global basis. The IMO/BIMCO Working Group, in cooperation with other international organizations, as appropriate, should regularly publish its findings in an appropriate manner, aiming to induce national governments and authorities to implement measures to provide security in the port environment. Furthermore, the plenary session was of the opinion that this Working Group should set the scene for the development of internationally harmonized port security standards.

Workshop 2: Future availability of qualified port and marine personnel

The workshop examined the availability of qualified port and marine personnel from two aspects:

- Training problems in relation to safety and security
- Availability of sufficient ex-seafarers to enter the port industry

Safety-related training must be considered for all levels in port activities, but as one component of a fully integrated training programme. Present research has not yet found a way of quantifying safety training in relation to the achieved benefits. However, practical experiences have shown that there seems to be a correlation between training and the safety record. Therefore, further studies in this area may prove to be of interest.

Whereas the principles and contents of training are similar and can be standardized to a certain aspect, particular culture and prevailing conditions have to be taken into account in individual ports. Common to all safety improvement efforts is an unhampered commitment by the port management, starting

at board level.

Studies such as those of BIMCO/ISF on manpower have shown that there will be a shortfall of qualified ship personnel on a worldwide level, resulting at least in some of the OECD countries in a lack of qualified ex-seafarers to enter the port industry on a national level. On the other hand it was stated that at least in certain areas within the port industry, especially in those which are marine-related, experience of ex-seafarers is indispensable. Therefore, it might be expected that international employment may develop more strongly in future.

The discussed and identified developments would justify certain internationally agreed minimum standards of education and training for port and marine personnel. The workshop proposed that, for the time being, non-governmental bodies and international organizations should be encouraged to cooperate in setting such standards, with a view to consideration being given to the development of a possible IMO/ILO standard.

Workshop 3: Safety in port premises

The workshop discussed two headings:

- Liability and injury
- Emergency response/labour and equipment safety

The diversity of different regimes which cover liability in transport generally and in port areas in particular appears to cause incomplete coverage of damages. The workshop concluded that as a minimum standard third party insurance to cover all related accidents and injuries should be internationally established on the basis of binding laws. This subject will be taken up with IMO by a participating national delegation.

Causes of injuries are manifold, but the majority occur due to human failure. The workshop concluded that, apart of applying and enforcing international standards and codes (e.g. ILO 152), injury could be minimized by:

- appropriate application of risk assessment in different operational areas
- establishing an appropriate company safety policy with unabated commitment right from the top
- providing an environmental and social work atmosphere which

promotes staff motivation

Obviously there is a legal requirement for emergency response plans in a number of countries. The execution of these plans, however, was lacking in quality for a number of reasons. Therefore, the workshop concluded that a number of tools and instruments need to be developed and applied in order to manage emergency response plans successfully.

Whereas a number of members of the workshop stated that in their countries and ports minimum technical standards for lifting equipment are in place and executed, it was apparent that the international ILO Convention 152 is not so widely applied as is desirable (39 percent of the participating countries have informed the ILO that they applied the convention standards).

Apart of the above mentioned recommendations the workshop also concluded that the international port safety conference should be continued to increase its global focus. Further, the workshop participants strongly supported the efforts of the Ship/Port Interface Working Group of IMO, but criticized the lack of port expertise represented among the delegates regularly attending that working group. Therefore, the workshop called for representation of national and regional port operator associations at the SPI meetings.

Workshop 4: Ship/shore communication in port services

The workshop subdivided the problems in relation to ship/shore communication into two main areas:

- language: e.g. on board, among pilots and tugboats, with mooring crews
- other problems: e.g. inexperienced ship agents, terminal pressure, misuse of communication channels, lack of interport communication

Without doubt the international language in shipping, ports and marine activities is English. Therefore, the workshop concluded that the use of the English language in port and marine activities should be further promoted and, where that is not possible, standard codes should be developed. Additionally, the help of ship/shore checklists in vital safety operational areas should be further promoted. But care should be taken that the developed

checklists and forms should be standardized and simplified as far as reasonably possible in order to facilitate the application and avoid confusion.

Relevant safety information of and for ports and normally readily available, sometimes in abundance. One of the main problems lies in the confusing arrangements of disseminated information without discriminating between more and less important information and marketing data.

The workshop concluded, among others, that modern communication means should widely be used for making available relevant information on port and ship data for safety and security reasons, but that it would be necessary to develop international standards for this information, subdividing it into those of static nature and those of dynamic nature. Standardization has become more important with the fast development of communication technologies, especially in relation to the internet.

Concluding remarks

Safety, security and environmental protection in ports is very closely related to the human being and to human behavior. Efforts which promote and improve the human/human communication and relationship and the human/technic interaction should be strongly supported.

Shipping is international and so are the safety and pollution prevention standards set by IMO and by other related organizations. Ports, on the other hand, act under national or local jurisdiction with national or local standards. The increasing globalization of the world economy with resulting freight and transport activities, the increasing mobility of people, extremely quick advances of modern communication technologies and the worldwide trend to privatize port services have set a new international pace from which ports cannot be excluded, since they provide a most important link in the globalized transport picture.

Apart of all advantages, this global interaction also produces negative effects in port safety, security and pollution prevention. To give justice to the human involvement and to the increased utilization of technology and to obtain the highest benefits from this globalization, international port safety, security and training standards of a binding nature should be established. Responsible governments and authorities should be encouraged to implement and enforce these standards. Those which experience difficulties in doing

so should be supported by other countries.

While all conference participants were of the opinion that this series of conferences should be continued, many also made suggestions for the next, the 5th conference. These suggestions include subtitles like technology changes and implications to ports, public/private partnership, true costs of port accidents or information technology application in ports, always discussed under the view of how best could port safety, security and pollution prevention be optimized.

In his closing remarks the Deputy Senator for Ports, Shipping and Foreign Trade of the Free Hanseatic City of Bremen indicated that Bremen would be pleased to host the next conference in about two years' time.

New Publications

Global Container Port Demand and Prospects

In the context of continuing dynamic growth in the container trades, the container port industry has been characterised by major and far-reaching developments in all parts of the world, affecting ports, shipping companies and investors:

- Chinese container ports are making an increasing impact on the world market
- Indonesia and Malaysia plan port projects to rival Singapore
- East Asia's exports have faltered
- The West Mediterranean container port market is growing at rates beyond the most optimistic forecasts
- North America's ports are being squeezed by the shrinking itineraries of large vessels
- Latin America's ports are gearing up to join the container handling world
- 6,000 TEU+ vessels have arrived
- Intermodalism continues to grow in importance

The stakes in port development have been raised, not just in terms of the increasingly massive investments needed to meet the requirements of modern container ships, but also in terms of the volume of port throughput which can be

gained or lost from a single service, as a result of the concentration of most of the world's major containership operators into a handful of global alliances since 1995.

The development of, investment in, and future outlook for the global container port market are examined in detail in this major new study* by Ocean Shipping Consultants, which assesses the outlook and competitive position for each regional port market and port range, as well as their investment plans and the implications for future capacity utilisation.

The report covers the following port regions:

- Europe
- East Asia
- Americas
- Middle East and Indian Subcontinent
- Africa
- Australasia and Oceania

The following highlights some of the main findings of the report.

- * Over 1980-96, global container port throughput increased by 333 percent to 157.6m TEU.
- * The most rapid development has been in East Asia, where container volumes have increased at a tremendous rate, rising by 663 percent over 1980-96 to 69.3m TEU. The region now contains four of the world's five largest container ports, including Hong Kong, Singapore, Kaohsiung (Taiwan) and Busan (South Korea).
- * Over the same period, container port throughput in Europe grew threefold to 36.3m TEU, whilst North America's container ports expansion of 134 percent to 23.2m TEU.
- * By 1996, East Asia accounted for some 44.0 percent of world container port throughput (up from 25.0 percent in 1980), Europe contributed 23.0 percent (31.6 percent in 1980) and North America, 14.7 percent (27.3 percent in 1980).
- * The remaining world regions, including the Caribbean and Latin America, Middle East, Indian subcontinent, Africa and Australasia, together accounted for some 18.3 percent of 1996 throughput, equivalent to 28.82m TEU. This compared with their 16.0 percent share in 1980.
- * For the future, the East Asian port market is projected to increase its dominance from 44.0 percent of the world container port market in 1996 to 47.5 percent in the year 2000, despite the strong growth forecast for other

World Ports: Container Throughput by Regions 1980-96

million TEUs	1980	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996*
East Asia	9.08	18.98	22.14	25.44	29.17	32.53	37.42	42.44	47.07	55.43	62.53	69.32
Europe	11.48	17.76	19.02	20.90	22.00	23.24	24.64	26.44	27.76	30.60	33.28	36.26
North America	9.92	13.52	14.32	15.13	16.18	16.63	17.46	18.18	18.63	20.49	22.33	23.19
Caribbean/C. America	0.96	2.67	2.98	3.06	3.28	3.66	3.95	4.27	4.67	5.18	5.70	6.34
South America	0.38	1.04	1.21	1.34	1.42	1.44	1.67	2.08	2.44	2.86	3.53	3.70
Middle East	1.38	2.31	2.36	2.48	2.70	2.89	3.71	4.24	4.77	5.08	5.52	5.96
Indian Subcontinent	0.26	1.08	1.27	1.50	1.61	1.85	1.97	2.12	2.55	2.93	3.27	3.87
Africa	1.27	1.77	1.84	2.05	2.20	2.48	2.81	3.00	3.51	4.03	4.75	5.44
Australasia/Oceania	1.61	1.92	2.01	2.12	2.34	2.35	2.44	2.59	2.85	3.09	3.33	3.51
Total	36.35	61.04	67.16	74.03	80.89	87.07	96.06	105.37	115.23	129.70	144.24	157.59

Source: Ocean Shipping Consultants Ltd.

world markets. Under Case 1 conditions, its share is forecast to reach 56.9 percent by 2010, or 298.5m TEU. Even in Case 2, East Asia ports will be handling a forecast 209.5m TEU by 2010, representing 51.4 percent of the world container port market.

* In Europe, container port volumes are projected to rise to 46.79m TEU by 2000 and to reach nearly double this level, at 87.75m TEU in 2010 in Case 1, representing a world share of 16.7 percent. This compares with a Case 2 forecast of 83.99m TEU and a share of 20.6 percent.

* For North America, forecast throughput of 49.26m TEU in 2010 in Case 1 will give it 9.4 percent of the world market, compared with 44.69m TEU and an 11.0 percent share in Case 2.

* The share of the other developing markets is expected to remain relatively constant around 16 percent until the mid-2000s, falling to around 15.8 percent in 2005 and to 15.5-15.6 percent in 2010. As in East Asia, the impact of feasible greater or lesser economic growth scenarios is evident in the wide variation in possible forecasts, with 2010 throughputs of 81.89m TEU and 63.24m TEU forecast for the outer limits of the range defined within Cases 1 and 2.

* The results of these forecasts for the global container port market would be to increase container volumes by 40 percent to 220.4m TEU over 1996-2000, to 300-342m TEU by 2005, and further to 407-525m TEU by 2010.

* The continuing growth of the container trades and the demands of increasingly large vessels are forcing the development of container handling facilities at ports all over the world. The trend toward integrated transport systems is also underpinning the development of intermodal rail, road and waterways.

* Whilst investment is most prolific in East Asia, important projects are also being undertaken in developing countries and the relatively mature markets in Europe and North America.

* Globally, the length of container-handling quayage increased by 53 percent to 440km over 1986-96, whilst the global population of container gantry cranes roughly doubled to 1,901.

* In 1996, East Asia, Europe and North America accounted for some 77 percent of the total quayage dedicated to container usage and for 82 percent of the container gantry cranes.

* As would be expected, East Asia has increased its container-handling facilities most rapidly, given the pace of demand growth in the region. Its share of world container handling quayage expanded from 14.7 percent in 1986 to 20.8 percent in 1996, and its share of container gantry cranes from 23.7-33.1 percent over the same period, to give it a total of 630 units.

* Quay utilisation rates have been rising in general, as container volumes have grown and have been increasingly concentrated at dedicated container quays.

* By contrast, the record for container gantry cranes is mixed, with throughput per crane barely up in Europe and North America, though increasing nearly everywhere else. Rising utilisation levels can be attributed to increasing productivity in a developed market like Australasia, and also in the Middle East, where ports are mostly well equipped, but elsewhere they are more a sign of the increasing insufficiency of dedicated handling facilities.

* At an average of 0.76m TEU/km in 1996, container throughput per length of container quay is 2.7 times as great in East Asia as the 0.28m TEU/km achieved in Europe and over three times greater than the 0.22m TEU/km registered in North America.

* East Asia also attains the highest utilisation levels for container gantry cranes, although these are achieved by a mixture of highly sophisticated, high-volume, highly automated operations in ports such as Singapore and Hong Kong, and a developing country element, where container gantry cranes are altogether

absent at some container ports. Europe's average utilisation of 68,600 TEU/gantry in 1996 compared with 57,800 TEU/gantry in North America. In Australasia, productivity has been improving from rather low levels to 54,800 TEU/unit in 1996.

* If all ports fulfill their stated plans, global container port capacity will expand by some 48 percent to 275.50m TEU/year over 1996-2000.

* Capacity is expected to increase through all regions. Investment will be particularly active in East Asia, where known planned development would increase the share of world container port capacity from 41.9 percent in 1996 to 47.2 percent in 2000.

* The anticipated supply/demand position will produce a wide variation of average capacity utilisation levels across major world regions.

* Given the assumed current capacity utilisation levels and known development plans, forecast container port demand in 2000 would give a range of capacity utilisation levels from 63.8 percent in the Middle East and Indian subcontinent, 75.0 percent in Australasia/Oceania, and 75.7 percent in the Caribbean and Central America, to 96.6 percent in Africa.

* For Europe, East Asia and North America, the resultant average utilisation levels for 2000 would range between 80.3-83.5 percent.

Global Container Port Demand and Prospects

Published 21st July 1997

Details from:

Study Sales Department
Ocean Shipping Consultants Ltd
Ocean House
60 Guildford Street
Chertsey
Surrey KT16 9BE
England
Tel: 01932 560332
(international +44 1932 560332)
Fax: 01932 567084
(international +44 1932 567084)
Price £480 or US\$845

The Americas

Chilean Port Reform: System Decentralization

LONG regarded as among the most progressive and efficiently managed in Latin America, the national public port system of Chile is undergoing yet another transformation pursuant to a new "port development policy" enunciated by Chilean President Eduardo Frei.

The principal objectives of the new policy are to:

1. Ensure the proper use of coastal physical resources.
2. Promote competition between ports and to strengthen competition within the State ports.
3. Promote private investment in ports.
4. Maintain and strengthen the efficiency of port operations.
5. Harmonize the development of ports with the environment, adjacent urban areas, and their access roads.

According to President Frei, these changes are needed to correct "serious voids and rigidities in the existing framework" and to ensure that the nation's ports possess "the physical and operational capacity" to cope with the growth and competitive pressures of international trade.

More specifically, the reforms call for the decentralization of the national port system administered by Empresa Portuaria de Chile (EMPORCHI) into regional or municipally-managed public companies (or "empresas") that would compete with one another.

As part of the process, EMPORCHI asked each of its ports to provide detailed information on development projects that will be required to support the growth of commerce over the next 20 years, specifying in each case the required level of private and public investment.

The response is summarized in a "catalog" or *Investment Projects in Infrastructure and Equipment* published this April by EMPORCHI. Detailed are literally dozens of facility construction, expansion, and modernization projects at 11 ports. The total investment requirement is estimated at US\$1.45 billion, of which \$1.39 billion would come from private sources. The remaining \$62 million would be spent by the ports

themselves and mainly for repairs and maintenance.

These, say the ports, are the facilities that would be required to accommodate forecast cargo growth, from 20.7 million metric tons in 1996 to 64 million and 105.4 million tons, respectively, in the years 2005 and 2015. Key data are summarized here:

Chile: Proposed Port Infrastructure and Equipment Investment Projects
(Millions of Metric Tons,
Millions of U.S. Dollars)

Port	Cargo Forecasts			Estimated Invest.
	1996 (*)	2005	2015	
Antofagasta	2.5	5.6	6.7	\$132.9
Arica	1.1	3.7	6.6	\$184.7
Chacabuco	0.2	0.3	0.5	\$28.5
Coquimbo	0.3	0.9	1.1	\$21.4
Iquique	1.1	4.3	7.0	\$119.3
Puerto Montt	0.7	1.2	2.8	\$20.3
Punta Arenas	0.3	0.6	0.7	\$23.6
San Antonio	6.4	19.5	35.6	\$312.8
San Vicente/ Talcahuano	3.6	12.5	15.0	\$170.3
Valparaíso	4.5	15.4	29.4	\$440.1
Total	20.7	64.0	105.4	\$1,453.9

(*) Actual

Source: Empresa Portuaria de Chile, *Investment Projects in Infrastructure and Equipment*

Their plans include container-handling, multi-purpose, and bulk cargo terminals, cranes, warehouses, and ancillary development such as roads and dredging.

The 35-page report, written in Spanish with paralleling text in English, provides general background information on each of the 11 EMPORCHI system ports – facilities, cargo data, and a map of its physical layout – and

descriptive lists of specific projects and their estimated cost. Also included is a directory of port addresses and fax numbers. (AAPA Advisory)

Nat'l, Regional Teams Review Dredging Issues

THE results of port industry-wide efforts to focus the Federal government on the dredging process took another critical step as the National Dredging Team met with Regional Dredging Teams for the first time in Annapolis, Maryland, from June 18-20. The purpose of the meeting was for regional and national personnel to review objectives and activities relating to dredging the nation's ports, and discuss progress with stakeholders.

"Without an efficient dredging process, ports cannot serve as magnets for shipping and increased trade. We are pleased that the Working Group recommendations are being implemented and that the National and Regional Teams are now working to improve the dredging process. We commend the lead agencies, the U.S. Environmental Protection Agency (EPA) and the U.S. Army Corps of Engineers (Corps), for their work in coordinating the efforts," said Kurt J. Nagle, president of the American Association of Port Authorities (AAPA).

The National Dredging Team was formed as a result of a 1994 report of the Federal Interagency Working Group on the Dredging Process. The report, entitled "The Dredging Process in the United States: An Action Plan for Improvement," recognized the dredging crisis and affirmed the Federal agencies' commitment to improve the dredging process at the nation's ports.

The report set out 18 specific recommendations to promote greater certainty and predictability in the dredging project review process and dredged material management. It also intended to facilitate effective long-term management strategies for addressing dredging and disposal needs at both the national and local levels. In addition to EPA and the Corps, the National Dredging Team includes the U.S. Fish and Wildlife Service, the National Oceanographic and Atmospheric Administration, and the Maritime Administration. The Regional Dredging Teams include the field offices of those agencies as well as state government.

To date, there are seven Regional Dredging Teams covering New England, the Mid-Atlantic, South Atlantic/Eastern Gulf, Western Gulf, Great Lakes, South Pacific/Pacific Islands, and Pacific Northwest. Under the regional teams are several Local Planning Teams which address project-specific planning and coordination. The teams have generally formed around, and strengthened where necessary, existing coordination groups.

During the June meeting, the National Dredging Team described its current activities: development of dredged material management planning guidance and preparation of public outreach materials. Representatives from each regional team then described their ongoing activities and the issues they are currently addressing. Among other presentations by stakeholders, AAPA's Director of Environmental Affairs Tom Chase discussed the importance of working with ports in developing dredged material management plans.

The National Dredging Team is a key component of the National Dredging Policy. In July 1995, representatives of six federal agencies signed the Charter for the National Dredging Team. The five-year Charter commits the agencies to implement the Working Group's report and says that the National Dredging Team will "function as a forum for information exchange, issue identification, and timely resolution of issues affecting the dredging programs."

According to Mr. Nagle, "While ports stand to gain from the activities of the National and Regional Dredging Teams, the real beneficiaries of solving the dredging crisis are America's businesses and consumers who can participate in the international marketplace at lower costs."

Tarbutton Elected Head of Georgia Ports Authority

HUGH M. Tarbutton of Sandersville, Ga., was elected Chairman of the Georgia Ports Authority by members meeting on June 30 in Atlanta, Ga. Tarbutton has been a member of the Authority since 1992, is president of the Sandersville Railroad Company, graduate of the Emory University School of Business and actively involved in numerous business

and civic activities throughout Georgia.

Authority members also elected Sylvan M. Byck, Jr. of Savannah, Ga., as Vice Chairman. Byck is owner and president of a real-estate management company in Savannah. Sam M. Griffin, Jr., of Bainbridge, Ga., owner and publisher of the *Bainbridge Port Searchlight* newspaper, was chosen to serve as Secretary-Treasurer for the Authority. Other members of the Authority includes Thomas J. Dillon of Savannah, Smith Foster of Dalton, Harry C. Jackson of Columbus, Alfred W. "Bill" Jones, III of Sea Island, James D. Mason of Lawrenceville and Herman J. Russell of Atlanta.

The Georgia Ports Authority is a public corporation created by the General Assembly to maintain, develop and operate ocean and riverports within the state of Georgia. Authority members are appointed by the Governor from the state at large to serve staggered four year terms. The Authority acts to establish governing policy and approve contracts for services.

Houston Web Site Wins Top Award

THE Port of Houston Authority's World Wide Web site recently won top honors in the Houston International Film Festival media competition.

The PHA web site garnered a Gold Award. The site competed with web pages created by companies all over the United States and some foreign firms.

Vannevar New Media designed the web site, which is located at <http://www.portofhouston.com/port.of.houston/>

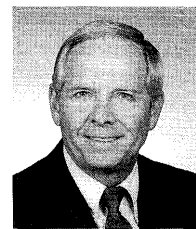
The film festival awards are presented for outstanding work in categories ranging from short and feature-length films to multimedia productions, television commercials and web sites.

Perez Elected President of Long Beach Harbor Comm.

CARMEN O. Perez has been elected president of the Port of Long Beach Board of Harbor Commissioners for the upcoming year, while John W. Hancock has been voted vice president. Roy E. Hearrean, John



Carmen O. Perez,
Port of Long Beach
Harbor Commission
president.



John W. Hancock,
Port of Long Beach
Harbor Commission
vice president.

E. Kashiwabara, M.D., and outgoing president George M. Murchison round out the five-member commission that rotates officers each year.

Originally appointed in 1991, Perez, along with Hearrean, was reappointed in June to ensure consistency in port administration. "This is a time of marked transition for the port, and there are many projects still to be completed," said Long Beach Mayor Beverly O'Neill, whose reappointments were approved by the Long Beach City Council.

In accepting the president's gavel from Murchison, Perez said she wanted to maintain the port's ranking as the nation's busiest seaport and to continue expansion plans started last fiscal year.

These projects include the building of a 170-acre, \$250 million container terminal and on-dock rail facility for Hanjin Shipping Company. Scheduled to open later this year, it will be the port's largest container terminal and its fifth on-dock rail facility.

The port also is completing a \$150 million roadway construction program, which will separate rail and vehicular traffic at various intersections within the harbor. Started in 1993, five overpasses, or grade separations, are completed and one is in progress.

Long Beach: Second-best Container Month in May

THE Port of Long Beach recorded in May the second-best month ever for container movements. The nation's busiest containerport handled the equivalent of 278,027 TEUs, a 15.8 percent increase over May 1996. Loaded inbound containers registered 143,331 TEUs, and loaded outbound boxes numbered 91,741 TEUs. Empty containers registered 42,955 TEUs.

The strong showing surprised trade officials who noted that steamship lines' traditional busy season runs from

July through November. However, analysts attribute the jump to the continued strength of imports resulting from the strong U.S. dollar, increased consumer confidence and a generally strong U.S. economy.

Commenting on May's strong showing, Director of Trade and Maritime Services Don Wylie said, "The figures were a pleasant surprise for this time of the year, but again, given the dynamic world economy, we could see a return to double-digit growth for Long Beach this year."

The busiest month for container movements was October 1996 when 284,872 TEUs were handled by the Port's seven container terminals.

Redwood City, Nantong Ink Sister Port Pact

A three-member visiting delegation from the Port of Nantong in China signed a "Sister Port" agreement March 10 with the Port of Redwood City.

The Port of Nantong, at the crossroads of the Yangtze River shipping lanes, has played an important part in China's booming economy since the early 1980s as a water transportation hub.

A three-member delegation from the Port of Redwood City visited Nantong last May to initiate the "Sister Port" arrangement. Signing the agreement on were Guy Smith, chairman of the Board of Port Commissioners of the Port of Redwood City, and his Chinese counterpart, Shi Bo Xiang.

Redwood City's delegation of Smith, Commissioner Dick Dodge and Executive Director Michael J. Giari discussed last spring with Nantong Port officials the possibility of scrap metal exports to China, future building materials trade, and the technology and possible exporting of recyclables like cardboard, paper and plastics.

The Chinese delegation visited SimsAmerica, which is one of the largest recyclers at the Port of Redwood City, exporting some 250,000 tons of scrap metal annually to the Far East and India.

The Pacific Rim is the world's fastest growing trading region, which is why the Port of Redwood City is positioning itself for new markets, Smith said.

"The Chinese delegation is anxious to establish future trade relationships," said Smith. "China is growing rapidly

and looking to Pacific Basin ports like Redwood City for imports and exports. Redwood City is unique in that we are a niche port, specializing in dry and liquid bulk cargoes."

Smith added that the purpose of the Sister Port agreement is two-fold. "One is the promotion of foreign trade for commercial activities and possible joint ventures. The second is to exchange technical information on port management, planning, and operations, along with the exploration of training internships for port personnel." (Currents)

Tacoma Names Riniker As Executive Director

THE Port of Tacoma Commission has named Andrea Riniker as the Port's next Executive Director.

Riniker, 51, has been the Deputy Executive Director of the Port of Seattle since 1992.

"Her knowledge of the port industry and her experience in managing people played a strong role in her selection," said Port

Commission President Jack Fabulich. "Her enthusiasm for working on projects and completing them in a timely manner, as well as the variety in her background will be great assets."

"I'm looking forward to the opportunity to lead the preeminent port in the Pacific Northwest," Riniker told Port commissioners and staff.



Andrea Riniker
Executive Director,
Port of Tacoma (Photo
by Don Wilson, Port of
Seattle.)

Africa/Europe

New Container Terminal Opened in Antwerp

ON 13th June 1997 Prince Philip officially opened the brand new North Sea Terminal in Antwerp. The ceremony coincided with the arrival of the "NYK Altair" (4,743 TEU), the largest ship ever to dock at Antwerp.

The new container terminal lies on the right bank of the Scheldt, north of the Zandvliet and Berendrecht locks. Since starting operations on the 10th of January of this year, the terminal has already received 101 seagoing ships and handled 70,000 maritime containers. The container terminal is operated by a joint venture of Noord Natie, one of Antwerp's leading goods handlers, and Belgian Railways (NMBS-SNCB). The former has a two-thirds holding in the venture, with the railways taking the remaining third. The installations have been designed to handle 600,000 containers a year and will at first occupy an area of 55 ha.

One of the great strengths of the new terminal is its speed. So far average crane handling speeds per ship and per crane have proved to be 35 containers an hour, while berth productivity per ship is about 100 containers an hour. These high handling rates are largely

due to the terminal's four ultra modern cranes, each with a reach of 18 containers. These figures are based on the real experience of the start-up phase and even better figures can be expected in the future.

Apart from this the riverside location and direct connections to Europe's main highways, via the Noordland bridge, the waterways (a 350 m barge berth), and the railways also ensure considerable savings in time.

The success of the first five months of operating the North Sea Terminal must be seen in the context of the immense growth of Antwerp's container trade. Since 1994, Antwerp has been the fastest growing of all Europe's container ports. In just three years containerized general cargo handling operations have grown by 45 percent and Antwerp has seen itself move up the world rankings from 11th to 9th largest container port.



Port of Helsinki: Goods Traffic Increases by 10%

TRAFFIC over the Port of Helsinki has developed favorably during the first months of the year. In January-April, the total goods traffic increased by 10 percent from the corresponding period last year. General cargo reached 2.7 million tons, an increase of 9 percent. Transit transports, which are mainly general cargo, doubled as compared to the corresponding period last year. They amounted to 140,000 tons.

107,000 Teu (+ 4 p.c.) of containers and 95,000 (+10 p.c.) trucks and trailers, carrying general cargo, passed the Port of Helsinki.

The number of passengers has diminished by 8 p.c. since the corresponding period last year. The decrease occurred in the service between Helsinki and Tallinn due to the fact that the so called 20 hour rule concerning tax-free shopping was not in force during the first four months of 1996.

Le Havre: Productivity Improvement per Hour

THE Board of Directors was informed of the productivity improvement per hour of stay at berth of the calls of transoceanic container ships which has regularly increased by 30% over the last three years, since the second half of 1993, a rise related to the increase in the volumes handled per call and in the average number of gantry cranes allocated to them.

A thorough follow-up of the operations of the large East-West shipping lines carried out in 1996 shows that the higher the volume handled per call, the more marginal the dead times related to preparation in comparison with the real time devoted to cargo-handling, and the higher productivity is.

Hamburg Paperless Port With Launch of ZAPP

SO containers can be transported even easier and faster through the Port of Hamburg in future and all the tiresome paperwork involved in the handling process can be abolished, port operators have been working on the Paperless Port Project since 1995.

The initial trials (between quay operators and shipping lines) have already been successfully completed. Now another decisive step forward is about to be taken with the launch of ZAPP (Customs Export Monitoring in a Paperless Port) on July 1 this year. From then on, all export-relevant and shipping data will be transmitted by forwarders, liner agents or exporters to the Port of Hamburg customs offices via ZAPP.

At the same time, the original documents, e.g. page 3 of the export papers for goods of EU origin, have to be sent to Hamburg's Main Free Port Customs Office.

However, the decisive difference is that the documents do not need to arrive before goods can be shipped whereas up to the now, goods had to be presented to customs officials before they could be taken on board ship. So ZAPP gives shippers a 100% loading guarantee.

Shippers who will be unable to transmit their data electronically from July 1 for technical or organizational reasons can still use ZAPP via so-called manual data-acquisition offices in the Port of Hamburg. Various firms, the head office of the Association of Hamburg Forwarders and a number of quay operators will be equipped to collect data and transmit them to the ZAPP computer – for a specific handling fee.

ZAPP is a joint venture developed by forwarders, quay operators and liner agents/shipping lines in the Port of Hamburg on the one hand and Hamburg's Economics Ministry on the other. The two sides commissioned DAKOSY with the development of the ZAPP system in May 1996 and agreed to share development costs. As from July 1 the operating costs will be charged to ZAPP users.

The basic procedure for ZAPPING export goods in the Port of Hamburg is as follows: unless one of the manual data-acquisition offices is used the exporter forwarder or liner agent transmits his export data to the ZAPP computer at the DAKOSY computer centre where the data are checked.

If the information contained in the application seems plausible, the computer sends back a so-called B Number (customs handling number). This number is also sent to the quay operator who will load the goods and the liner agent/shipping line involved. The Main Free Port Customs Office now has the chance to check whether the data are "clean" and, if necessary, order a customs examination.

The ZAPP computer works round the clock so that data can be transmitted at

any time. However, the original documents must be handed in to the Main Free Port Customs Office within a reasonable period of time of the data being input. The Main Free Port Customs Office requires data to be transmitted via ZAPP at least two hours before the goods are loaded.

The prerequisite for successful ZAPPING is that all the data relevant to customs clearance are entered into the system. Hamburg's quay operators have committed themselves to only loading goods if they have received a B number. In other words, ZAPP notification is an absolute precondition of shipping because only the ZAPP computer can issue B numbers. Data cannot be transmitted direct to the Main Free Port Customs Office because it is not linked to the ZAPP computer and so cannot issue B numbers.

Review of Ringaskiddy Freeport Called For

IN an address to the Cobh and Harbour Chamber of Commerce, the Chairman of the Port of Cork Company, Mr. Frank J. Boland, called on the Irish Government to extend the financial incentives available at Ringaskiddy Freeport in line with the preferential terms recently announced for regional airports including Cork Airport.

Mr. Boland said that "in the light of the huge state controlled investment well in excess of £100 million in infrastructure at Ringaskiddy and the large tracts of available industrial land, I urge the Government to extend the fiscal advantages of a regional airport location to Ringaskiddy Freeport and in that way the South West Region can look forward to substantial investment in both the airport related and Port related industrial sectors".

With regard to the proposed western corridor link from Limerick to Rosslare via Cahir and Clonmel, estimated cost £130 million, Mr. Boland said that "A far more cost effective solution would be to build on the substantial investments already made on the N20 Limerick-Cork and N25 Cork-Rosslare links. The extra costs involved over and above those already committed in bringing the Limerick-Cork-Rosslare route up to a first class standard are estimated at £50/£60 million. The savings of £60/£70 million associated with this proposal are significant in their own right but particularly so at a time of uncertainty

regarding the extent of European Structural Funds Post 1999".

A Good Year in Tonnes, Kronor for Göteborg

LAST year proved to be a successful year for Port of Göteborg AB, the municipal-owned company that operates this leading port in the Nordic area. The company ended 1996 well into the black and cargo volumes have increased.

The Port of Göteborg AB reported a pre-tax profit of US\$6 million on total sales of US\$126 million.

The 1996 annual report from the Port of Göteborg AB features a unique write-down of production assets in the Skandia container harbor, which removed around US\$13 million from the 'normal' profit. The actual profit, US\$6 million, is the profit reported after the write-down. This unique financial move was triggered by a key structural change in the port, namely the investments made to facilitate post-panamax capability.

The cargo turnover at the Port of Göteborg was 28 million tonnes, five percent up on 1995.

General cargo increased by three percent. More than 90 percent of the port's general cargo is unitized in some form. The number of containers, flats and cassettes shipped was 488,000 TEU while trucks, trailers, semi-trailers and rail wagons totaled 427,000 TEU.

Dar es Salaam: Dredging For Port Modernisation

THE dredging of the port of Dar es Salaam is one of many projects being undertaken to modernise the port by the Tanzania Harbors Authority. It involves the dredging of the entrance channel, the inner harbor and the Kurasini Oil Jetty.

Entrance channel conditions and characteristics of the port of Dar es Salaam do not allow easy entry of big internal trade ships. As such, the port is disadvantaged to compete with other big ports in the region. For example, the controlling depth of 7.4 m along the channel allows ships with a maximum draft of 6.7 m only at low water level. Furthermore, nighttime navigation has been disallowed due to lack of reliable navigation lights and the many bends in the channel. All in all, ship delays of

up to 22 hours have been experienced and have costed the economy of Tanzania dearly.

Dredging of the entrance channel has three main characteristics, namely, straightening, widening and deepening. The new channel has been designed to be as close to the present alignment as it can possibly be.

Straightening the alignment will reduce the number of bends from the present three to one and in so doing navigation safety will be significantly improved.

The width will be increased by approximately 40% to 140 m which is consistent with the expected number and size (beam & length) of deep sea ships entering the harbor for the foreseeable future.

The depth will be increased from the present -7.4 m to -10.7 along the channel and to -10.0 m along most of the berths. These are the depths expected of modern ports. The amount of siltation in the harbor is negligible except at areas close to the berths and no benefits are foreseen for a deeper channel or harbor.

The approach from the sea over the outer shoal follows a straight line and the work over the area will be, basically, that of removing obstacles such as ship wrecks, etc.

The middle shoal area is a complex curve that must be straightened to meet navigation safety standards. In so doing, approximately 100 m of west ferry point will be removed and facilities such as the present fish market, ferry ramp and approaching road will be relocated. Further the shallow area known as the centre shoal will be deepened to design depth.

The new channel will be allowed to curve to the left at the approach to the berths to allow a smooth anchorage of incoming ships.

Engineering work on the entrance channel and harbor basin as designed presents the best compromise of a number of controlling factors including cost. As much as possible the dredging of hard material has been brought to a minimum.

All material to be dredged will be disposed at two selected dumping sites at sea following a tightly controlled disposal program. All the silty soft material will be dumped at area B located some 4 km. upstream and with a sea bed depth of 192 m while most of the harder material will go to the nearer area 'A'. The sites have been selected to avoid any possible damage to the reefs.

An environmental monitoring program is a major part of the dredging project. It will be carried out by a pro-

fessional organization with a wise experience in the field. This program will commence at least two months before the actual dredging starts. The early results will enable the Engineer to confirm the contractor's dumping programme and the use of the present dumping sites.

New aids to navigation will be put in place as part of the entrance channel dredging project to improve navigation safety to standards of the new channel. The new channel will be navigable both night and day irrespective of the tide.

In brief, a total of 2.5 million cubic meters of material is expected to be moved and removed from the entrance channel, harbor basin and Kurasini Oil Jetty. The total cost of the project is estimated to be US\$24 million. The dredging works will start in June and take 40 weeks to complete.

Helsingborg: Direct Traffic With St. Petersburg

AS one of the very first ports in South Sweden Helsingborg will have a direct connection with St. Petersburg in Russia from mid-August this year. The Finnish Containerships Ltd Oy will call Helsingborg for discharging and loading of containers on a nine-day-route.

Containerships Ltd Oy, based in Helsinki in Finland, will extend its traffic between Russia, Finland, Germany and Denmark to include Helsingborg in Sweden. The LoLo-vessel "Petsamo" will sail the route St. Petersburg-Helsingfors-Hamburg-Bremerhaven-Aarhus-Helsingborg-St. Petersburg. "Petsamo" needs around 48 hours between Helsingborg and St. Petersburg and will call Helsingborg every ninth day, starting in the middle of August.

Containerships Ltd Oy has its own equipment which includes containers of pallet-wide type. The agent in Helsingborg is Concarrier AB, a company which is a part of the Connelgroup.

Goole: Additional Crane For Handling Containers

THE Port of Goole took delivery of a 45-tonne Nelcon container-handling crane recently for use by RMS Europe Limited, the port's largest container-service operator.

The crane will be used in conjunction

with the existing Liebherr gantry crane at the port's Boothferry Terminal, which is the centre of RMS's operation at Goole and where 60,000 containers are expected to be handled during 1997.

In 1996, Seawheel Limited, the inter-modal container operator and RMS's major client, moved its operation to

Goole, since when Seawheel's business has expanded rapidly. The second container crane at Boothferry Terminal will assist the operation of a daily shipping service to Rotterdam.

The Port of Goole is owned by Associated British Ports (ABP), the UK's largest ports group.

responses.

"This called for a fair measure of re-changing and nurturing the thinking style of employees and to this they responded positively," adds Samad.

Coming away on a winning streak as it did of its first decade of growth, there may be a tendency to rest on the laurels. But warns Samad the tasks and challenges are far from over.

"In fact the second decade is no less demanding than the first ten years," he cautions.

"We recognise the environment has become more competitive which means customers have options and alternatives to guide their decisions on which terminal to give their business support," he says.

The good news Samad highlights is that the Company is facing a continuing prospect of growth in the national economy and therefore an increasing size of the economic cake. "We also feel we have become reasonably knowledgeable of customer needs and priorities as much as we have become aware of our own internal strengths as well as the strength of the competition," says the Managing Director with confidence.

KCT is now in a position of having to posture itself to the terminal of choice that offers the competitive advantage customers look out for.

Samad is of no doubt that with its proven track record and its ability to respond to changing needs, the future remains promising for KCT. Success can only breed further-success.

"We are still a good place for employees to pursue their career development and a good partner for customers to pursue their own business targets," assures Samad. Ultimately the dynamic situation in Port Klang keeps KCT alert and forces it to sharpen its competitive edge.

The next decade will no doubt be an interesting one. The continuing growth of the economy and the potential in regional transshipment provide a positive backdrop for the growth of KCT into the second decade.

Unperturbed, Samad feels as long as KCT remains focused and remains a relevant player in the chosen field of business and its employees sufficiently tickled and motivated as to remain hungry for more success, the outlook is bright.

"This says a lot about what KCT and its people are capable of achieving in the company's second decade of existence," declares Samad confidently.

(Portlink)

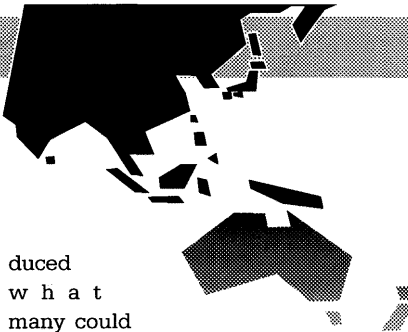
Asia/Oceania

Magnetic Fork Lift Attachment 'Magnetic'

P&O Ports Container Park, Brisbane recently acquired a magnetic fork lift attachment. The magnet picks up metal objects causing problems in the container park.

Nails, rivets, etc. have caused up to 15 punctures per week. The novel system has reduced these incidents almost completely whilst the metal collected is saved for re-cycling.

(P&O Ports Newsletter)



duced what many could call as new culture," he points out.

KCT overcame the pressures well enough. It ran a good race and remained in the lead. It didn't fail nor did it falter in the face of the pressures and expectations. Although the throughput expanded by 250 per cent during the first 10 years, the increase in productivity was tremendous. This is evident from the fact the number of employees during the period remained the same.

Another yardstick by which the achievements may be measured is the fact the company managed the pressure times normally associated with long holidays and the festive seasons. It set the example.

"It is public knowledge that we have changed to being pro-active towards these pressure periods as to be able to institutionalise preventive measures that had happily translated to more reliable and smoother operation at the terminal all the year around," explains Samad.

He stresses that this was an important change that mattered to terminal customers.

Elaborating on what drove the company to succeed, Samad concedes the key concern was to realign and focus the attention of the entire workforce towards the importance of being customer-driven.

According to Samad, who has been with the company since it commenced operations, the objective was partly met by maintaining close-range contact with customers and making a genuine attempt to understand their specialised needs and devise the appropriate

Dawn of 2nd Decade For Kelang Terminal

KELANG Container Terminal has the distinction of being the first major government-owned utility to be privatised. In 1986, the container handling operations at Port Klang were hived off to a newly-incorporated company, KCT, and paved the way for further roll-back on government-owned utilities. KCT thus became the test-bed for privatisation. the expectations were, therefore, very high.

"Our challenge was to articulate the way we go about our tasks servicing the business support that we inherited by optimising the depths of skills and strength available in the workforce," says the Managing Director of KCT, Abdul Samad Mohamed.

According to the Managing Director, this called for "innovative ways of managing the change of approach which effectively translated into an exercise of improving upon a strength that we already possess."

"This situation challenged the will of ever individual to succeed and pro-

PPSB Plans Ahead To Enhance Performance

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

I. Container Handling Operations and Facilities

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

(a) Immediate

PPSB has embarked on Phase II expansion of the NBCT which entails the extension of the existing 350 metre wharf by an additional 250 metres. PPSB is currently in the process of evaluating the tender which was invited in January 1997. Construction of the wharf is expected to commence by mid-1997 for completion by end of 1998. NBCT II will be fully operational by early 1999.

NBCT I and NBCT II with a 600 metre long berth will have a complement of five quay cranes and 16 transfer cranes in 1999.

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

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

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

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

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

ty.

(b) Long Term

Extension of the 600 metre berth at NBCT by an additional 400 metres between year 2008 and year 2010 with a total complement of 10 cranes for the 1,000 metre wharf at NBCT.

II. Bulk Cargo

(a) Immediate

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

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

(b) Long Term

For the long term, PPSB is looking into the development of a central petroleum and chemical terminal and jetty facilities for the handling and storing of petroleum and chemical products for Northern Peninsular Malaysia by year 2000.

III. Free Commercial Zone at Penang Port

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

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

Plans are being finalised to construct integrated warehouses for chilled and frozen products and other dry cargo which will be ready by mid-1998.

(Baylink)

Auckland: Expert Adds Sparkle to SPARCS

FERGUSON Container Terminal has recently enhanced its use of the computer planning system, SPARCS (Synchronized Planning and Real Time Control System).

The SPARCS system is one of the most sophisticated container terminal planning systems in the world. It provides graphic images of all stacking areas, allowing the yard to be pre-planned. This helps to minimise the

number of times containers must be rehandled and optimises their location within the stack. SPARCS also provides visual vessel images, so the operator can preplan vessels and achieve the best sequencing for loading and discharging.

Port of Auckland introduced the system in 1991 and has become one of the world leaders in its use. However, Fergusson Terminal managers, determined to drive even better performance from the system, brought out Mr Robert Inchausti, from the system's developer, NAVIS in California. He spent ten days with the terminal's planners to observe the current usage of SPARCS, along with related daily operations. He made a number of suggestions and recommendations to increase the value of SPARCS, to relevant operational functions.

Mr Inchausti identified a number of areas where planners and controllers could use various features to their best advantage.

One of these is a facility known as expert decking. Expert decking is a term used to describe the process when SPARCS finds the ideal stack position for a specific container based on a set of parameters. This ensures that it puts a container first in a stack with similar containers. If none are available it will stack it in an empty stack or thirdly in a mixed stack.

Since Mr Inchausti's visit, expert decking has been fully utilized on the vast majority of occasions so that the terminal can preplan most of its containers.

Sam Ewing, a controller at Fergusson Container Terminal, reinforced this:

"Since Mr Inchausti's visit and the subsequent changes which were made, it has made it a lot easier to work in the control tower.

Instead of spending a lot of our time decking manually we can now spend more time on other matters, like bringing rail from the exchange area and servicing our customers."

The high rate of automatic decking improves the service which we provide to our customers, as it ensures that Fergusson Container Terminal is optimally managing its facilities. Internally it allows for quicker updates to PACTS, less yard planner interaction in looking for yard slots and externally it results in quicker truck turnaround times.

Another improvement was the change in the way rail-in and rail-out containers are planned. Previously all containers which were being transferred to and from the rail interchange

to the terminal were planned manually. These are now done automatically. Likewise, reefer containers and hazardous containers are now all automatically planned.

The sequence from the gate to the stack has improved and SPARCS now captures nearly all containers.

While on this visit Mr Inchausti also looked into upgrading the latest edition of SPARCS at the terminal.

SPARCS is also used at Bledisloe Terminal which will also be able to take advantage of the significant enhancements which have been made.

New Container Terminal For Port of Tauranga

A world-class container terminal, complete with the latest electronic data interchange (EDI) systems and innovative cargo handling services, is to be developed at the Port of Tauranga's Sulphur Point wharf.

Port Chief Executive, Jon Mayson, says the decision to proceed with a terminal facility was dictated by customers, and consultation with customers will be integral in the final design and overall operation.

"We've long had excellent hardware in terms of cranes and wharf area. However, the completion of the terminal facility with full EDI systems means we can now lift our level of service, particularly for container customers, and position the Port of Tauranga as among the best in the world," he says.

The Port has contracted Tony Boyle and Volker Lankenau, both well known in the shipping industry, to work with the company to set up the terminal facility. Mr Boyle was formerly director of operations and logistics for Columbus Line New Zealand Ltd and Mr Lankenau has been in charge of container operations at first, Ports of Auckland and then the Port of Wellington.

Expected to cost up to \$2 million, the terminal completion phase will include road and rail interchange, computerised systems for container tracking from point of reception to delivery, as well as systems for complete ship and container bay planning.

Mr Mayson says many of the Port's forestry customers are now exporting finished product in containers and he expects the international trend towards containerised shipping to lead to a continued increase in this form of cargo.

"At Sulphur Point we have the space and opportunity to take a greenfields approach to the planning of the terminal and to be a leading innovator with regard to services and systems," he says.

"Some of the world's major container lines, including P&O/Nedlloyd, COSCO, Maersk and MISC/PIL now call at the Port of Tauranga. We hope to exceed the expectations of these operators with regard to EDI and cargo services, and to develop a facility that meets the highest standard."

This phase of the terminal development is expected to be in operation during the second quarter of 1998.

The Port of Tauranga also recently announced the building of the first stage of an on-wharf cold store at Sulphur Point wharf. The cold store development, with an ultimate capacity of 20,000 tonnes, is a joint venture between the Port company and the Christchurch-based Eskimo Group. The first stage is expected to be in operation by October 1, 1997.

PSA Forms Logistics Joint Venture in China

CHINA Merchant - PSA Logistics Co. Ltd, a joint venture between the Port of Singapore Authority (PSA), CWT Distribution Limited (CWT) and China Merchants Holdings Group (CMH), has teamed up with the Shanghai Commercial Warehousing and Transportation Co. Ltd (SCWT) to form a joint venture company in China called "China Merchant - PSA Logistics (Shanghai) Co. Ltd".

The joint venture contract was signed by Mr Wong Seng Chee, Vice-President (Asia Pacific) of PSA's International Business Division, Dr Dong Xuedai, Deputy General Manager of China Merchants Shipping & Enterprises and Mr Gu Yong Quan, General Manager of SCWT on 28 July 97 in Shanghai, China. Both Mr Wong and Dr Dong are directors of China Merchant - PSA Logistics Co. Ltd.

The new joint venture company will provide efficient, reliable and cost-effective logistics management and services to meet distribution needs of Multi-National Corporations (MNC) in China. It intends to set up Regional Distribution Centers (RDC) in strategic locations to serve the different parts of China, starting with Shanghai. Other

locations include Tianjin, Guangzhou, Wuhan, Chengdu and Zhengzhou. State-of-the-art warehouses will be built and equipped with modern handling and storage facilities. These warehouses will be supported by computerized warehouse management systems to facilitate planning of day-to-day operation. It will also monitor the movement of goods between the factory, RDCs and customer's determined destinations.

As China's economy continues to grow rapidly and more MNCs set up production plants here, there is a need for experienced professional operators to provide an integrated logistics service to them. The world-wide trend is for the manufacturers to concentrate on producing goods at the lowest cost and in the most efficient ways and leave the warehousing and distribution of goods to logistics companies to deliver their goods to their customers just in time and in good conditions.

"To meet the demands created by this emerging trend, PSA has teamed up with CMH, CWT and SCWT to develop logistics businesses in China. Our vision is to establish an extensive logistics network to provide a comprehensive service, both in terms of service scope and geographic coverage, to the customers. We will leverage on our track record and expertise in information technology and logistics management to offer integrated, reliable and cost-effective logistics services to various parts of China," said Mr Lee Chee Yeng, Deputy Group president (Operations), PSA.

"We are very pleased to cooperate with PSA and CMH. We are optimistic that our cooperation and joint venture will help hasten and transform the development of logistics support services to a new frontier in China," said Mr Dong Shaocheng, Chairman of First Department Store (Group) Corporation. SCWT is a subsidiary company of First Department Store (Group) Corporation.

"We see a bright future for logistics services in China, especially Shanghai. We deeply believe that with the support of the Shanghai government and relevant departments and the close cooperation of CMH, SCWT and PSA, our joint venture will see rapid growth and development," said Mr Wu Shirong, Group Vice President of CMH.

The contract signing was witnessed by Mr Khoo Teng Chye, Group President of PSA; Mr Wu Shirong, Group Vice President of CMH; Mr Dong Shaocheng, Chairman of First Department Store (Group) Corporation

and other senior officials of the Shanghai Municipality.

CMH is the oldest establishment set up by the Chinese Government to take part in foreign trade and shipping. It comes under the Ministry of Communications and is chaired by the Minister himself.

SCWT was established under the Ministry of Internal Trade which was the traditional distribution agency for consumer and manufactured goods throughout China during the planned economy era. SCWT owns and operates a warehouse complex which has a total covered area of 60,000 square meters in Shanghai. It offers warehousing and trucking services to its customers.

CWT, a listed associated company of PSA, is a leading logistics service provider in Singapore and has logistics setups in China.

Liberalisation of Tug Services Announced

WITH effect from 1 July 1997, shipyards will be allowed to order tug services from operators other than the Port of Singapore Authority (PSA) for servicing internal vessel movements in the shipyards, if they so wish. Currently, shipyards are only allowed to use the services of PSA's tugs in addition to their own.

The liberalization of tug services will result in greater flexibility to the operations of the shipyards. "This will help to improve the operations of the shipyards," said Captain Khong Shen Ping, Director (Port Division), MPA.

Mr Ng Chee Keong, President (Container Terminals Division), PSA said, "PSA welcomes the liberalization of tug services. It will make for increased competition, and will enable PSA to give even more value added services to our customers. Over the years, PSA's tugs have been deployed to shipyards to assist them to meet peak demands. Our fleet of highly manoeuvrable tugs are able to perform movements in tight confines and will be in demand for shipyard movements. We will continue to provide high service levels with IT supported infrastructure to permit integration with other supporting marine services. PSA's recent investment in three new tugs is testimony to our commitment to further cater to the needs of our customers."

Both MPA and PSA stress the need to

enhance Singapore's competitiveness in the port as well as to better meet the needs of the shipping community.

Bangkok Port Upgrades Container Service

BANGKOK Port has improved its container service, as part of its Modernization Plan, by implementing the Closing Time System since the end of last year.

The System has enhanced more efficiency in maritime transportation ser-

vice. The turnaround time and working time of ship accordingly decreased to 25 hours/call and 18 hours/call respectively. From the year 1997 onward, the Bangkok Port has planned to further develop this system by allocating the stacking area for East Quay and designating Transit Sheds 1 - 9 for general cargo storage.

Furthermore, PAT is upgrading the computer system for the container service such as the control of container handling and shifting which will be accomplished by the end of this year. By these concrete development, port users can be ensured of the more efficient service. (PAT)

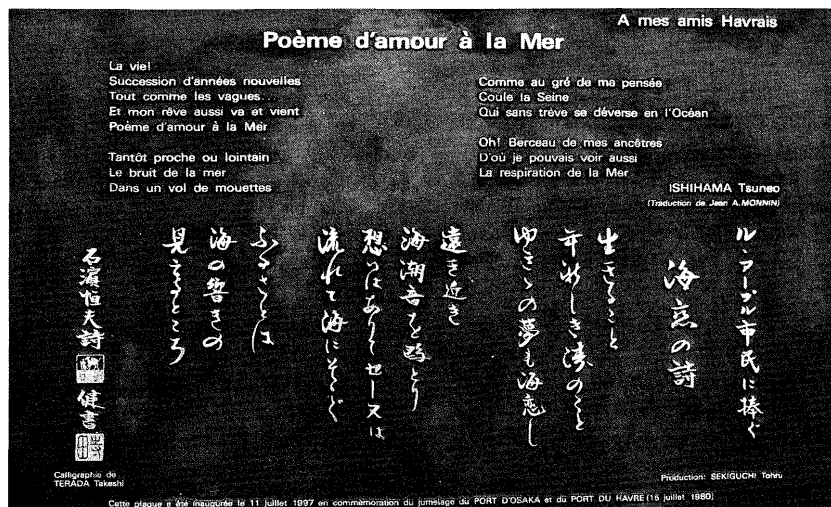
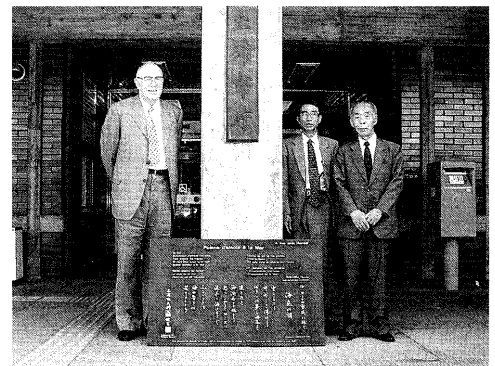
Commemorative Plate For Le Havre Garden

ON 25 June 1997, Mr. Jean A. Monnin, Far East Representative of the Port of Le Havre Authority in Tokyo, visited the City Hall of Tsuchiura (Ibaraki Prefecture, Japan), to witness a newly completed bronze plate produced by a local foundry firm, commissioned by the Ports of Osaka and Le Havre, which have been linked as sister ports since 1980.

The bronze plate, on which was inscribed a poem entitled "Poème d'amour à la Mer", originally composed by Mr. Tsuneo Ishihama in Japanese, and translated by Mr. Jean Monnin into French, was to be shipped to Le Havre, where the official unveiling ceremony of the plate was to take place in Le Havre's Japanese garden on 11 July 1997, as a main event of this year's Japanese Festival in Le Havre. To attend the

event, an 18-member delegation from Osaka, including Mr. Hideo Onishi, President, Osaka Port Promotion Association and Mr. Akira Sakata, Director General, Port & Harbor Bureau, City of Osaka, was visiting Le Havre.

The photo was taken in front of the City Hall of Tsuchiura: from left, Mr. Jean A. Monnin, Mr. Toru Sekiguchi, President of Morishima Company (producer) and Mr. Takeshi Terada (calligrapher).



PORT ENVIRONMENT INFORMATION SYSTEM

Automatic Weather Stations measuring:

- wind speed
- wind direction
- visibility (fog)
- temperature
- relative humidity
- air pressure

Provides VTS operators, pilots and captains with real-time information about weather and sea conditions. Data is available on screen and as a voice message on marine radio or by telephone.

Doppler Current Meters measuring:

- current speed and direction at the surface and at 5 depths
- significant wave height
- water level

A product from:



**AANDERAA
INSTRUMENTS**

DATA COLLECTING INSTRUMENTS FOR LAND, SEA AND AIR

Fanavelen 13B
5050 Nesttun-Bergen
Norway
Tel. + 47 55 13 25 00
Fax + 47 55 13 79 50

IAPH will meet in Kuala Lumpur, Malaysia from 15 to 21 May, 1999 at its 21st World Ports Conference



Conference Host: Klang Port Authority
Conference Theme: Global Trade Through Port Co-operation

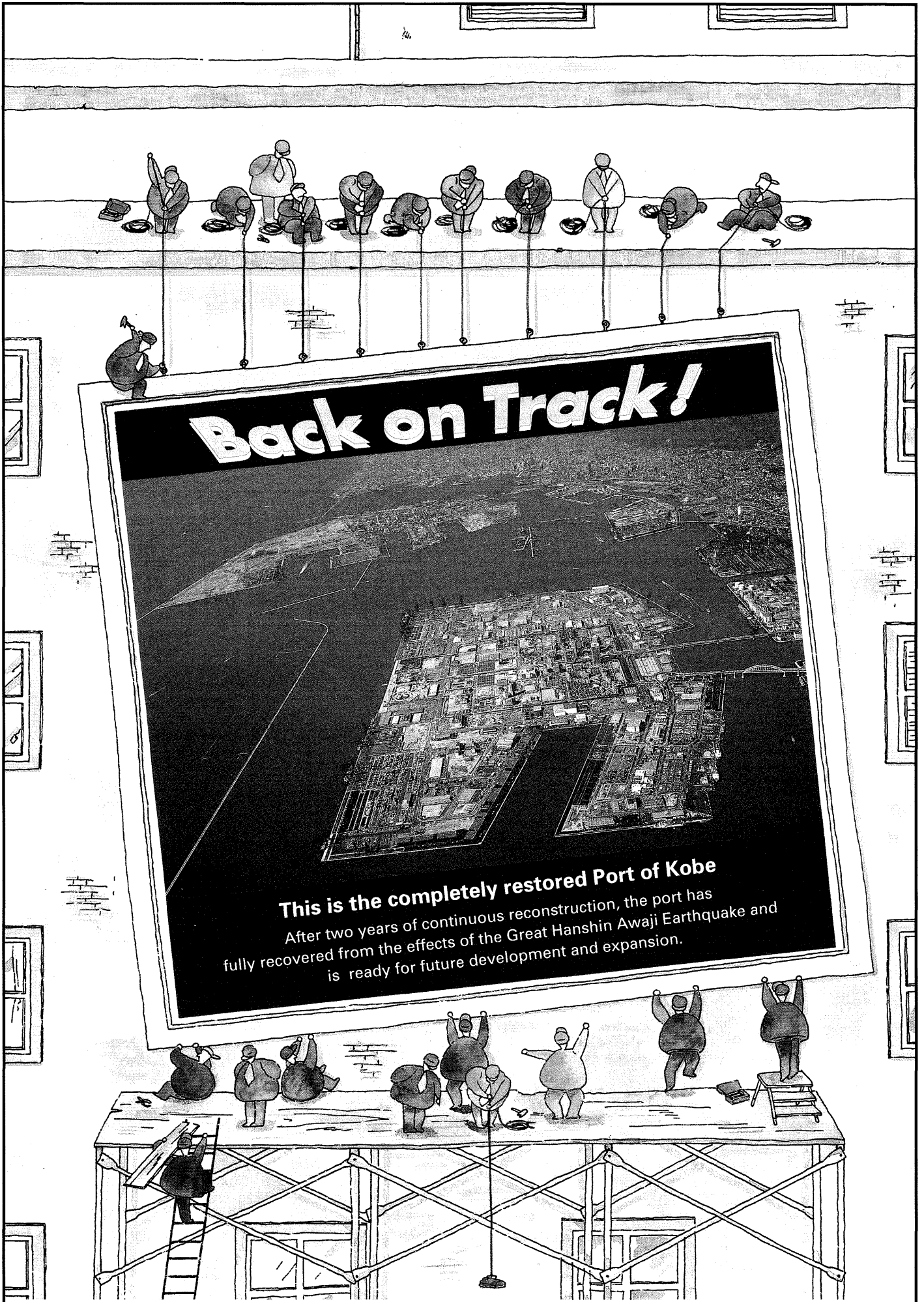
Explanation of logo

The stylised boat atop a cresting clear blue wave is symbolic to all mariners as representative of the trade, whereas the fact that it is atop the wave's crest alludes to the way forward and also the opportunities, prospects and potential for the industry in the coming years ahead. It is therefore an ideal logo as this conference is the setting where plans, policies and development in the maritime trade for the next century will be discussed and decided.

The green color of the sailboat reflects the increasing environmental friendliness and consciousness of the industry - a policy adopted by ports and harbours worldwide in both port management and development. Blue has always been associated with internationalism which is the essence of this conference, and the fact that it is a blue wave also connotes clean seas which is what the maritime industry is striving for. Finally the red in 99 is a mark of prosperity and the hope that the maritime industry in the present will always see bright days.

IAPH Head Office:
Kono Building
1-23-9, Nishi-Shimbashi
Minato-ku, Tokyo 105 Japan

Tel: +81-3-3591-4261
Fax: +81-3-3580-0364
E-mail: iaph@msn.com
Website: <http://www.iaph.or.jp>



Port of Kobe

5-1, Kano-Cho 6-Chome, Chuo-Ku Kobe 650, Japan Tel:81-78-322-5670 Fax:81-78-322-6120